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*Netherlands Philately*  
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# Netherlands Philately

Magazine of the American Society for Netherlands Philately

Volume 42/2



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# NETHERLANDS PHILATELY

## Magazine of the American Society for Netherlands Philately; Volume 42/2

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### Editor's Message

November, 2017

Well, Hurricane Harvey did its job. Dickinson, just south of Houston, was especially hit hard, with 80% of its houses flooded and many totally destroyed. We were lucky and sustained only minimal damage and are back in business. Harvey delayed mailing of issue 42-1, because the Post Office was flooded and no mail was processed for a few weeks, and of course the internet connection was down as well.

Luckily, the Convention Center in Humble (just north of Houston) did not get damaged and the Greater Houston Stamp Show was held as planned on September 15-17. To my surprise, I received a Silver for my two-frame exhibit 'Correctly Addressed but Returned.' I'll keep working to improve this exhibit which displays mail to and from The Netherlands that was returned to sender despite having been correctly-addressed (think postage due, broken connections, etc.).



As you read this, my wife and I will be in the Far East, visiting Singapore, Thailand and Laos.

Happy Thanksgiving.

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 Amsterdam Stock Exchange Building and its Designer H.P. Berlage

*by Hans Kremer*

When one arrives at the central station in Amsterdam and starts walking towards the Dam square with its Royal Palace one can see on the left a still modern looking building. It is known as the Beurs van Berlage. The Beurs (Commodity Exchange) van Berlage (see Figure 1) was designed as a commodity exchange by architect Hendrik Petrus Berlage and constructed between 1896 and 1903. It is now used as a venue for concerts, exhibitions and conferences (the current Stock Exchange is located next door and is known as Beursplein 5). The Beurs van Berlage is constructed of red brick, with an iron and glass roof and stone piers, beams and corbels. Its entrance is under a 40-metre (130 ft.) high clock tower, while inside lie three large multi-story halls formerly used as trading floors, with offices and communal facilities grouped around them. It even had its own post office on the ground floor. The post office was conveniently located near the central station so important commodity mail could be on a train destined for commodity traders in London for overnight delivery, after having received the mail from London earlier in the day. In 1930 the post office was converted into a men's barbershop. Postal stationery with Amsterdam Beurs departure postmarks are hard to find.



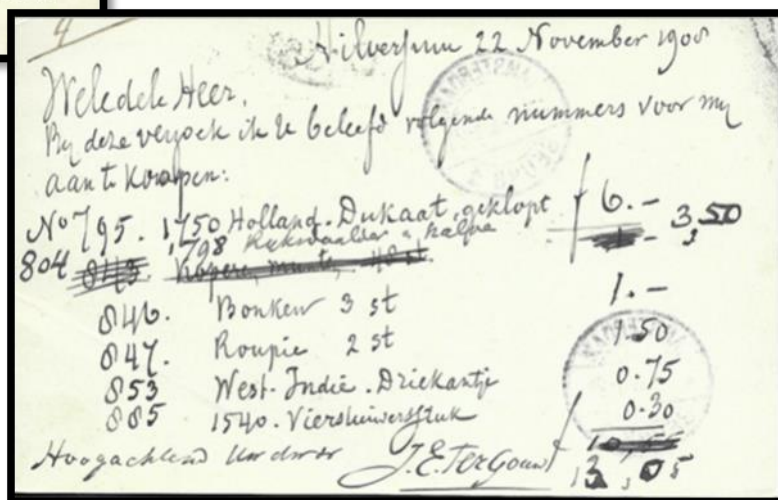
*Figure 1: Beurs van Berlage with the Amsterdam Central Station on the left.*

Figure 2 shows a 1908 postcard delivered to the Beurs where the “Amsterdam Beurs 1” arrival postmark was applied (courtesy Bert van Marrewijk). The text shows an order to purchase certain coins, such as a ‘Bonker’ and “Driekantje”.



Figure 2: 1908, “Amsterdam Beurs 1” used as arrival postmark.

The goal of Mr. Berlage was to modify the styles of the past by emphasizing sweeping planes and open plan interiors. It has stylistic similarities with some earlier buildings, for instance St Pancras station in London and the work of H. H. Richardson in America. True to its nineteenth-century roots, it maintains the use of ornaments in a civic structure. The ornaments were made by prominent Dutch artists such as Jan Toorop, Albert Verwey, Richard Roland Holst, Antoon Derkinderen, Mendes da Costa, and Lambertus Zijl. This cooperative enterprise is often referred to as Gesamtkunstwerk.



Over time various Dutch stamps have paid tribute to the building and its designer, Mr. H.P. Berlage. In 1955 a 7 cent + 5 cent surcharged stamp (fig. 3) was issued as part of the Summer charity stamps depicting five architecturally important buildings of the last 100 years. The 5 cent surcharge was to benefit social and cultural institutions.

A second 'Beurs van Berlage' stamp (80 cent) was issued in 1999 (Figure 4). It was part of the series on Highlights of the 20th century.

In 2005, a sheet with five identical stamps (39 Eurocent each) honoring Amsterdam was issued. To the right of the stamp at the bottom one can detect the Beurs above the tram (Figure 5).



Figure 4: Beurs stamp 1999

With the introduction of KPN (Koninklijke PTT Nederland) on the Dutch stock exchange in 1994 an 80 cent stamp was issued. It shows the interior of the main floor of the Beurs as it looked in its earlier days (Figure 6). At the moment it looks quite different (Figure 7).

Now let's have a look at the influence of Mr. Berlage. He was not only the architect of the Beurs building, but so much more.

He was directly honored with two Dutch stamps. The first one was in 1954 as part of the charity issues (Figure. 8), the second one in 2012 as a part of a sheet “Grenzeloos Nederland-Indonesië” stamps (Figure 9).





Figure 5: Mooi Nederland 2005 with the Beurs at the lower right. See enlargement at right.



Figure 6: 1994 Introduction of KPN on the stock exchange

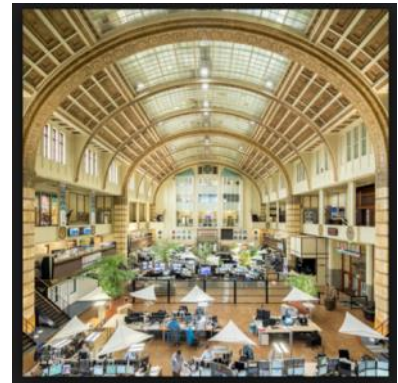


Figure 7: Current interior of the Beurs



Figure 8: Berlage stamp 1954



Figure 9: Berlage stamp 2012

From Wikipedia (edited): Berlage was born in Amsterdam. He studied architecture at the Zurich Institute of Technology between 1875 and 1878 after which he traveled extensively for 3 years through Europe. In the 1880s he formed a partnership in The Netherlands with Theodore Sanders which produced a mixture of practical and utopian projects. A published author, Berlage held memberships in various architectural societies. Berlage was influenced by the Neo-Romanesque brickwork architecture of Henry Hobson Richardson and of the combination of structures of iron and bricks by others. This influence is visible in his design for the Amsterdam Commodities Exchange, for which he would also draw on the ideas of Viollet-le-Duc. The load-bearing bare brick walls and the notion of the primacy of space, and of walls as the creators of form, would be the constitutive principles of the 'Hollandse Zakelijkheid' (Dutch Businesslike Character).

A visit Berlage made to the U.S. in 1911 greatly affected his architecture. From then on the organic architecture of Frank Lloyd Wright would be a significant influence. Lectures he gave after he returned to Europe would help to disseminate Wright's thoughts in Germany. A notable overseas commission was the 1916 Holland House, built as offices for a Dutch shipping company in Bury Street in the City of London (behind Norman Foster's 30 St Mary Axe of 2003).

Considered the "Father of Modern architecture" in The Netherlands and the intermediary between the Traditionalists and the Modernists, Berlage's theories inspired most Dutch architectural groups of the 1920s, including the Traditionalists, the Amsterdam School, De Stijl and the New Objectivists. He received the British RIBA Royal Gold Medal in 1932. Berlage died in The Hague in 1934. In 1970, the IAU named the lunar crater Berlage after him.

What other Dutch stamps can we find that indirectly honored Mr. Berlage?

One was issued in 1975 as part of the stamps of the charity series (Figure 10). It shows the Sint Hubertushoeve in the Hoge Veluwe National Park, not far from the city of Arnhem. This building too was designed by Mr. Berlage. Jachthuis (Hunting lodge) Sint Hubertus is a rather unusual addition to Berlage's oeuvre. His careful attention to the art of design in the house is a departure from the rational and methodical style for which he was known. This is just one of the many reasons why the building has enjoyed such critical acclaim in the Netherlands and abroad.



Figure 10: St. Hubertushoeve 1975

While Berlage was usually commissioned to design the building alone, in the case of the Jachthuis Sint Hubertus, he also designed the interior, right down to the cutlery itself. He also designed the grounds on which the building sits, including a park with a large pond and a bridge extending over a portion of the pond. As a result, the 'Jachthuis' is considered a Gesamtkunstwerk, or universal artwork. The building was completed in 1920.



Figure 11: De Burcht conference room mural, 2001

Another stamp (Figure 11), issued in 2001 is one of eight stamps with the theme 'New Art, 1890-1910.' The stamp shows a mural drawn by Mr. Roland Holst on a wall of "De Burcht" conference room and also has two names on it: R.N. Roland Holst and H.P. Berlage (Figure 12).



Figure 12: Conference room of "De Burcht" with murals



De Burcht (Stronghold) (fig. 13) is today more a social and cultural center than the headquarters of a movement. It was originally constructed in 1903 for the Trade Union of the Diamond Workers (ANDB), by Mr. Berlage. If you have seen the Beurs van Berlage, you will immediately recognize the architect's style - sober and decorative at the same time.

De Burcht really looks like a stronghold. Its walls are thick and it has, characteristic for many Berlage buildings, a tower. Built from many sorts of bricks, stones and tiles, with stained glass windows inside could be easily called the jugendstil castle. The ornamental symbol of the ANDB trade union reappears in many motives of the decoration. Inside - the typical for art nouveau murals by Roland Holst, renovated in 2001 represent among other motives two trade unionist biggest fears - The Misery and The Corruption.



Figur 13: De Burcht in Amsterdam

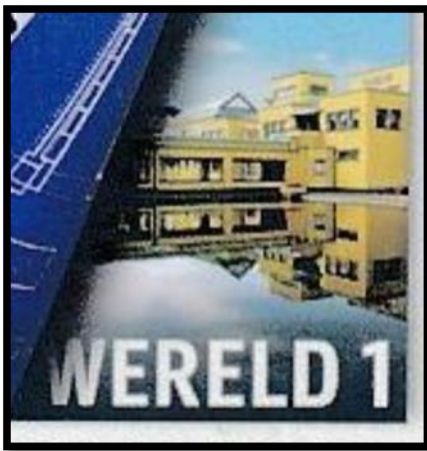


Figure 14: Detail of the Gemeentemuseum in The Hague

Another building designed by Mr. Berlage can, upon closer examination, be seen on the stamp already shown in Figure. 8. You'll notice a partial building at the lower right hand side (Figure 14). It is part of the Gemeentemuseum in The Hague.

The Gemeentemuseum (Figure 15) is a magnificent Art Deco building. Designed by Mr. Berlage, it is striking not only for its distinctive yellow brickwork, but also for its spacious interior, natural light and modern color scheme. Berlage himself believed this would be his greatest ever work. It was also his last, however, and he never saw his masterpiece completed, as he died a year before the building was finished. Construction work on this more modest structure began in 1931. Berlage oversaw the work together with his son-in-law E.E. Strasser. In the summer of 1934 – a year before the planned completion – Berlage died. Strasser completed the building and the museum opened on 29 May 1935. However, visitors were able to enjoy the new museum only briefly, as the occupying Germans used it as a repository

during the Second World War. After repairs, it reopened to the public in 1946. More than eighty years later, we can say that Berlage certainly fulfilled his promise.

The building is still highly popular with visitors, artists and architects, and ranks among the most beautiful and most modern museum buildings in Europe.



Figure 15: Gemeentemuseum in The Hague



When I looked at the catalog of Dutch postal stationery I also came upon Mr. Berlage's name. In 1924 a series of fourteen 12 ½ cent illustrated postcards were issued. Their purpose was to promote the beauty of the Netherlands to other countries. The designer of thirteen of these cards was Mr. Berlage. The card shown here (fig. 16) depicts the Haarlem City office. It was built in the 14th century replacing the Count of Holland's castle.



*Figure 16: 1924 postcard designed by Mr. Berlage*

Based on his philatelic recognition alone, one can state with confidence that Mr. Berlage is considered one of the giants of Dutch architecture.

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**On the London – Rotterdam Route since 1847:  
Some vessels of the General Steam Navigation Company were carrying  
mails, while others were carrying cattle**

*by Erling Berger*

In 1832 the General Steam Navigation Company won the mail-contract from London to Rotterdam, and when we are tracing tracking a steam vessel of the Company on its way to Rotterdam we can expect them to be “carrying His Majesty’s Mails” in the period of 1832-1846. However, in 1847 the Attwood was turned into a vessel specialised in carrying cattle, so the Company advertised for both the mail-packets and the vessels carrying cattle (Figure 1).

**GENERAL STEAM  
NAVIGATION COMPANY.**  
*Dienst tusschen Rotterdam en Londen.*  
De **MAAL-STOOMPACKETTEN** vertrekken met  
**Passagiers en Goederen :**  
ZATURDAG den 19den Februarij, 'smorgens ten 10 ure.  
WOENSDAG " 23sten " 'snamiddags " 1 "  
Nadere inlichting bij de Agenten  
(892) *W. SMITH & P. A. VAN ES.*

---

**NAAR LONDON,**  
voor **VEE** en andere **GOEDEREN.**  
De **STOOMBOOT Attwood**, Kapt. **CHEESEMAN**,  
volkomen ingerigt voor het laden van **Vee**, vertrekt van  
*Rotterdam :*  
VRIJDAG den 18den dezer, des morgens ten 8 ure.  
W. SMITH & P. A. VAN ES,  
Agenten van de  
(893) *General Steam Navigation Company.*

Figure 1: A combined advertisement for the mail-packets (MAAL-STOOMPACKETTEN) and the vessels carrying cattle (VEE). Inserted in the Nieuwe Rotterdamsche Courant 16 February 1848.

Thus, in the period 1847-1853 we cannot be sure if a steam vessel belonging to the Company was carrying mail.

Next, we shall determine which vessel transport the letter shown in Figure 2 from Manchester via London to Amsterdam. The letter received a Manchester departure cancel date July 16, 1852. A handwritten note in the upper left corner stipulates that the letter must travel via London and Rotterdam.



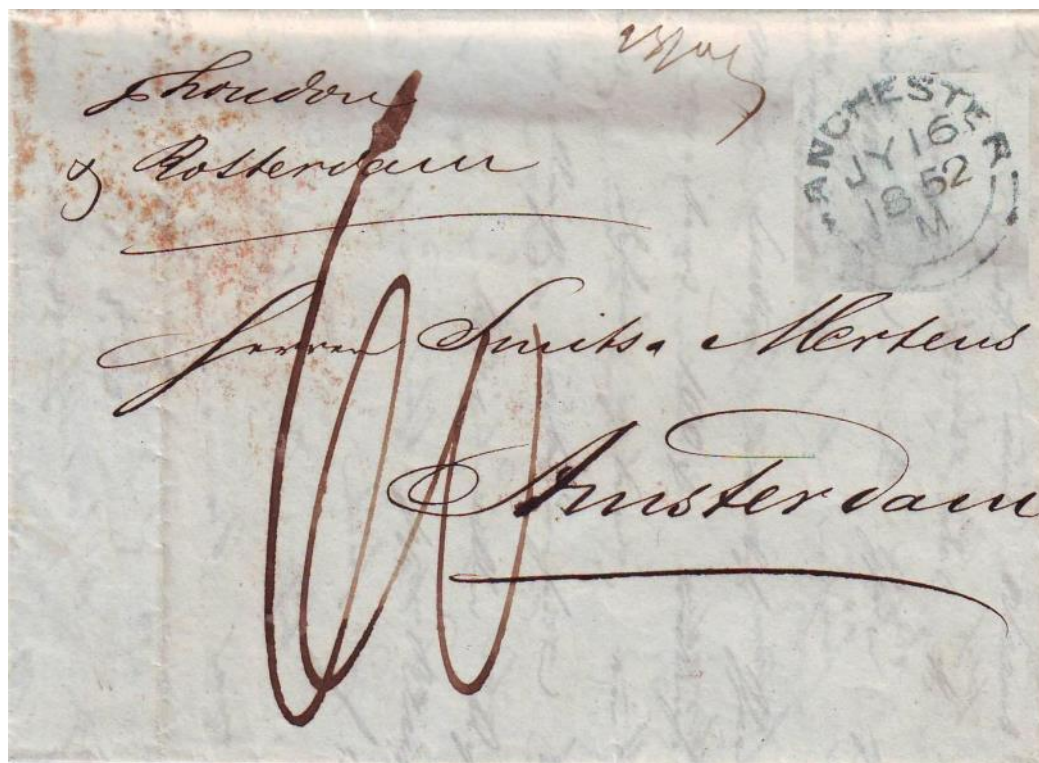


Figure 2: Unpaid letter from Manchester 16 July 1852 to Amsterdam. The command of “*p London & Rotterdam*” shows which route was to be used.

In 1852 several routes by steam-ships could be used between the UK and the Netherlands:

- London-Rotterdam
- Hull-Rotterdam
- Dover-Ostend

Routes from which no letters have been found yet

- From London to Harlingen and Nieuwe Diep as of 1845
- From Rotterdam to Yarmouth as of 1846

The advertisement shown in Figure 3, lists three mail-packets on the London - Rotterdam duty: The *Rainbow*, *Concordia*, and *Ocean*. Since they are “*Carrying Her Majesty’s Mails*” we can be sure that they don’t carry cattle.

**ROTTERDAM and the RHINE, carrying Her Majesty’s Mails, every Wednesday and Saturday Mornings, at Ten, The RAINBOW, Capt. M. Little; CONCORDIA, Capt. R. Stranack; and OCEAN, Capt. G. Marshall. Chief Cabin. £1 10s. Fore, 17s. 6d. Leaving Rotterdam for London every Wednesday and Saturday, according to tide.**

Figure 3: Advertisement in the Hull Advertiser and Exchange Gazette 16 July 1852.

According to the notice shown in Figure 4, two vessels belonging to the Company left London on 17 July 1852: the *Attwood* and the *Concordia*.

**GRAVESEND. SAILED, JULY 17.**  
**The Adelia, for Cadiz; Meteor, for Port Philip; Ann M’Lean, for Swan River; Attwood, and Concordia, for Rotterdam; Neptune, for Tonningen; Prosperitas, for Norway; Princess Royal, and Thames, for Ham-  
 burgh; Maid of Marshland, for Konigsberg**

Figure 4: Public Ledger and Daily Advertiser, Monday 19 July 1852

Since we know from Figure 3 that the Concordia was a mail-carrier and from Figure 1 that Attwood was not we can conclude that the Concordia conveyed the present letter to Rotterdam. Further proof can be found in the 'Nederlandsche Staatscourant' (Figure 5). The listing shown in Figure 5 mentions that two of its carriers will depart with cattle and other goods every Friday (the *Giraffe*) and Tuesday or Wednesday (the *Attwood*), while a ship carrying passengers and goods will leave on Saturday, July 17, 1852 and Wednesday, July 21, 1852.

The *Attwood* had been serving the Rotterdam route carrying ship-letters since 1827. In 1832, when the Company had won the mail contract, she became a regular packet carrying His Majesty's Mails. Since 1847 she carried cattle.

The *Giraffe* was launched in 1836 and became a mail packet at once, and a cattle carrier in 1850.

The mail route from London to Rotterdam was closed in December 1853 and replaced by a steam packet route from Dover to Ostend.



Figure 5: Advertisement listing the Company's carriers of cattle, namely the *Giraffe* and the *Attwood* (Nederlandsche Staatscourant of 17 July 1852).

## In Memoriam: Leo Vosse

by Hans Paul Hager

Last August I received one of those notices one dreads, a good friend of mine, Leo B. Vosse, had passed away. After the shock had worn off a little, I reflected on Leo, what he had meant to me but also how much he had contributed to our philatelic hobby.

Leo was for many years the President of the well-established philatelic group Dai Nippon. The members of this group specialize in collecting stamps and revenues of the Netherlands Indies during the Japanese Occupation and the subsequent NICA and Revolution Periods. Leo may be called the driving force behind this group, under his leadership the group has published many very well received publications (see dai-nippon.nl). His crowning achievement was the publication of 'The Catalogue of the Revenues of the Netherlands Indies, Japanese Occupation 1942 - 1945 and the Republic of Indonesia Administration 1945 - 1949,' 474 pages, published in 2008. The last few years he was working on an expanded hard-cover color version of this book with many new additions to the listings. He finished this project a few months ago and it is now available at Dai Nippon. On a personal note, Leo was extremely knowledgeable in his field, but in addition he was also a very welcoming, gregarious and open person. He had friends all over the world. He loved to travel and spend time with collectors in Asia, America and Europe. He was a pleasure to have as a guest. He helped me organize my collection and we would share ideas about his catalogue. He was never unwilling to entertain suggestions. He passed away on a flight back from Indonesia where he had just spent time with friends. He was 72 years old when he passed and is survived by his wife Lies, children and grandchildren.

I will miss you Leo, thanks for everything you contributed to my life and our hobby.





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# Destination Insulinde

by Gerard van Welie  
translated by Ben H. Jansen

This is a collection of mail items sent to the Dutch East Indies from all parts of the world, especially in the 19th century. The mail routes followed and the postal rates from various countries are studied.

The first contact between Netherlands and India started in 1595. Between 1592 and 1579 Jan Huygen van Linschoten, from Enkhuizen, had sailed to Goa while in Portuguese service. He had acquired lots of information about the route to India, and he had copied a number of Portuguese maps. In 1596 he published this knowledge in his Itinerario “Voyage ofte schipvaert, naer Oost ofte Portugaels Indien inhoudende een corte beschryvinghe der selver landen ende zee-custen met daarin ook de Beschryvinghe van de gantsche custe van Guinea” (Travel or shipping to East or Portuguese India containing a short description of those lands and sea coasts also including the description of the complete coast of Guinea). This showed a better way to India along the Cape of Good Hope in South Africa. On 2 April 1595, the 30 year-old Cornelis de Houtman, from Gouda, was the first to set sail along this route for the Indies while in the service of the “Amsterdam Compagnie van Verre” (Amsterdam Company of the Distant). On 27 June 1596 he arrived in Banten (Java). From a business point-of-view the trip was not a success and almost two-thirds of the crew lost their lives. But the route was explored, and that was in 1602 reason enough for the Heeren (Gentlemen) XVII to establish the “Verenigde Oostindische Compagnie” (VOC, Dutch East India Company). Various existing companies joined the VOC subsequently. The VOC got the monopoly to trade with overseas. When the “Geoctroyeerde Westindische Compagnie” (GWIC, Dutch West India Company) was founded in 1602, the trade monopoly for the VOC was limited to the Cape of Good Hope and everything to the East. Thus other entrepreneurs were not allowed to do business in the Indies, although that, of course, happened illegally.

On May 3, 1788, the Plan Packetships and the Plan Post, as the postal historians refer to it in shorthand, was adopted by the Heeren XVII. One started building fast ships to meet the competition with other countries such as

England. Rules for the transport of letters were issued as well. Mail not originating from the VOC had a cancel added. This cancel consisted of the monogram of the company plus a value indication (Figure 1). The base rate was 6 stuivers and applied to the whole of the trading territory. The rate was not determined by the distance travelled or the weight, but by the size of the letter. Wooden forms were made. If the letter was slightly larger than one form, then the next rate was applicable. Cancels for 6 stuiver, 1, 2 and



Figure 1: Oldest known letter with VOC cancel: letter from Batavia, on 21 January 1788 with ‘De Goede Intentie’ (The Good Intention) via Cape of Good Hope, arriving in Goeree on 28 October 1788. Rate: 6 stuivers + domestic rate 2 stuivers. The cancel must have been placed upon arrival!

3 guilder existed. Other rates were indicated with a combination of these cancels (see Figure 2 and 3).



Figure 2: Only known letter mailed with the 'Zee-Meeuw' (Sea Gull) of the VOC chamber Enkhuizen, mailed from Amsterdam to Batavia on 21 December 1793. The 'Zee-Meeuw' departed from Texel on 26 December 1793 and sailed via Cape Good Hope to the Indies, arriving 15 July 1794. The rate was 6 stuivers, indicated with the VOC cancel.



Figure 3: Front of a packet of the 9th format, 29 November 1791. Rate for the 9th and largest format: f 7,00 (140 stuivers). Combination of one 1 guilder and two 3 guilders cancels. One of the largest frankings known!

The forwarding of mail to the Indies went henceforth by ship, including the occasional employment of forwarding agents.

In 1835 Thomas Waghorn organized a regular connection on the route Alexandria-Suez, the Overland Mail Route (Figure 4). During the first few years, this route was used only sporadically in The Netherlands and our East. Starting January 1844, the post treaty with England came into effect, which regulated the monthly transport of our letters from and to Singapore. The mail was brought from London via Calais and Marseille, or by the packet ships



Figure 4: Map with the English Landmail via Alexandria, over the Nile and through the desert to Suez and on via Galle (Ceylon) to Singapore.

of the Peninsular & Oriental Steam Navigation Company from Southampton via Gibraltar and Malta, to Alexandria. The post could also (and most often did) go from The Netherlands via the border offices Bergen (Mons) and Valenciennes directly to Marseille. From here, where during the first few years, the British navy carried the mail to Malta, where it was transferred to the packet ship from Southampton. From Alexandria smaller ships continued the journey upstream the Nile. Halfway, the mail was carried with camels to Suez through the desert. Packet boats of the P&O were waiting there to bring the mail to Singapore via Galle (Ceylon) or via a detour to Bombay and then over land to Calcutta. The Indies Government brought the mailbags to Batavia.

Starting in March 1845, land mail stamps were affixed to mail arriving in Batavia, on which the postage due (to be paid by the addressee) from Alexandria was written (Figure 5). These stamps are considered to be the first postage stamps. Due to the high rates and the unfavorable weight progression, the letter writer often used fairly thin and vulnerable paper. By noting the postage due on the land mail stamps and not on the letter itself, further damage was prevented.

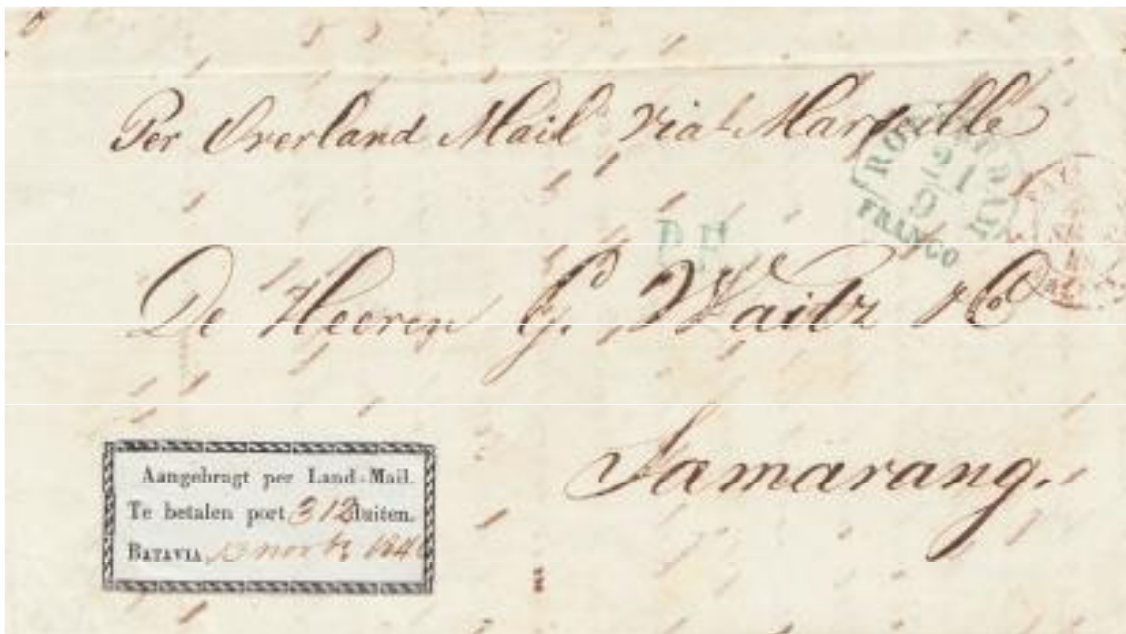
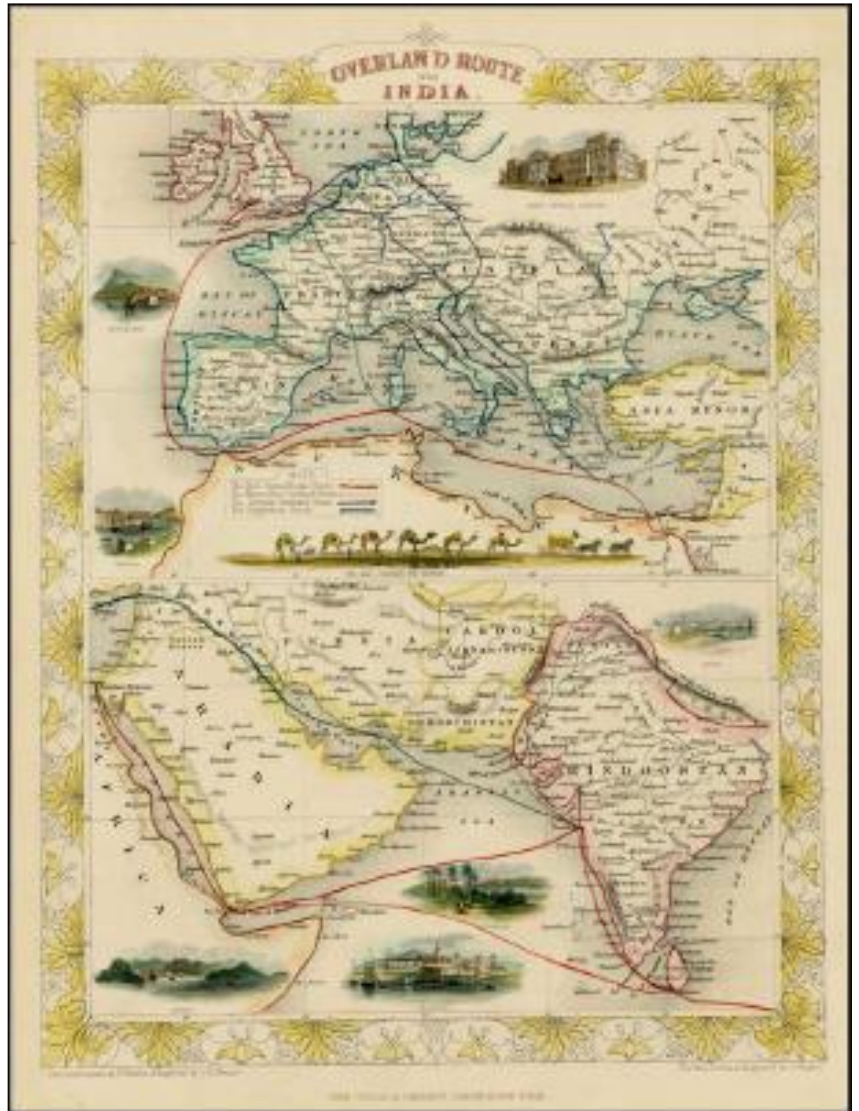


Figure 5: Letter from Rotterdam to Semarang, 21 September 1846. Via Breda, Bergen and Valenciennes to Marseille. With the Royal Navy HMS 'Spitfire' to Malta. There transferred to the P&O 'Pottinger' having arrived from Southampton on its way to Alexandria. Via the Overland Mail Route via the Nile and with camels through the desert to Suez. From there with the P&O 'Bentick' to Galle and the P&O 'Braganza' to Singapore. The Zr Ms 'Merapi' of the Dutch-Indies government's navy delivered the letter to Batavia, arriving 13 November 1846, where the landmail stamp was affixed,

and the date and rate (312 duiten) added. On the reverse we see the rate for this letter of the second weight category till Alexandria:  $2 \times 35 = 70$  cent for Rotterdam - Bergen and  $2 \times 70 = 140$  cent for Valenciennes - Alexandria, in total 210 cent.

The base rate was 216 duiten, namely 130 Dutch cents x 1.2 = 1.56 Indies duiten + 60 duiten sea rate for the Singapore – Batavia route = 216 duiten. The route to Alexandria was paid by the senders in The Netherlands. This consisted of the postage to Bergen (for example, this was 35 cent from Amsterdam) and the postage for the route Valenciennes - Alexandria at 70 cent. These dues were noted on the back of the letter.

Starting with mail arriving in Batavia on January 16, 1847, the rate was lowered to 150 duiten for the first weight category. Landmail stamps were no longer used after January 1847. Instead, a cancel was used, printed in blue or red, in which the rate could be written. Two types of this cancel exist.

How the postal rates were organized for the higher weight categories is still not clear. J. Dekker and W. Arratoon had a heated exchange about this in *De Postzak* (The Postbag –Po&Po journal) in the sixties, but did not quite resolve the issue. Now that the archives from the Indies do no longer assist us, I am trying to deduce the rate assessments through a census of the existing landmail letters, especially those in the upper weight categories. My census to date consists of 156 letters with landmail stamps, only 21 of which are in a higher weight category. The rate notations on the reverse sides (for the rate paid by the sender for the route to Alexandria) can provide an indication of the weight category.

Because of the war between France and Prussia, mail traveled via Brindisi between 1870-1871 (Figure 6).



Figure 6: 1872, with P&O 'Nyanza' to Alexandria, by train to, with P&O 'Sumatra' to Galle and P&O 'Travancore' to Singapore. By NISM 'Koning Willem III' to Batavia.

Other mediterranean ports were used as well, such as Triest (Figure 7), and later Genua and Naples.

In addition to the P&O, the French Messageries Impériales, later named Messageries Maritimes, also began to ensure a regular mail transport (Figure 8).

Figure 7: 1871 with the Austrian Lloyd from Triest to Alexandria, via the Overland Mail Route to Suez, with P&O 'Columbian' to Galle and 'Emeu' to Singapore. Per NISM 'Koningin der Nederlanden' to Java.







Figure 8: Letter from 1876, transported with the 'Iraouaddy' of the Messageries Maritimes via the Suez Canal to Singapore and subsequently with the MM 'Emirne' to Batavia. Rate 150 ct: letter 3rd weight category.

The Austrian Lloyd carried the mail from Triest to Alexandria. Later the Stoomvaart Maatschappij Nederland (Steamer Company The Netherlands, see Figure 9), the Rotterdamsche Lloyd and the Norddeutscher (North German) Lloyd initiated regular connections. The Suez Canal opened in 1869. However, the British P&O continued to use the Overland Mail Route from Brindisi till February 1888, because they had just recently constructed a railroad through the desert (Figure 10).



Figure 9: Field post office Atjeh. Rate for letters to soldiers below the rank of officer: 5 cent. With the SMN 'Celebes' from Nieuwediep to Batavia. "Stoomschepen rechtstreeks" (Steamers directly) = by ship that departs from The Netherlands via the Suez Canal to the Indies.



Figure 10: 1877, postcard with P&O 'Ceylon' from Brindisi to Alexandria, by train to Suez, with P&O 'Poonah' to Galle and 'Geelong' to Singapore.

In addition to the mail from The Netherlands, mail from other European countries (Figures 11) and also from western Africa and the American continent traveled most often via the Mediterranean ports and the Overland Mail Route or the Suez Canal. A regular mail connection between the western United States and the Indies via Japan was not established until much later.

Foreign mail travelled by available ship in case there were no packet boat connections, or if a packet boat was not desired (Figure 12). This required payment upon departure and/or arrival, a part of which was for the captain of the ship used.



Figure 11: 1860, Thurn & Taxis, letter from Cassel, 8-5-1860. By train to Triest, with the Austrian Lloyd to Alexandria and on from Suez to Singapore with the P&O. Cores de Vries 'Makassar' would have carried the mail to Batavia but sank near Riouw; the British 'Shannon' delivered the mail to Java. Rate DÖPV 3 Sgr + from Triest 13½ Sgr = 16½ Sgr. Singapore-Batavia: 25 cent.





Figure 12: Letter from Swellendam, Cape Good Hope to Batavia, 30 January 1856. By available ship the "Bernard" to Singapore. Domestic rate till ½ oz Swellendam – Cape Town 4d + sea letter regardless of weight 4d = 8 d. Franked with a pair of 4d 1855 Cape Triangles. The addressee had to pay the Dutch-Indies sea rate for Sinagapore to Batavia at 30 cent.

Pieces of mail to the Dutch Indies from countries other than The Netherlands, Germany, France and Great Britain and preceding the UPU are always rare (Figures 13 and 14). That is also the case for the first 25 years of the UPU, albeit that the USA becomes part of the exception.



Figure 13: 1869, Morges 'Padang.' Via Marseille and the P&O. Rate for the route via Triest, even though mailed via Marseille, 1868-1871: 115 centimes. Only known letter from Zwitserland to Sumatra.



Figure 14: 1888, a telegraphic message sent to Port Said. Going further was not possible, probably because of broken connection. Therefore, the telegraph service mailed it as a registered letter.

Especially for countries that applied a special sea surcharge few pieces of mail are known. The UPU allowed charging 1.5 times the normal rate for mail pieces that had to be transported over more than 300 sea miles to member states (Figure 15). Not all countries applied this surcharge (Figure 16).



Figure 15: 10 Öre postcard from Copenhagen to Weltevreden, 4 April 1897. Postcard rate to UPU countries overseas: 10 Öre + sea surcharge 5 Öre = 15 Öre. Only four 10 Öre postcards with 5 Öre Coat of Arms type of stamp because of the sea surcharge from Denmark to the Dutch Indies have been registered by Karsten Jensen.





Figure 16: 15 centimes postcard from Kongo Vrijstaat, 15 December 1890 to a soldier in Batavia (or elsewhere). With the ENN 'Ambaca' to Lisbon, via France to Brindisi and with the P&O 'Arcadia' and 'Rossetta' via the Suez Canal and Colombo to Singapore. The addressee was not in Batavia but possibly in Pontianak (Borneo) or Soerabaja.

## Our Members Did Well in Bandung

Bandung, Indonesia, was host for the World Stamp Exhibition held from August 3 through 7, 2017. Several of our members participated and did very well.

Gerard Welie (of the Netherlands), won Large Gold (scoring 95 out of 100 points) with his "Destination Insulide—Mail to the Netherlands East Indies 1788-1900." The article presented above describes this exhibit and shows some of its spectacular pieces.

Richard Wheatley (United Kingdom) also received Large Gold (91 points) with 'Netherlands East Indies Mail 1789 to G.P.U. (1877).'

Large Vermeil (88 points) was awarded to Masuyama Saburo (Japan) for his 'Japanese Occupation in Java 1942-1945' exhibit. The same prize was awarded to Nico de Wijer, with Piet van Putten, (the Netherlands) for 'Postal Censorship and Internment Camp Mail in the Netherlands Indies 1940-1942,' and Leo Vosse for 'Catalogue of the Postage Stamps of The Netherlands East Indies under Japanese Occupation 1942 - 1945.' Unfortunately, he passed away recently (see page 24).

Rene Hillesum, received Vermeil for the 2017 issue of 'Filatelie,' for which he serves as Editor.

Bravo to all!





# INDONESIA PHILATELY

## The Map and the Garuda: two aerogrammes that failed to take flight.

*by Mardjohan Hardjasudarma*

In the early 1960s a new set of three (later: four) aerogrammes was issued. They all had in common a geographical outline or map, and were designated to be used for that specific 'daerah' or territory. Daerah 1 included South East Asia, Ceylon and Portuguese Timor. Daerah 2 encompassed the remainder of Asia, Australia, New Zealand, New Caledonia, Egypt, Libya, and Sudan, while Daerah 3 included America, Africa (except Egypt, Libya, and Sudan), Europe and the Pacific.



Figure 1

tually used for The Netherlands or the USA (Figure 1). Ultimately, batches of zone 1 aerograms were overprinted with zone 3 indicia in red (Figure 2).

They were simple to use. Choose your country of destination, get the correct map aerogramme, affix the stamps and off it goes. Preparations were elaborate. Even a specimen design is known, showing a smaller aerogram, a fixed rate of 90 sen for Daerah 1 plus Portuguese Timor.

This did not necessarily lighten the task of postal clerks, who still had to figure out if the correct map aerogram was used. In time, that hardly mattered. The lion's share of aerogram traffic was to The Netherlands and North America anyway.

Thus we find without too much trouble aerograms originally designated for zone 1 and 2 but ac-



Figure 2



The decade of the 1970's saw a stream of new aerograms with the Garuda (a mythological bird) design in three values: 60, 75 and 100 rupiah (Figure 3). One would presume more or less marked for the old daerah 1, 2 and 3 regions although this is by no means certain.

The map aerograms were little used and postally-used Garudas are virtually unknown. Philatelic usage, with added postage is more common, though.

During this time, ordinary, old-fashioned aerograms kept being used extensively. The original goal was probably to have the new design of the aerograms gradually accepted by the public. To this end these elegant pieces of postal stationery were marketed in tourism-heavy areas such as Bali and Jakarta. Sad to say, that never materialized.

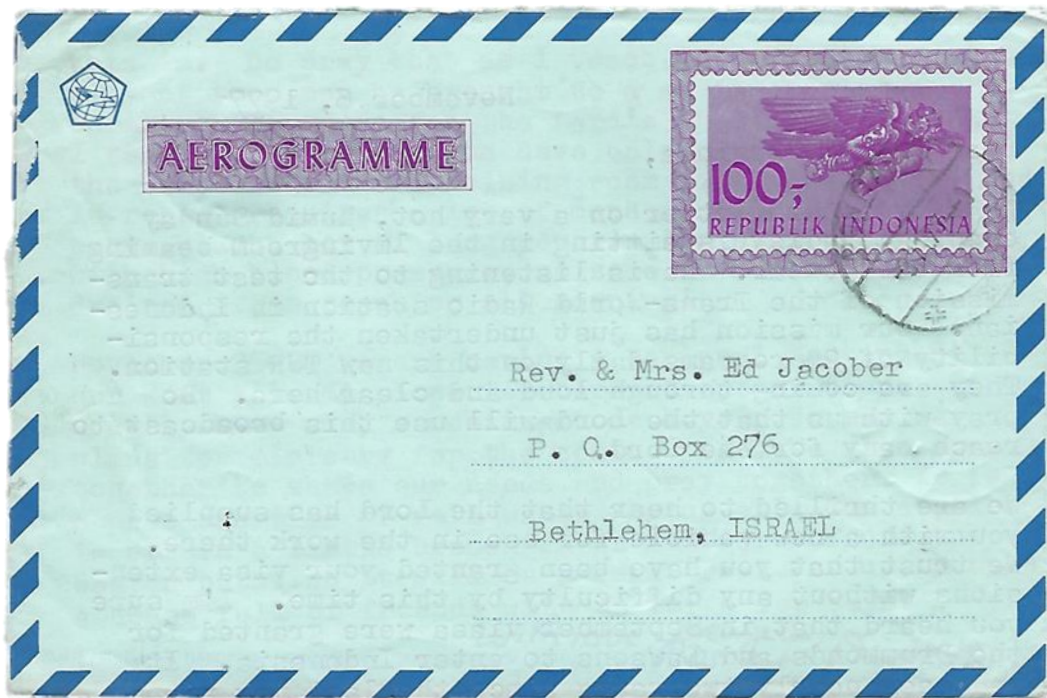


Figure 3

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## Recent Issues



**Viktor & Rolf**  
September 11, 2017

This sheet with 10 stamps has been issued on the occasion of the 25th jubilee of the well-known Dutch fashion designers Viktor & Rolf. The sheet depicts sketches that formed the creative basis for the various collections of the past years.

## ARCHITECTUUR WEDEROPBOUW

Tijdens de wederopbouw in Nederland werden bruggen, wegen, spoorwijken, woningen en fabrieken herbouwd, maar er was ook veel aandacht voor nieuwbouw met een maatschappelijke functie (scholen, banen en overheidsgebouwen). Kunst (de 1.50-rekening) en landschapsarchitectuur in wonergebieden en kinderopvoeringsgebouwen. De ontwerpen van de wederopbouw laten een spoor zien tussen traditionalisten, modernisten en sociale-huizen-architectuur, huwelijken tussen kunst en de natuur.



Het Nieuwe Instituut architectuur design e-cultuur  
artikelnummer 371161  
8 714341 111395

## Rebuilding Architecture

September 11, 2017

This sheet with ten stamps is devoted to the rebuilding architecture in The Netherlands following World War II. The stamps show black-and-white pictures of ten buildings in various styles, with different functions, spread over the Netherlands. All buildings are post-war and date from the early rebuilding period (till 1958). The buildings are the ventilation building of the Velsers Tunnel (Velsen, 1957), the gas-station Purfina (Arnhem, 1957), the Industry Building (Rotterdam, 1951), the office of Van Leer's Barrel Factory (Amstelveen, 1958), the residential area Soester Quarter (Amersfoort, 1957), the Municipal Apartment Building (Maastricht, 1950), Weavery de Ploeg (Bergeijk, 1958), the Hoogovens (IJmuiden, 1951), the Department for Geodesy (Wageningen, 1953) and the Second Liberal-Christian Lyceum (Den Haag, 1954).

## Child Stamps

October 9, 2017

The six stamps on the Child Stamps sheet with value 1 (for domestic mail) depict the complete family from the comic Jan, Jans and the children. The issue of these stamps form a tribute by PostNL to comic designer Jan Kruis, who passed away of January 19, 2017.



## DAG VAN DE POSTZEGEL 2017



DAG VAN DE POSTZEGEL 2017

## Day of the Postage Stamp 2017

October 20, 2017

The Day of the Postage Stamp 2017 sheet represents one of the oldest stamp series of The Netherlands: the renowned Queen Wilhelmina with hanging hair. These stamps were issued between 1891 and 1896 in fifteen values, ranging from 3 cent through 5 guilder. They remained in use till January 1, 1900. The issue was withdrawn with the change of the century. That was made possible because the inauguration of Queen Wilhelmina postage stamp had appeared in 1898, followed in 1899 by the permanent stamp of Queen Wilhelmina with fur collar.

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

This site also shows the personal stamps and silver stamps issued by PostNL.



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