

*Dated Journal*

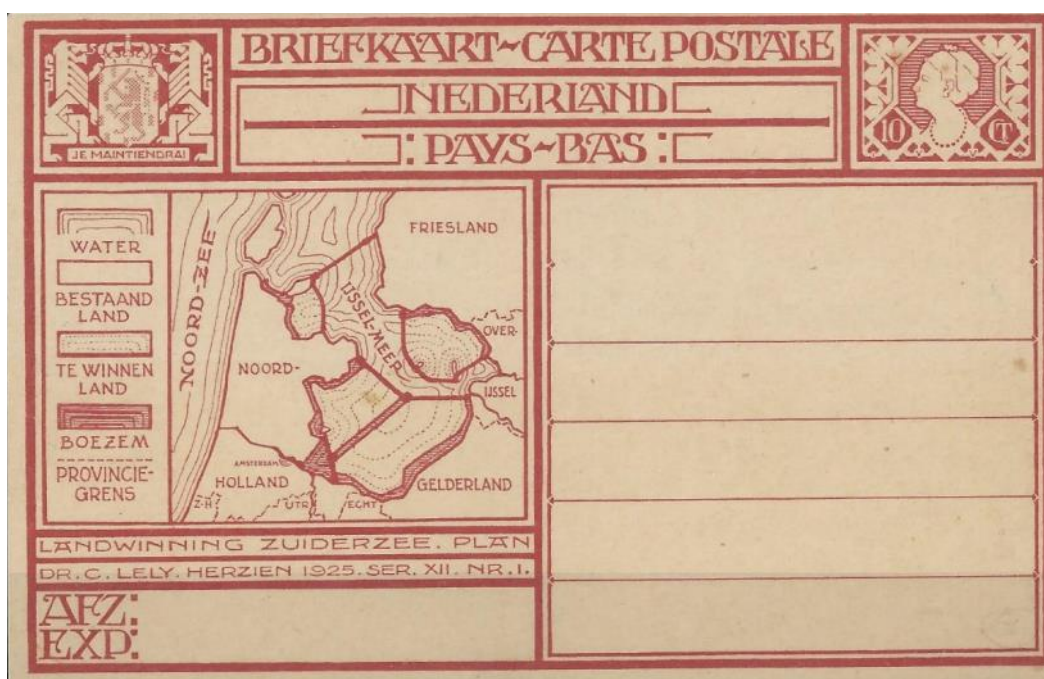
*Netherlands Philately*  
1308 Pin Oak Drive  
Dickinson, TX 77539-3400  
USA

Sharing knowledge of Netherlands  
& Overseas Areas philately since  
1975

# Netherlands Philately

Magazine of the American Society for Netherlands Philately

Volume 42/3



# De Nederlandsche Postzegelveiling

postzegels  
verzamelingen  
poststukken



**OVERWEEGT U  
UW VERZAMELING  
TE VERKOPEN?**

Bij ons heeft u 2 mogelijkheden:

**Contante betaling**

of realisatie via onze

**Internationale  
veilingen**

Bel ons voor een vertrouwelijk  
en gratis advies.

Tel. 0294 - 43 30 20

Fax. 0294 - 43 30 55



De Nederlandsche Postzegelveiling

Leeuwenveldseweg 14 - 1382 LX Weesp

tel. 0294 - 43 30 20 fax 0294 - 43 30 55

internet: [www.npv.nl](http://www.npv.nl)

Beëdigd Makelaars en Taxateurs



# NETHERLANDS PHILATELY

## Magazine of the American Society for Netherlands Philately; Volume 42/3

### Magazine Editor

Ben Jansen  
1308 Pin Oak Drive  
Dickinson, TX 77539-3400  
asnpmagazine@gmail.com

### President

HansPaul Hager  
465 Potter Rd.  
North Kingstown, RI 02852  
hphager@aol.com

### Vice President

Franklin Ennik  
3168 Tice Creek Drive #3  
Walnut Creek, CA 94595  
ennik123@att.net

### Treasurer

Hans Kremer  
50 Rockport Ct.  
Danville, CA 94526, U.S.A.  
hkremer@usa.net

### Secretary

Ben Jansen  
1308 Pin Oak Drive  
Dickinson, TX 77539-3400  
bjansen@uh.edu

### Board of Governors

Jan Verster, Vancouver, Canada  
John Hornbeck, Washington D.C.  
Benjamin Bump, Hampden, MA

### Advertising Manager

Meindert Mossel  
Lijsterlaan 21  
1971 KT IJmuiden  
The Netherlands  
Mgry21@planet.nl

### Librarian

Vacant

### Auction Manager

Hans Moesbergen  
12739 W. Wilshire Drive  
Avondale, AZ 85392-6563  
hans@moesbergen.net

### Webmasters

Alex Nuijten  
asnpmagazine@gmail.com  
Arno Kolster  
akolster@mindspring.com

### British Representative

Richard Wheatley

### Dutch Representative

Meindert Mossel

### German Representative

Peter Heck

### Magazine Editorial Committee

Tony Schrier  
tschrier@aol.com

### Editor's Message

January, 2018

Happy New Year. May 2018 bring you good health.

My wife and I have returned from our trip to the Far East. While in Singapore, we met with Tay Peng Hian, our only ASNP member overthere. He had contacted me after receiving issue 42/2 while attending Brasilia 2017 (he is the President of FIP) in Brazil. It turned out that he would be back in Singapore before I would leave, and he invited us (including our nephew, his wife and their three young children) to meet at the Singapore Country Club. The beer, satay, and sweets for the kids tasted really good.



On our trip, we also visited the Philatelic Museum in Chiang Mai (Thailand), but it displayed mostly (antique) communication equipment and virtually no stamps.

Ben

### Table of Contents

Editor's Message	49	Stamp Designer Ootje	
First Airmail Flight of the		Oxenaar Passes Away	58
Caraibische Vliegdiens		The Netherlands and Water	61
Compagnie	50	Kantoor Displaced Persons	
From Baltimore to Amster-		Medan	66
dam 1858	52	Nomenclature	70
An Unfaithful Mail Deliverer	56	Recent Issues	71

### 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.

Netherlands Philately is published 6x per year by the American Society for Netherlands Philately, a non-profit organization founded in 1975 by Paul van Reyen and registered in the State of Illinois.

©Copyright 2016, the American Society for Netherlands Philately (opinions expressed in the various articles in the Magazine are those of the authors and not necessarily endorsed by ASNP or this Magazine)

ASNP is affiliate No. 60 of APS Adverting rates per issue are:  
\$50 for a full page,  
\$30 half page and  
\$20 for a quarter page.

# First Airmail Flight of the 'Caraibische Vliegdiens Compagnie,' August 1934

*by Hans Kremer*

In 1934, commercial aviation was introduced in Aruba by Manuel Viana of Viana's Auto Supply Co. The opening of this service was mentioned in the Amigoe di Curaçao newspaper of June 16, 1934:

"Air Service Curaçao-Aruba.

The Caraibische Vliegdiens Compagnie (CVC) (Caribbean Airline Company) has entered into an agreement to maintain a scheduled air connection between Curaçao and Aruba. Every Monday and Thursday there will be round trip flights. The one-way price is 25 ½ fl., both ways will be 50 fl. In addition to this regular scheduled route there will also be an opportunity for excursions from one to the other island on other days. With at least 5 or 6 passengers, the plane will also make the trip on Saturday and maybe on the remaining days of the week. Travelers pay 30 guilders each way and are entitled to carry 30 lbs. of luggage. The pound is calculated to be 480 grams.

From Curaçao to Aruba, the journey will take exactly half an hour. The opposite direction will take one hour due to the head wind. Although the aircraft is amphibious, it will preferably land on Hato (Curaçao) airport because salt water has a very adverse effect on the machine.

***We hope that an agreement will soon be made to transport the mail.***

We congratulate the Caribbean Airline Company, and are pleased to see that it is not lacking passengers."

The wish of the newspaper that the CVC would be allowed to transport mail did not come through until later that year (August 25, 1934) when the first airmail flight from Curaçao to Aruba took place. The first Aruba to Curaçao return airmail flight took place three days later, on August 28, 1934 (Figure 1).



Figure 1: August 28, 1934 Aruba to Curaçao by air.

A six-passenger single-engine Loening C2H amphibious airplane carried passengers and mail between Aruba and Curaçao with pilot A.J. Viccellio at the controls. Manuel Viana bought the Loening C2H airplane (Fig. 2) from the Standard Oil Co of Venezuela. In December 1933 the aircraft was shipped to Aruba and handed over to Lago and sent to Mr. Viana of the Caribbean Flying Service. In 1934 the aircraft was registered with registration number PJ-ZAA. Operations ceased December 1934 after the start of operations of the KLM West-Indisch Bedrijf. Manuel Viana was compensated by KLM to stop his scheduled service.



Figure 2: Loening C2H amphibious airplane

Looking closer at the cover in Figure 1, you might have noticed the three postage due stamps totaling 12 ½ cent and a 10 cent overprinted airmail stamp. The 10 cent paid for the airmail surcharge for letters on the

Curaçao-Aruba route. Since in August 1934 no 10 cent airmail stamps were available the existing 20 cent airmail stamp was overprinted in black “10 CT” by the Curaçaosche Courant on half sheets of 50 stamps. They were issued on August 25, 1934 to coincide with the first Curaçao to Aruba airmail flight. The stamps lived a short life since already on December 1, 1934 they were replaced by new 10 cent airmail stamps. The 10 cent overprinted stamps were demonetized as of that date.

The regular letter rate was 6 cent, but since it was not paid for in this case, postage due of 12 cent (twice the short amount) had to be paid. There was no 12 cent postage due stamp, so one had to pay 12 ½ cent postage due stamp, since no postage due stamps of any combination would add up to 12 cent. In our case two 5 cent and one 2 ½ cent postage due stamps were applied.

## Notes

A: Two C-2Hs were also used by the firm Air Ferries in the 1930s before the Oakland Bay Bridge was completed to transport passengers between Oakland and San Francisco, cutting a normal forty-minute ferry boat ride to just six minutes.

B: The Dutch airmail catalog (2012) on page 444 shows a similar cover but with a 6 cent regular stamp and the 10 cent airmail surcharge stamp. No postage due in that case.

## References

Via delpher.nl: *Amigoe di Curaçao*, June 16, 1934

Julsen, Frank W. and Benders, A.M., *A postal history of Curaçao*, van Dieten 1976

Boesman, J., *Luchtpostcatalogus van Nederland en Overzeese Rijksdelen*, Davo, 1970

*Luchtpostcatalogus van Nederland en Overzeese Rijksdelen*, Ned. Vereniging van Aero-Philatelisten, 2012



# From Baltimore to Amsterdam 1858

by Erling Berger

Here we trace the journey of the cover shown in Figure 1, mailed from Baltimore (Maryland, USA) on November 23, 1858 to Amsterdam via Ostende.



Figure 1: Baltimore 23 November 1858 to Amsterdam, marked "per Steamer Asia from New York" (Delcampe Internet Auction).

A handwritten note at the top of the cover instructs that the letter must travel "per Steamer Asia from New York," where it arrived on Nov. 24 according to the circular cancel on the right of the cover. Cancels on the back indicate that it arrived in London on December 6, and in Amsterdam on December 8, 1858.

The British General Post Office issued a daily list of arriving and departing packets. The newspapers copied them under the headlines of "Packet List" or "Sea-Borne Mails." The Packet Stations were Southampton, Devonport, Plymouth and Liverpool. Figure 2 shows the Packet List published in the Glasgow Morning Journal of November 3, 1858. I have removed most of the information, leaving only the Liverpool Station, to show that the last packet that sailed was the Asia, leaving October 30th.

PACKET LIST.				
SINGLE RATE.	DESTINATION.	MAILS DESPATCHED FROM LONDON.	LAST PACKET SAILED.	NEXT PACKET DUE.
	SOUTHAMPTON STATION.			
	DEVONPORT STATION.			
	LIVERPOOL STATION.			
	{ British North America and the United States..... }	Evening of every Friday.	Asia, Oct. 30.	Next Mail due, Nov. 11.

Figure 2: A "Packet list" with most of the information removed leaving only the Liverpool Station. (Glasgow Morning Journal, November 3, 1858)

By the way, Dover was not mentioned in such lists, even though the town was hosting two routes:

- to Calais with the French mails
- to Ostend with the Belgian mails, including the Netherlands mails.

These routes were so regular with at least one daily departure that the Post-office obviously did not find it necessary to mention them.

The Asia was owned by the Cunard Line. This company informed the public about the shipping schedules through advertisements. Figure 3 shows the notice placed in the Glasgow Morning Journal of 19 November 1858. It reports that the Asia should leave New York on November 24 and would sail again from Liverpool on December 11, 1858.

**\* \* Freight by the Mail Steamers to Halifax, and to Boston, and New York, £3 per Ton Measurement, and 5 per cent. Primage. Freight on Parcels, 5s. each and Upwards, according to size.**



**BRITISH AND NORTH AMERICAN ROYAL MAIL STEAM-SHIPS,**  
Appointed by the Admiralty to sail between  
**LIVERPOOL AND NEW YORK, DIRECT**  
**AND BETWEEN**  
**LIVERPOOL AND BOSTON.**

The Boston Ships only calling at **HALIFAX** to land and receive Passengers and her Majesty's Mails.

Captain.	Captain.
<b>PERSIA</b> ..... <b>C. H. E. JUDKINS.</b>	<b>CANADA</b> ..... <b>W. J. C. LANG.</b>
<b>ARABIA</b> ... <b>JAMES STONE.</b>	<b>AMERICA</b> .... <b>W. F. MILLER.</b>
<b>ASIA</b> ..... <b>EDWD. G. LOTT.</b>	<b>NIAGARA</b> ..... <b>J. C. WICKMAN.</b>
<b>AFRICA</b> ... <b>NEIL SHANNON.</b>	<b>EUROPA</b> ..... <b>JOHN LEITCH.</b>
<b>CAMBRIA</b> ..... <b>Captain DOUGLAS.</b>	

The undernoted or other Vessels are appointed to Sail,—

**FROM LIVERPOOL.**

**EUROPA**,.....For **HALIFAX** and **BOSTON**,...Saturday, Nov. 20  
**PERSIA**,.....For **NEW YORK**,.....Saturday, Nov. 27.  
**ARABIA**, .....For **HALIFAX** and **BOSTON**, ..Saturday, Dec. 4.  
**ASIA**, .....For **NEW YORK**, .....Saturday, Dec. 11.  
**CANADA**, ....For **HALIFAX** and **BOSTON**, ..Saturday, Dec. 18.  
**AFRICA**,.....For **NEW YORK**, .....Saturday, Dec. 25.

**FROM AMERICA.**

**PERSIA**, .....From **NEW YORK**,.....Wednesday, Nov. 10.  
**AMERICA**,...From **BOSTON**,.....Wednesday, Nov. 17.  
**ASIA**, .....From **NEW YORK**,.....Wednesday, Nov. 24.  
**CANADA**, ....From **BOSTON**,.....Wednesday, Dec. 1.  
**AFRICA**,.....From **NEW YORK**,.....Wednesday, Dec. 8.  
**EUROPA**, ....From **BOSTON**,.....Wednesday, Dec. 15.

The passengers and goods for New York are intended to be landed at Jersey City, within the jurisdiction of the Custom House of New York.

Figure 3: Advertisement from the Cunard Line (Glasgow Morning Journal 19 November 1858).



# THE SEA-BORNE MAILS.

## POST OFFICE, LONDON, FRIDAY.

DESTINATION.	Mails dispatched from London.	Next Packet due.
<b>SOUTHAMPTON STATION.</b>		
Lisbon, Spain, and Gibraltar .....	(By Day Mail.) 7th, 17th, and 27th of every month.	Nov. 20
Gibraltar, Malta, Egypt, Ceylon, India, &c. ....	4th and 20th of every month.	Dec. 4
Penang, Singapore, and China .....	4th of every month	Dec. 4
British Colonies in the West Indies (except Honduras), Foreign Colonies, &c. in the West Indies (except Havannah), California, Venezuela, New Granada, Chili, and Peru, Grey Town (St. Juan de Nicaragua) .....	2nd and 17th of every month.	Dec. 1
Mexico and Havannah .....	2nd of every month only	Dec. 1
Honduras and Nassau .....	17th of every month	Dec. 16
Lisbon, Madeira, Brazil, Buenos Ayres, and Falkland Isles .....	4th of every month	Dec. 5
<b>PLYMOUTH STATION.</b>		
Cape of Good Hope, Natal, Mauritius, Ceylon, India, Ascension, and Cape de Verde .....	Evening of the 5th of every month	Dec. 2
Madeira, Teneriffe, and West Coast of Africa .....	Evening of the 23rd of every month	Dec. 1
<b>LIVERPOOL STATION.</b>		
British North America and United States .....	Every alternate Friday Evening	Dec. 6

The Sea-Borne Mails list shown in Figure 4 indicates that the next packet from North America was expected to arrive in Liverpool on 6 December 1858. However, the London Daily News of Monday 6 December 1858 reported that the Asia had docked in Liverpool on the afternoon of Sunday 5 December (Figure 5).

The time needed to reach London was four hours. On Sunday the postal service was closed in London. The present letter was marked in London on Monday 6 December. According to the train schedule shown in Figure 6, the train to Dover left London Bridge at 8:30 pm arriving in Dover at 11:00 pm.

Figure 4: Total list of Sea-Borne Mails (Hampshire Telegraph Saturday 4 December 1858).

# THE UNITED STATES.

## ARRIVAL OF THE ASIA.

### LIVERPOOL, SUNDAY.

The royal mail steam-ship Asia, Captain Lott, arrived here this afternoon, having sailed from New York on the 24th ult. She brought 56 passengers, but no specie.

Figure 5: Report that the Asia landed in Liverpool on the afternoon of Sunday 5 December (London Daily News Monday 6 December 1858).



**London & Dover South-Eastern Railway.**  
**TIME TABLE FOR DECEMBER, 1858.**

WEEK DAYS.—FROM LONDON BRIDGE.										
DOWN TRAINS.	1, 2, & Parl.	1 & 2 Exp.	1, 2, 3 Cl.	1 & 2 Fast.	1 & 2 M Ex.	1 & 2 Cl.	1 Cl. Exp.	1 & 2 Cl.	1 Cl. M Ex.	
LONDON Bridge .....	A. M. 6 30	A. M. 8 30	A. M. 9 30	A. M. 11 30	P. M. 1 30	P. M. 1 35	P. M. 4 30	P. M. 5 30	P. M. 8 30	..
Reigate Junction .....	7 20	9 4	10 20	12 12	2 4	2 22	5 4	6 22	9 4	..
Tunbridge .....	8 19	9 35	11 19	12 53	2 35	3 19	5 40	7 19	9 35	..
Tunbridge Wells..... ar.	8 49	9 50	11 35	1 11	2 55	..	6 0	7 48	9 50	..
Paddock Wood Junction .. ar.	8 36	..	11 36	1 8	..	3 36	..	7 34	..	..
Maidstone .....	9 10	..	12 10	2 0	..	4 10	..	8 15	..	..
Staplehurst .....	8 57	..	11 56	1 23	..	..	6 5	7 55	9 58	..
Heidecorn .....	9 4	..	12 4	..	..	..	..	8 4	..	..
Ashford Junction .....	9 29	10 18	12 28	1 51	3 21	..	6 29	8 30	10 20	..
Hastings .....	11 30	11 30	2 0	..	..	..	7 40	..	..	..
Canterbury .....	10 59	10 59	..	2 30	4 5	..	7 3	9 11	..	..
Deal .....	12 10	12 10	..	3 30	..	..	7 55	10 15	..	..
Ramsgate .....	11 54	11 54	..	3 20	..	..	7 42	10 5	..	..
Margate .....	12 15	12 15	..	3 40	..	..	8 0	10 25	..	..
Smeeth .....	9 45	..	12 45	..	..	..	..	8 45	..	..
Westenhanger and Hythe ....	9 53	..	12 52	2 12	..	..	..	8 55	..	..
Folkestone Junction Station ..	10 8	10 45	1 7	2 26	3 45	..	6 46	9 11	10 45	..
DOVER .....	10 30	11 0	1 30	2 45	4 0	..	7 15	9 30	11 0	..

Figure 6: Time table for the train from London to Dover. The mail train (M) was an express train (Ex) leaving London Bridge 8:30 pm, arriving in Dover 11:00 pm carrying only passengers with 1<sup>st</sup> Class tickets. (Dover Express Saturday 4 December 1858).

Information about the route from the Dover Packet Station to Ostend is shown in Figure 7. The mail packet to Ostend was leaving at 11:00 pm at the very moment when the mail train had reached Dover. Thus the present letter arrived in Ostend on Tuesday the 7th.

The mail bag for the Netherlands was carried by train to Antwerp and transferred to the Travelling Post Office of EXP: Moerdijk. In Moerdijk the letter was taken aboard a steamer to Rotterdam from where the letter was carried to Amsterdam either by train or by horse-back arriving Wednesday the 8th of December.

The postage from New York City was paid in Amsterdam by 80 cent of which 60 cent or 1/-Shilling was reimbursed to Britain.

It took another 19 years to establish the railway from Antwerp to Amsterdam.

**GOVERNMENT MAIL PACKETS BETWEEN  
DOVER, CALAIS, AND OSTEND.**

From Dover to Calais every Night, at 11 p.m.; and by French Packets every Afternoon, (except Sunday,) at 4 p.m. From Calais to Dover every Morning, at 2 30 a.m.; and by French Packets, every Night, at 10 40 p.m.

From Dover to Ostend every Night, (except Sunday,) at 11 p.m.; and from Ostend to Dover every Night, (except Saturday,) at 6 30 p.m.

One of the South-Eastern Company's Steam Packets leaves Dover for Calais every Morning at 11, returning in the Afternoon at 4.

Figure 7: The routes from the Dover Packet Station to Ostend and Calais. The mail packet to Ostend left at 11:00 pm at the very moment when the mail train had reached Dover. (Dover Express 4 December 1858).

# An Unreliable Mail Deliverer

by Ben H. Jansen

I was the successful bidder on the envelope, offered at Corinphila Auction 229 in September 2017, and shown in Figure 1. It was mailed in Delft on December 15, 1916 to a local address and has been closed with two white labels from the “Hoofdbestuur der Posterijen en Telegrafie” (Central Management of the Post and Telegraph) with the text “Bij gedane huiszoeking geopend bevonden ten huize van een ontrouwen brievenbesteller.” (Found opened during a search at the home of an unfaithful mail deliverer). The 5 ct Queen Wilhelmina with Fur Collar was used for postage.



Figure 1: Top: Back of envelope. Bottom: Front of envelope.

It turns out that the cover has been reported on by Huber van Werkhoven (HvW) in the May 2014 issue of ‘Hertogpost,’ the monthly journal of the Philatelic Society of Den Bosch. In that article, he wrote that he had seen the cover during the philatelic show in Wijk aan Zee on April 12 and 13 in the exhibit “Netherlands 5 c Fur Collar 1899-1935” of Harry Trip (HT).

HvW also wrote that HT had tried to get more information about the label at the ‘Postmuseum’ (now ‘Comm’) in 1992. Transcripts of the responses from Mr. Lagerwey, of the Department of Postal History at the Postmuseum, were enclosed with the auction lot and are shown in Figure 2.



Figure 2: Transcripts of the letters from Mr. Lagerwey of the Post Museum.

Brief d.d.12 mei 1992 van het postmuseum  
De Heer R.Lagerwey afd. Posthistorie.

Geachte Heer,

Het door U genoemde PTT-etiket met de tekst over de "ontrouwen brievenbesteller" is bij het PTT museum niet bekend. Het is ook curieus dat voor zo'n niet dagelijks voorkomend geval een speciaal etiket is aangemaakt, terwijl er stroken met het opschrift "Open/beschadigd aangetroffen" voorhanden zijn. Gezien het taalgebruik is het ook geen recent exemplaar. Het is jammer dat U geen fotokopie van de brief hebt meegezonden, zodat voor mij datering en vormgeving een houvast geweest waren.

Een officieel PTT-etiket heeft altijd een formulier nummer.

In dit geval een P nummer omdat het om postale zaken gaat.

Het blijft echter mogelijk, dat plaatselijk, een directeur van een postkantoor bij een dergelijk voorval - als het om een grote hoeveelheid poststukken gaat -, deze stroken/etiketten heeft laten drukken, speciaal voor deze gelegenheid. Maar daardoor is het nog geen officieel PTT etiket.

Mocht U dieper op deze zaak willen ingaan dan heb ik echt een fotokopie van het desbetreffende poststuk nodig.

2e brief van de Heer Lagerwey. d.d. 1 juli 1992.

In verband met mijn vakantie ben ik nu pas aan het beantwoorden van Uw brief toegekomen.

Zoals ik in mijn vorige brief al vermeld heb - en nu met zekerheid na het zien van Uw fotokopie - gaat het hier om een niet officieel Post-etiket, gezien het ontbreken van een formulier nummer.

De desbetreffende strook is speciaal aangemaakt in verband met de nalatigheid van een besteller.

Het ging klaarblijkelijk om een groot aantal poststukken, die blijkbaar door een besteller werden bewaard.

Daarom zijn deze stroken in oplage gedrukt en in deze specifieke zaak eenmalig gebruikt.

In a letter of May 12, 1992, Mr. Lagerwey writes that the label is not known to the museum, and that "... An official PTT label always has a number. In this case a P number because it deals with postal affairs. It remains a possibility, that locally, a post office director in a case like this, when it concerns large quantities of mail, has strips/labels printed."



Figure 3: Utrechts Nieuwsblad, Jan. 6, 1917 reporting on a mail carrier who was found to have stolen mail.

In a second letter, after having received a photocopy of the cover, Mr. Lagerwey writes on July 1, 1992 that "... it does not concern an official post label, given the missing form number. The label in question has been produced especially because of negligence by a deliverer. Apparently a large quantity of mail was involved ..."

HvW found a report in the Utrechts Nieuwsblad of January 6, 1917 (Figure 3), indicating that the affair was more than just 'negligence.' In fact, around 3,000 to 4,000 letters were found in the home of mail deliverer "St.", including several not yet cashed money orders, that he had stolen from the post office.

While HvW was not able to find more information, my search on [www.delpher.nl](http://www.delpher.nl) uncovered additional details. The Algemeen Handelsblad of March 6, 1917 contained a report on the court hearing held on March 5, identifying the deliverer "St." as J.G. Steenwijk (Figure 3). Also, the number of letters stolen appears to be between 4,000 and 5,000. This report also described how J.G.S. (as identified in other newspaper accounts and referred to as a "29 year old family man") handled the stolen mail. He did not destroy the mail but stored the stolen letters in the attic. He prevented his wife from going there by telling her that there were many mice in the attic (she had a

horrible fear of them). J.G.S. confessed that he started stealing letters as early as December 1915. The letters were always taken from other carriers. J.G.S. estimated to have taken about 80 guilders from these letters. As reason for the crime he told the court that he was married to a divorced woman with two children and because of his low salary there was often a shortage of money. The prosecution demanded a two-year jail time.

**Diefstal bij de posterijen te Delft.**

Gisteren had zich voor de rechtbank te 's-Gravenhage te verantwoorden de Delftsche brievenbesteller J. G. Steenwijk, vader van een gezin, ter zake zich te hebben schuldig gemaakt aan diefstal van brieven in zijn kwaliteit van postbeambte, tweemaal gepleegd.

In werkelijkheid heeft bekl. een 4000- à 5000-tal brieven onttreemd, uit sommige waarvan hij zich de daarin gesloten geldswaarden toeëigende.

De man legde een volledige bekentenis af en bekende sedert December 1915 met tusschenpoozen zich aan de diefstallen te hebben schuldig gemaakt. Hij nam nimmer brieven tot zich uit zijn eigen bestelling, maar steeds uit andere bestellingen, die hij dan tusschen de zijne sorteerde en ze, buiten gekomen, bij zich stak. Thuis gekomen, werden ze opengemaakt en het geld er uitgehaald. De brieven werden bij hem thuis op den zolder op een hoop geworpen, en om zijn vrouw er buiten te houden, zorgde hij, dat deze niet boven kwam.

Hij maakte haar bang, door te zeggen, dat er veel muizen op zolder waren, waar zij gruwelijk bang voor was. In 't geheel vermoedde hij, dat hij een 80 gulden uit deze verschillende brieven had genomen.

Hoe hij er toe gekomen was? Hij was gehuwd met een gescheiden vrouw, die twee kinderen tot haar last had. Mede door de tijdsomstandigheden en door het niet groote salaris was de huiselijke toestand niet rooskleurig en was er dikwijls geldgebrek.

De directeur van het postkantoor als getuige gehoord, deelde mede, dat er zeer veel reclames binnenkwamen over vermissingen, zonder dat het gelukte den dader te ontdekken.

Bekl. kwam heel dikwijls te laat en werd daarvoor meermalen geschorst. Overigens deed hij zijn werk naar behooren.

Het O. M. de schuld van bekl. bewezen achtende, vorderde veroordeeling tot twee jaren gevangenisstraf.

Mr. Oppenheimer deed als verdediger nog een goed woord voor bekl.

**Uitspraak 12 dezer.**

Figure 3: *Algemeen Handelsblad* of March 6, 1917 reporting on the court hearings in The Hague.

**Verduistering van brieven.**

's-GRAVENHAGE, 12 Maart. De rechtbank alhier veroordeelde:

J. G. S., brievenbesteller te Delft, wegens diefstal en verduistering van brieven, terwijl hij in dienst was bij de posterijen, tot 1 jaar en 6 maanden gevangenisstraf; de eisch was 2 jaren.

Figure 4: *Verdict as reported in the Telegraaf*, March 13, 1917.

The *Telegraaf* of March 13 reported that the final verdict was issued on March 12, and that the court imposed a one year and six months jail term (Figure 4).

Given the quantity of the stolen mail, it is not surprising that the decision was made to produce a specially-designed label to close the envelopes. In all likelihood, the labels were produced at the initiative of the Delft post office.

## Acknowledgment:

I thank Willem Pasterkamp for pointing me to the article by Huub van Werkhoven.

## Stamp Designer Ootje Oxenaar Passes Away

The graphic designer Robert Deodaat Emile (Ootje) Oxenaar (The Hague, 1929) passed away on June 13, 2017 in Manomet, near Boston (USA). He is well-known for his design of Dutch banknotes (e.g., the 50 guilders 'sunflower', the 100 guilder 'snipe', and the 250 guilders 'lighthouse').



In 1963 he designed his first series of stamps for the PTT (the 'independence' series), followed by the Children's stamps of 1964 and 1968, and the Summer Welfare stamps of 1970. From 1970 to 1976 he served the PTT as Deputy Head of the Department of Aesthetic Design, and then until 1994 as Head of this Department. All in all, he designed 33 stamps.



Oxenaar was a lecturer at the Royal Academy of Fine Arts in The Hague between 1958 and 1970 and a professor of visual communication at the Faculty of Industrial Design at Delft University of Technology between 1978 and 1992.

In 2000, he moved to the United States of America where he taught graphic design at the Rhode Island School of Design in Providence.





# Rietdijk

A° 1919



## Postzegel- en Muntveilingen

- Een **betrouwbare taxatie** van uw verzameling?
- Een **hoge opbrengst** via een internationale veiling?
- Een **gedegen en correcte afwikkeling** van uw levenswerk?

Laat **Rietdijk** uw partner zijn!

Uw collectie is bij ons **in vertrouwde handen!**

**Sinds 1919** hielden wij honderden grote internationale veilingen op het gebied van filatelie en numismatiek.

In **april** en **november** telkens een grote postzegelveiling en in **juni** en **december** telkens een grote muntenveiling.

Wij zijn doorlopend op zoek naar **postzegels** en **munten!**

Voor **grote** inzendingen komen wij graag naar u toe!

Bel: **070-364 79 57**

of mail [info@rietdijkveilingen.nl](mailto:info@rietdijkveilingen.nl)



<b>Adres</b>	Noordeinde 41 (schuin t.o. paleis) 2514 GC 's-Gravenhage
<b>Telefoon</b>	<b>070-364 79 57</b> (postzegelveiling) <b>070-364 78 31</b> (muntenveiling)
<b>Fax</b>	070-363 28 93
<b>Internet</b>	<a href="http://www.rietdijkveilingen.nl">www.rietdijkveilingen.nl</a>
<b>E-mail</b>	<a href="mailto:info@rietdijkveilingen.nl">info@rietdijkveilingen.nl</a>







PARTNER IN  
THE GLOBAL  
PHILATELIC NETWORK

# CORINPHILA

STAMP, COIN AND PICTURE POSTCARD AUCTIONS

## SPRING AUCTION 2018

incl. the J.F. de Beaufort collection, Part II  
10 & 15-17 MARCH 2018

### PREVIEW



Perforation 11



CORINPHILA VEILINGEN BV  
MORTELMOLEN 3  
1185 XV AMSTELVEEN - NETHERLANDS  
TEL. + 31 - (0)20 - 624 97 40  
FAX + 31 - (0)20 - 624 97 49  
INFO@CORINPHILA.NL  
WWW.CORINPHILA.NL



CORINPHILA AUKTIONEN AG  
ZÜRICH - SWITZERLAND  
WWW.CORINPHILA.CH

## CATALOGUE REQUESTS

Our auction catalogue will be available online early in February with over 15,000 images of collections and high quality scans of single lots (front, back and certificates).

Subscribe to our newsletter to be updated on our auctions.

If you wish to receive our printed catalogue, please contact our office.

WWW.CORINPHILA.NL



# The Netherlands and Water

by Ben H. Jansen

Approximately 26% of the Netherlands is below sea level. The 'Normaal Amsterdams Peil' (NAP) or Amsterdam Ordnance Datum is the baseline for altitude measurements in the Netherlands (see Figure 1). Historically, the zero level of NAP was the average water level at summer high tide (when the water level reaches its maximum, not counting storms) in the IJ just north of the center of Amsterdam when it was still connected to the open sea. This level was established between September 1683 and September 1684 by Johannes Hudde, Mayor of Amsterdam, when the sea dike was expanded after a flood in Amsterdam in 1675. This level was determined to be 'negen voet en vyf duym' (nine [Amsterdam] feet and five inch) or 2.67 m below the height of the 'Zee Dijk' (Sea Dike). This was initially referred to as 'Amsterdams Peil'. In 1860, the AP was carried over to other areas in the Netherlands to replace locally-used levels. In this operation, an error was introduced which was corrected (normalized) between 1885 and 1894, resulting in the Normaal Amsterdams Peil. Currently it is physically realized by a brass benchmark on a 22-meter pile below the Dam square in Amsterdam (Figure 2).



Figure 1: 'Normaal Amsterdams Peil' marker.

By the way, the lowest spot in the The Netherlands can be found in the Zuidplaspolder (north east of Nieuwerkerk aan de IJssel) at 6.76 m below NAP.

The Netherlands was settled permanently between 6000-4000 BC, but primarily at the higher altitudes. It is not until between 500-400 BC that the flooding prone area of Friesland (Figure 3) became occupied. The population protected its cattle and possessions by building earthen mounds, 'terpen', as the Romans discovered when they arrived around 50 BC. To protect their valuable fields for growing crops and raising cattle, the Friesians connected the terpen by earthen walls to keep the water out. These walls evolved into dikes (Figure 4) and by 1000 AC Friesland had been enclosed completely by dikes and the terpen were abandoned. Many of the terpen were later dismantled and the dirt used as fertilizer.



Figure 3: Historical map of Friesland.

As early as 1200 AC, the Dutch started reclaiming land from the sea. Areas outside the dike that had silted up were surrounded by dikes. Water remaining in the enclosed area was sluiced out at low tide through a door, hinged at the top, in the dike. When high tide returned, the rising water pushed the door shut, keeping land inside the dike dry, and creating a 'polder.' Later, windmills were used to pump the water out.



Figure 2: Dam Square, Amsterdam

This process really took off in the 1600's when the first polder in the world was created from a lake by draining the water using wind mills (Figure 5). The Beemster lake



Figure 5: Windmill used to pump water.

(Figure 6) was surrounded with two sets of canals and dikes. Windmills were used to pump the water in two stages out of the lake, resulting in the Beemster polder.

The reclamation of the Beemster was started in 1607 with the Dutch architect, mill builder and hydraulic engineer Jan Leeghwater ('leeg' = empty, 'water' = water) in charge of the milling.



Figure 6: Map of Beemster polder and portrait of Jan Leeghwater.



Figure 4: Dike.

He was born as Jan Adriaanszoon (1575, De Rijp, Netherlands – 1650) and only later did he adopt the name Leeghwater. A portrait of him is visible on the selva of the Amphilex 2002 sheet (Figure 6). Between 1607 and 1635, the polders Purmer, Schermer and Heerhugowaard were also created under his supervision.

Leeghwater is credited with the invention of the eight-sided windmill which could always be pivoted head-on to the wind. An often visited tourist site, Kinderdijk, shows a series of such mills (Figure 7).

Figure 7:  
Eight-sided  
windmill at  
Kinderdijk.



Figure 8: Steam-  
driven pumping  
station.

Since the late 16th century, large polder areas are preserved through elaborate drainage systems that include dikes, canals and pumping stations (Figure 8).

Nearly 17% of the Netherlands's land area is reclaimed from the sea and from lakes. Much of the reclaimed land used to be the bottom of the Zuider Zee (Southern Sea) and was created as a result of the Zuider Zee works, conceived by engineer and statesman Lely. The postcard shown in Figure 9 presents one version of the 'Lely plan.'

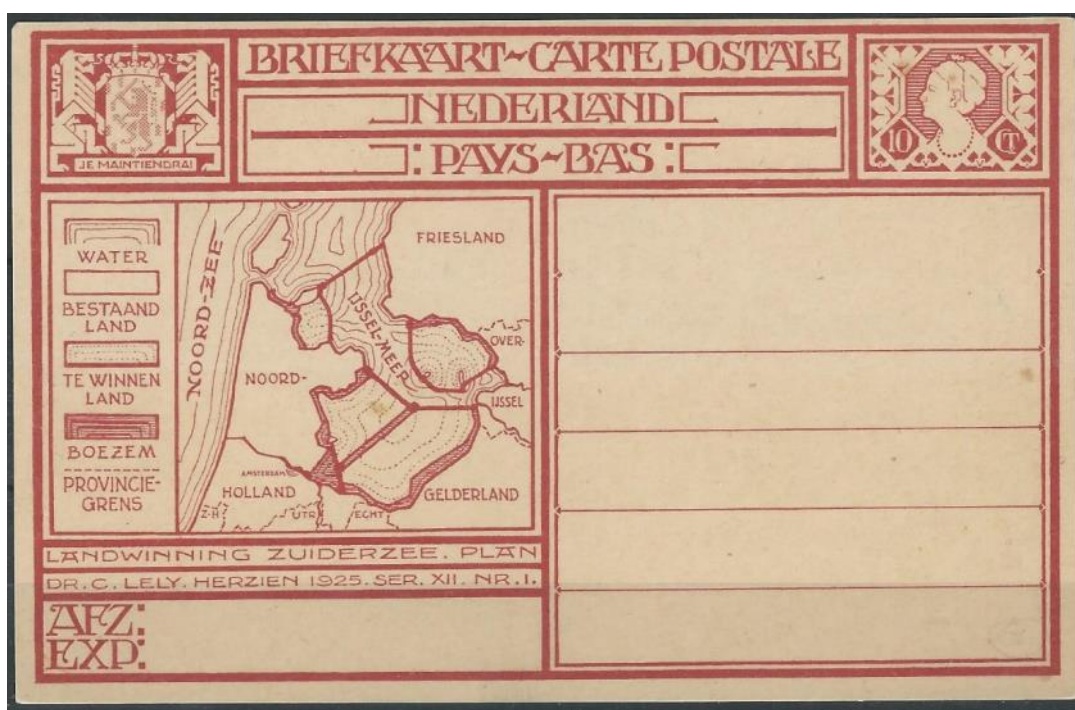


Figure 9: The 'Lely Plan' as conceived in 1925,

The Zuider Zee works were designed to stop the flooding caused by storms on the Zuider Zee, and to create new land for agriculture. The plan called for the creation of a dike separating the Wadden Zee from the Zuider Zee. The Wadden Zee refers to that part of the North Sea between the coasts of the provinces of North Holland, Friesland and Groningen, and the barrier islands Texel, Vlieland, Terschelling, Ameland, Schiemonnikoog and a few uninhabited islands (see Figure 10). Building of the dike would transform the Zuider Zee in the sweet water lake IJssel Meer.

Construction of this dike, the 'Afsluitdijk' – see Figure 11- was started in January 1927 and closure was achieved on March 23, 1932. The dike was opened to traffic on September 25, 1933.

While the Afsluitdijk was being constructed, the Wieringer Lake was dammed in 1927 (Figure 12) and drained on August 31, 1930, resulting in the 200 km<sup>2</sup> Wieringermeer polder.





Figure 10: Wadden Zee and its barrier islands.



Figure 11: The 'Afsluitdijk.'



Figure 12: Enclosing the Wieringermeer.

Unfortunately, the dikes were destroyed by German troops at several locations in 1945, and the polder was completely destroyed. However, the damage to the dikes was repaired and the polder pumped dry that same year.

After the completion of the Afsluitdijk, work started on creating the other polders envisioned by the Lely-plan. Building of the 54 km dike for the Noord-Oost polder began in 1936, and was completed in December 1940. World War 2 slowed down the draining of the polder, but with the help

of two electrical pumping stations, the polder was dry in 1942. The islands of Urk and Schokland had now become part of 48,000 hectare of new land.

The original Lely plan envisioned a single Flevoland polder, but it was actually built in two parts. Work on the dike for the Oost-Flevoland polder started in June of 1950, and was completed on December 13, 1956 after the work was delayed by a year because all personnel and equipment were re-assigned to repair the dikes damaged by the February 1953 flood (see below). The polder was pumped dry in 1957 and measures 54,000 hectare. Its complement, South-Flevoland was constructed between 1959 and 1968 and added another 43,000 hectares to the Netherlands. The new city of Almere arose there, providing much relief for the housing shortages in Amsterdam. The dike for the final polder, Markerwaard, was built, but the polder was never drained. The resulting lake within a lake has become a major (recreational) sailing area and one can now drive from, say Kampen or Zwolle in the east of the Netherlands, across the Oost-Flevoland and Markerwaard dikes to Enkhuizen in the west of the Netherlands.

Relying on dikes to protect low-lying land is not without risk. Storm-driven water may breach dikes, leading to extensive flooding, as happened in February of 1953 in Zeeland and South Holland.



Figure 13: Breached dike at Willemstad.

Dordrecht started to flood and multiple dike breaches occurred in Zeeland (Figure 13). The islands of Schouwen-Duiveland and Goeree-Overflakkee were almost completely inundated. More than 1300 people did not survive the resulting floods despite rescue operations by the military and Red Cross (Figure 14).

Provisional repair of the dikes started quickly by the local citizenry (Figure 15). More permanent repair was done by personnel working on the ring dike around Oost-Flevoland (part of the Zuiderzee Works); all of them were re-assigned to repair the dike damage, halting the work on the Oost-Flevoland polder for a whole year (Figure 16).



Figure 15: Improved dike repair at Stavenisse on Tholen, Zeeland.



Figure 16: Dike worker.

Money to aid the victims was collected through a special 'Watersnood' (water disaster) stamp with a 10 cent surcharge (Figure 17). More than 15 million copies of the stamp were



Figure 14: Red Cross water rescue.



Figure 17: 'Watersnood' stamp with surcharge to aid the disaster victims.

sold between its issue on February 10 and the end of its validity on December 31, 1954.

The 1953 disaster was only the latest in a series of floods that occurred in 1808, 1825, 1894, 1906, and 1916. The 1916 flood, which primarily affected low-lying land along the Zuiderzee, resulted in the Afsluitdijk project mentioned before. The 1953 disaster led to the Delta works (Figure 18), aimed at developing a reliable defense against high water and storm floods in the southwestern part of the Netherlands. This part of the country is formed by the estuaries of three large European rivers: the Rhine (Rijn), the Meuse (Maas) and the Scheldt (Schelde), as well as their tributaries.



Figure 18: The Delta Plan.



The Delta plan would result in shortening the Dutch coast line by about 700 km, through the building of dams in the Haringvliet, Brouwershavense Gat, Oosterschelde, Veerse Gat, Zandkreek, Grevelingen and Volkerak. The Haringvliet dam, completed in 1971, has 17 sluices with two doors each and several kilometers of dike. The sluices allow the entering of salt water into the Maas and Rhine rivers to prevent them from freezing.

The 6 km long Grevelingendam was completed after seven years of work in 1965 using caissons – open concrete boxes that were sunk and filled with sand and rock (see the 4+4 ct stamp in Figure 18). Cable cars were used to ferry the sand and rocks (Figure 19).



Figure 19: Cable cars were used to close the Grevelingen dam.

Construction of the Oosterschelde ‘kering’ (barrier) started in April 1976 and was completed in June 1986. It is 9 km long and the longest ‘dam’ of the Delta works. Initially designed as a closed-off dam, it

was eventually constructed with three movable flood barriers and two artificial islands (see Figure 20). The barriers are normally open, allowing for salt water to enter the Oosterschelde and maintaining the shrimp and oyster cultures (Figure 21).

The largest of the artificial island, Neeltje Jans, now houses a fun park with Delta works-related expositions and various attractions.

The Delta works also improved the mutual land connection between the Zeeland and South-Holland islands and with the North and Center of the Netherlands. The Zeeland Bridge (Figure 22), connecting Noord-Beveland and Schouwen, was opened by Queen Juliana on December 15, 1965. The five kilometer bridge was for several years the longest bridge in Europe. The Westerschelde tunnel under the Schelde (2003), also helped increase mobility.



Figure 22: Zeeland Bridge.

The Delta works were declared finished after almost fifty years in 1997 (Figure 23). However, the Delta commission has advised that the Netherlands would need a massive new building program to strengthen the country's water defenses against the anticipated effects of global warming for the next 190 years. In other words, the civil engineers in The Netherlands will continue to have a job.



Figure 20: Aerial view of the Oosterschelde Barrier.



Figure 21: View of the completed Oosterschelde Barrier (right), and the open barriers (left).



Figure 23: Delta Plan.

# Kantoor Displaced Persons Medan, D.E.I 1945-46

*by Hans Kremer*

Soon after the Japanese occupied the Dutch East Indies in March 1942 about 100,000 Dutch men, women and children were put into internment camps. Most of them remained in those camps for more than three years, until the Japanese surrender in August 1945.

One would think that these Dutch people would then be released immediately but that was not the case. Indonesian nationalists had no desire to once again be part of the Netherlands and thus would be hostile to the Dutch coming out of the camps. Accordingly, the internees were advised to stay put for the time being until the nationalists could be reasonably 'controlled'.

Ironically the defense of the internment camps fell upon the Japanese since the Allies did not have the manpower available to take over so quickly.

Since the defeat of the Japanese was expected for a while, plans had been made to organize an efficient way to get the internees back on their feet once they were released.

Just prior to the Japanese invasion a number of higher ranking Dutch civil servants (among them the Acting Governor-General, Van Mook) had moved from Batavia to Brisbane (Australia) where they stayed until shortly after the Japanese surrender in August 1945.

In Brisbane, in July 1945 the **Kantoor Displaced Persons (KDP)** (Office for Displaced Persons) was set up. Among its main functions were:

- 1) The organization of care for liberated internees in the Dutch East Indies;
- 2) Recruiting, training and organizing staff for the care of liberated internees and for assistance in taking care of other 'displaced persons';
- 3) Applying, administering and preparing the distribution of supplies necessary for the implementation of the above-defined tasks.

In the mean-time the SEAC (South East Asia Command (the body set up in overall charge of Allied operations in South East Asia during World War II) under the command of Lord Mountbatten had set up the **RAPWI (Recovery of Allied Prisoners of War and Internees)**,

By the middle of September 1945 RAPWI teams begun to evacuate prisoners of war from Java, but the first British troops did not land on Sumatra until October 1945.

The former civilian internees on Sumatra, who were put up in a few large camps in the sparsely populated interior, were taken to the coast as soon as possible and concentrated in the cities of Padang, Medan, and Palembang. All of the camps had been evacuated by the end of November. The RAPWI teams (and also the KDP) worked in Medan with local Red Cross committees. Civilian internees were taken care of by the KDP. The Dutch internees who ended up in Medan were put up in houses in a gated part of town called Polonia (Figure 1).

All internees had to be registered by the KDP (Figure 2) and medically examined before departing for home.

The Polonia district was in the southern part of the city between the two rivers, which come together in the center of the city, a favorable situation regarding the safety against possible attacks by Indonesian Nationalists.



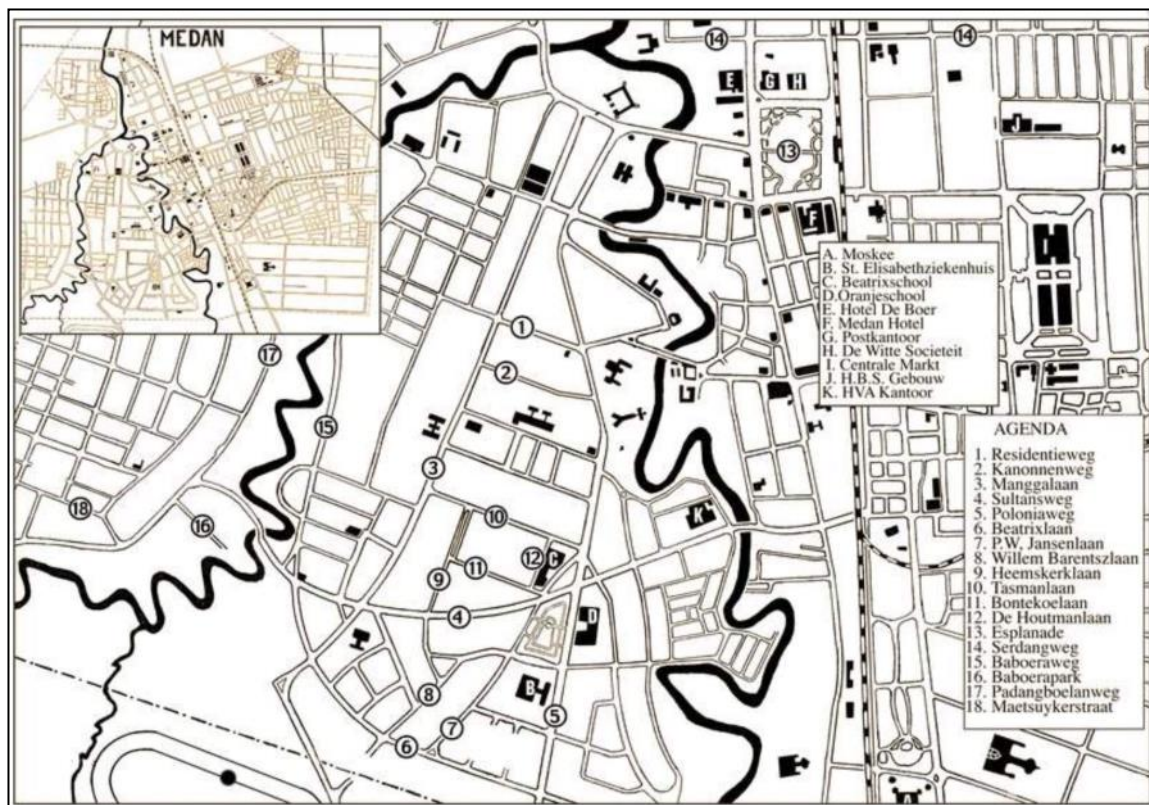


Figure 1: The Polonia area is the triangular area between the two rivers.

Figure 2: KDP registration card.

Of course the internees wanted their friends and families to know how they were doing but there were a couple of problems with this. The Indonesians working for the post offices (PTT) did not want to cooperate with the returning Dutch personnel, so the Dutch had to establish temporary post offices to handle the mail of the Dutch internees. For this purpose, in Medan, the bowling alley of the “Witte Societeit” was used, which was far from ideal. A detail of the Polonia map (Figure 3) shows that the Witte Societeit was next door to the main post office. Both were outside, but close to the Polonia area. The PTT soon moved to the entire ground floor of the office of the Nederlandsche Handels Maatschappij (NHM). The NHM offices also housed the English office for “displaced persons.”

Naam: <u>VAN OVEN</u>	Registratie No. : <u>25 WTX</u> /KDP/
Voornamen: <u>LOUISE, ANNA</u>	<u>M/V</u>
Geboren te: <u>MEDAN</u>	dd. <u>23-5-1934</u>
<input checked="" type="checkbox"/> Ongehuwd <input type="checkbox"/> Gehuwd <input type="checkbox"/> Weduwe <input type="checkbox"/> Weduwnaar <input type="checkbox"/> Doorhalen wat niet van toepassing is.	

Since during this period of the temporary post office no official PTT cancels were available, ‘make do’ cancels (markers) were made in Medan with the text KDP-PTT Medan. Various models were in use from December 1945 thru the end of March 1946.

The most common ‘marker’ is Bulterman type “NO 28c” (Figure 5).

The mail from Sumatra to the Netherlands went via Singapore, all Java mail went via Batavia.



Figure 4: Map of the location of the Witte Societeit (H) and the Main Post Office (G) next door.

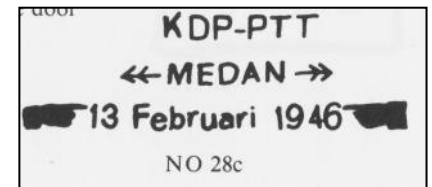


Figure 5: Bulterman type "NO 28c"

One 'Medan' internee wrote:

"The Red Cross rendered first-class service.... Paper was available in large quantities but we couldn't put stamps on our letters because there weren't any. Our families in Holland had to pay the postage due — poor devils. But in fact we wrote as little as possible", and also "The Displaced Persons Office (KDP) and RAPWI (Relief Allied Prisoners of War and Internees) organized postal deliveries to our houses. No letters passed through native hands and we could be sure that letters and parcels were correctly delivered and not lost. Many other buildings were controlled by the Nationalists who organized their own postal system."

Since stamps were not yet available on Java and Sumatra, any letter could be sent free of postage. However, as of December 13, 1945 the receiver of the letter had to pay the regular airmail postage (30 cent) unless the sender was a POW or member of the Red Cross; those people could still send letters postage free. See Figure 6 for an example of a letter charged in the Netherlands.

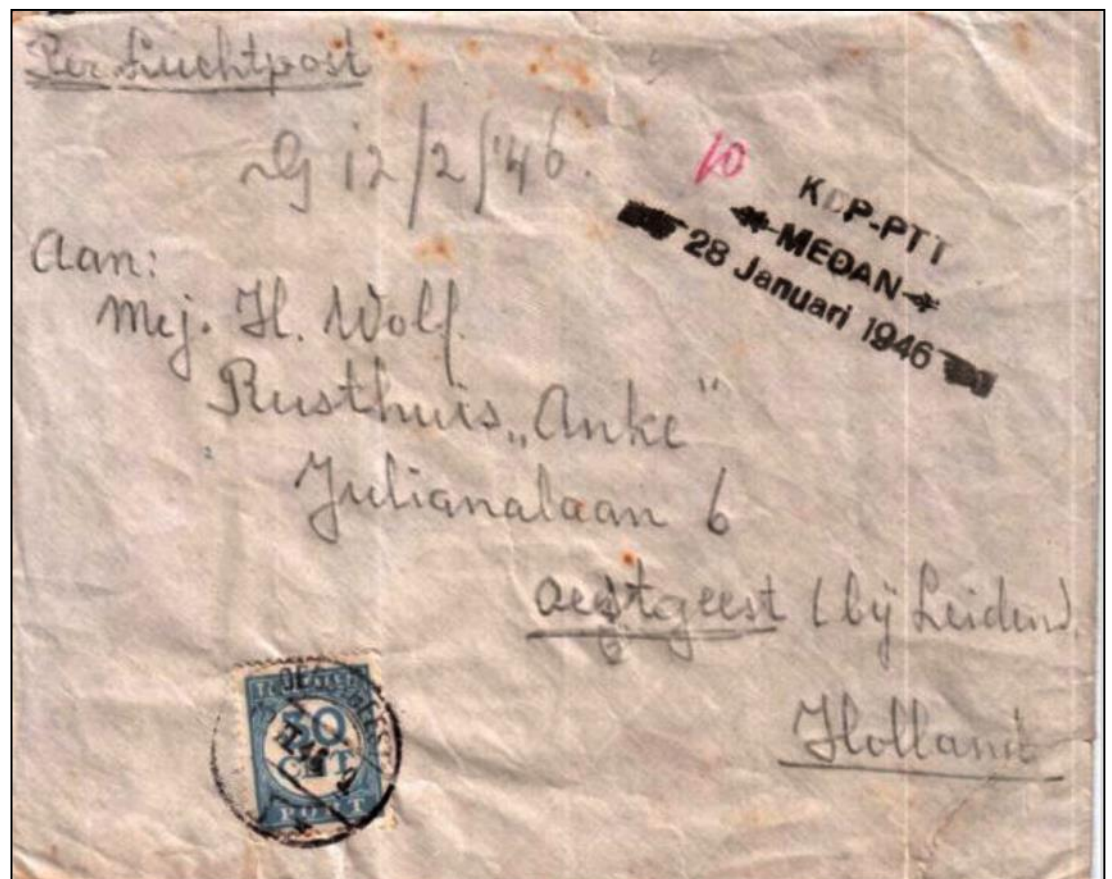


Figure 6: Letter sent January 28, 1946 from Medan to the Netherlands. 30 cent postage paid in the Netherlands .



That the rules were not strictly enforced shows the dates (all after December 13, 1945) of the covers I've seen online. Only three of the ten have the mandatory 30 cent postage stamp on it:

- |                                    |                                   |
|------------------------------------|-----------------------------------|
| 1: Jan. 15, 1946 N.S. (= no stamp) | 6: Feb. 4, 1946 N.S.              |
| 2: Jan. 17, 1946 N.S.              | 7: Feb. 7, 1946 (30 cent postage) |
| 3: Jan. 17, 1946 N.S.              | 8: Feb. 15, 1946 N.S.             |
| 4: Jan. 26, 1946 (30 cent postage) | 9: Feb. 28, 1946 N.S.             |
| 5: Jan. 28, 1946 (30 cent postage) | 10: Mar. 27, 1946 N.S.            |

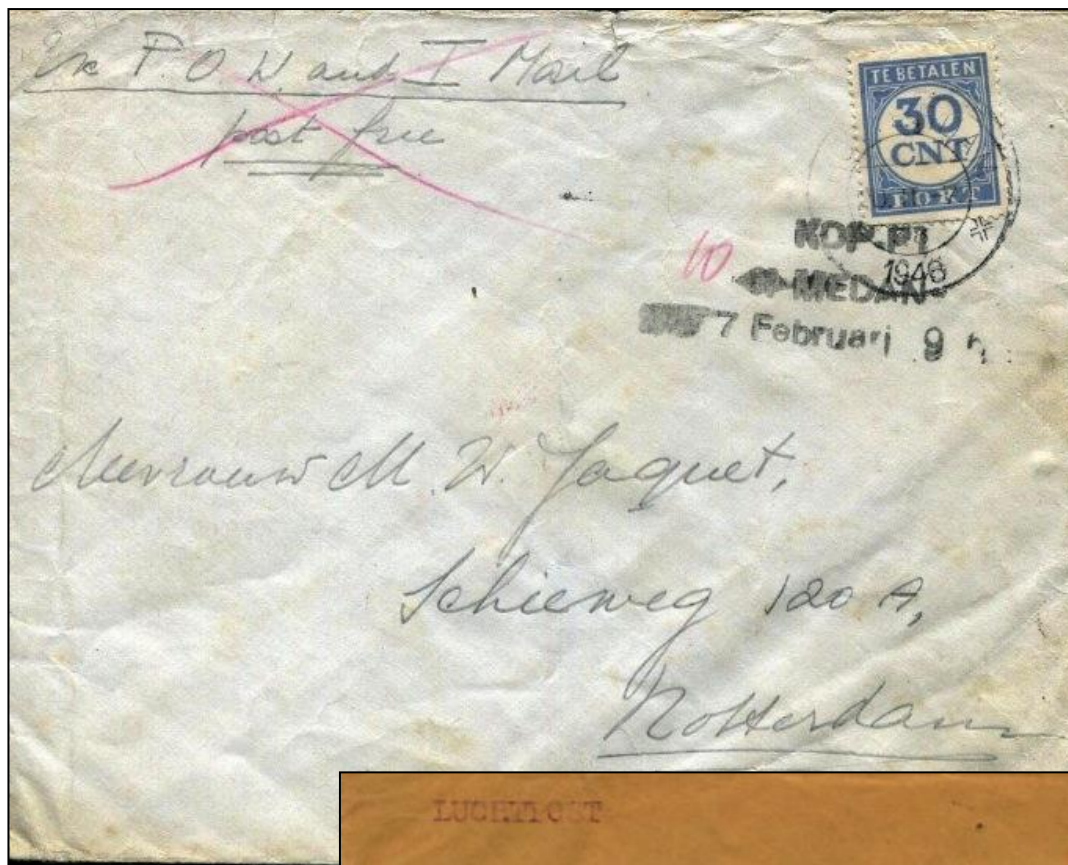


Figure 7: Letter sent February 1946 from Medan to the Netherlands. Sender did not qualify as a POW or an "I(nternee?) Mail?" beneficiary. 30 cent postage was paid in the Netherlands.

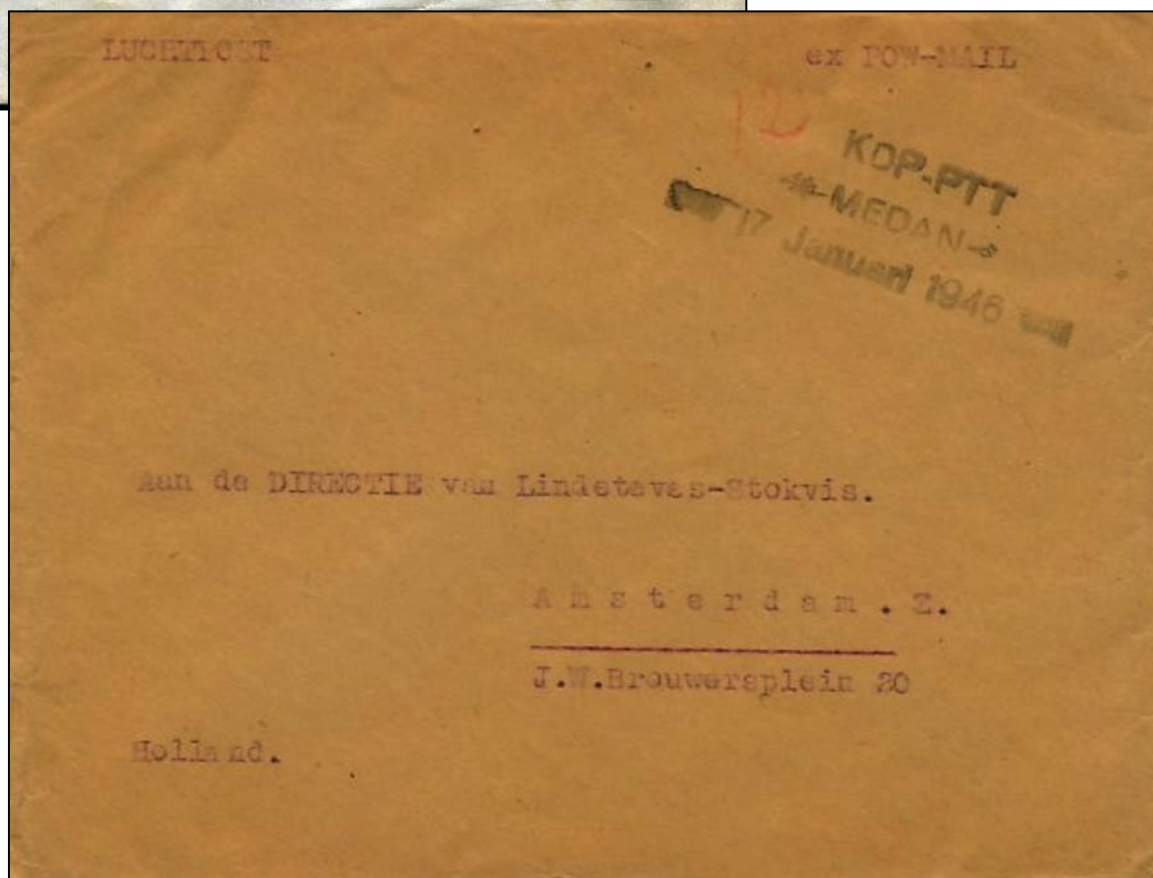


Figure 8: Letter sent January 1946 from Medan to the Netherlands. "ex-POW MAIL" (top right): free franking.

## References

P.R. Bulterman, *Poststempels Nederlands-Indie*, 1864-1950, Davo Deventer, 1981

J.A.D Krajenbrink, *De Nederlandse (of Nederlands-Indische) postkantoren uit de Na-oorlogse periode in het Buitenland*, De Postzak # 54,56, 59, 60, 61, 67, 68, **69**, 70, 72, and 74; March 1960 thru December 1966

J.A.D Krajenbrink, *De Nederlandse Correspondentie in Nederlands-Indië in de Naoorlogse Periode 1945-1949*, Philatelie, August thru December 1970.

Jan Heijboer, *Van Sabang tot Merauke? Bestuurlijke- en postale ontwikkelingen in de Indische Archipel 1944 – 1946*, ZWP # 107, March 1995

<https://psychotraumanet.org/nl/'redt-hen-zij-vergaan'-de-opvang-van-de-burgen-geinterneerden-indië-na-de-japanse-capitulatie-15>

<http://www.en.afscheidvanindie.nl/archieven-onderwerpen-rapwi.aspx>

Alan Bartlett, Personal correspondence

## Nomenclature

In Po&Po Verenigingsnieuws (Society News) 2017-3, Bert van Marrewijk wrote a brief piece about the nomenclature of the different 'typenradar' (type wheel) cancels. Referring to Figure 1, and going clockwise starting in the upper-left corner, they are long-bar cancel ('lange balk stempel'), short-bar cancel ('korte balk stempel'), open bar cancel ('open balk stempel' and does not refer to free drinks) and cylinder cancel ('cilinder stempel'). It would be a good idea if all of us followed this nomenclature.



Figure 1: Upper left: long-bar cancel. Upper right: short bar cancel. Lower right: open bar cancel. Lower left: cylinder cancel.



## Recent Issues



### Children's Stamps

October 9, 2017

PostNL will issue a new sheet with Children's Stamps. These stamps, with value indicator 1 for destinations in the Netherlands, depict the complete family from the family comic strip 'Jan, Jans and the children.' The issue honors the drawer of the comic, Jan Kruis, who passed away on January 19, 2017.

### Day of the Stamp

October 20, 2017

The Day of the Stamp sheet pays tribute to one of the oldest stamps in the Netherlands: the famous Queen Wilhelmina with hanging hair. These stamps were issued between 1891 and 1896 in fifteen values, ranging from 3 cent to 5 guilder. They have been in use till January 1, 1900 when they were withdrawn. The permanent stamp of Queen Wilhelmina with fur collar was issued in 1899 as a replacement.

### DAG VAN DE POSTZEGEL 2017



DAG VAN DE POSTZEGEL 2017



### December Stamps

November 20, 2017

Every year, PostNL issues new December stamps that can be used to mail Christmas and New Year cards at a reduced rate (0.73 Euro in 2017). The stamps are valid from November 20, 2017 through January 6, 2018.

The ten different stamps were made by ten different designers. Each stamp represents the interpretation of a personal Christmas story as told by a well-known Dutch person from the television or show business world. The names of these persons are written in the sheet edge.





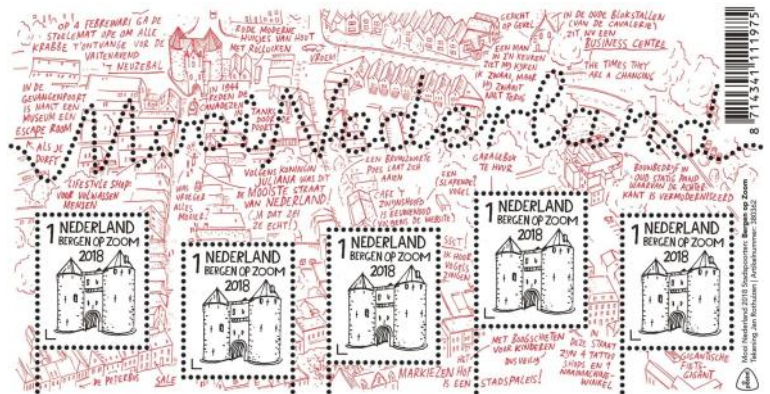
## Experience Nature: reptiles and amphibians January 2, 2018

This sheet with ten stamps shows reptiles and amphibians that one can encounter in the Netherlands. Four reptiles are shown: the live-birth giving lizard, the adder, smooths snake and the rin snake. The amphibians shown are the comb salamander, back-striped toad, tree frog, yellow-bellied toad, heather frog and the garlic toad.



## Beautiful the Netherlands: City Gates January 29, 2018

Three sheets are issued showing the city gates of Vianen, Bergen op Zoom and Hattem. The stamps depict a pen drawing of the city gate of the three cities, namely the Lek Gate (Vianen), Prisoner Gate (Bergen op Zoom) and the Dike Gate (Hattem). The background is a map (in perspective) of the surroundings of the city gate in question, with handwritten text reflecting on the people and buildings the designer encountered while walking through the city.



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.



## AMERICAN SOCIETY for NETHERLANDS PHILATELY

Membership in the American Society for Netherlands Philately (ASNP), affiliate # 60 of the American Philately Society, will give you the following benefits: An illustrated **MAGAZINE** (containing philatelic articles as well as news items) published six times a year and access to the ASNP **LIBRARY** through borrowing privileges.

Membership runs from September 1 through August 31. To join, fill out the form below. You can receive our magazine digitally in PDF format by email and/or in hardcopy sent by snailmail. Tab one of the boxes below to make your choice.

- ☐ **Digital magazine** sent by email (provide your email address!), dues are for members worldwide \$ 10,=
- ☐ **Hardcopy magazine** sent by snailmail, dues are \$ 25 per year for members living in the USA, and \$ 35 for the rest of the world. You have the option of a six-months membership if you apply between March 1 and August 31 for one half of the above rates ( \$ 12.50, and \$ 17.50). Your full membership will then start the following September 1.
- ☐ **Digital and hardcopy**, dues are the same as mentioned for the hardcopy version.

☐ Mr.      **Last Name:** \_\_\_\_\_  
☐ Mrs. \_\_\_\_\_  
☐ Miss.    **First Name:** \_\_\_\_\_  
☐ Ms. \_\_\_\_\_  
☐ Dr.      **Email:** \_\_\_\_\_  
☐ Rev.      **Adres:** \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

### My Major collecting interests are:

- |   |   |  |
|---|---|--|
| <input type="checkbox"/> Netherlands              | <input type="checkbox"/> Plate faults             | <input type="checkbox"/> Perfins or POKOs              |
| <input type="checkbox"/> Netherlands Antilles     | <input type="checkbox"/> Printing errors          | <input type="checkbox"/> Rep. of Indonesia             |
| <input type="checkbox"/> Netherlands Indies       | <input type="checkbox"/> Color variations         | <input type="checkbox"/> Rep. of Surinam               |
| <input type="checkbox"/> Netherlands New Guinea   | <input type="checkbox"/> Stationery and covers    | <input type="checkbox"/> Fieldpost                     |
| <input type="checkbox"/> Surinam                  | <input type="checkbox"/> Revenues and railroads   | <input type="checkbox"/> EO-Philately                  |
| <input type="checkbox"/> Japanese Occupation N.I. | <input type="checkbox"/> Booklets or combinations | <input type="checkbox"/> Localmail                     |
| <input type="checkbox"/> UNTEA                    | <input type="checkbox"/> Coils                    | <input type="checkbox"/> Other (please specify): _____ |
| <input type="checkbox"/> FDCs                     | <input type="checkbox"/> Cancellations            | _____  |
| <input type="checkbox"/> Perforation varieties    | <input type="checkbox"/> Selvage information      | _____  |
| <input type="checkbox"/> Proofs & Essays          | <input type="checkbox"/> Franking labels          | _____  |

Payment is due in US dollars by check, money order, or PayPal ([jdlkremer@gmail.com](mailto:jdlkremer@gmail.com)). **When using PayPal, please indicate you transfer money to a "Friend" to avoid a 5% fee charged to ASNP.**

**Please mail your application with payment, payable to ASNP, in U.S. dollars to:**  
**Ben Jansen, 1308 Pin Oak Drive, Dickinson, TX 77539-3400, U.S.A.**  
**Email Contact: [bjansen@uh.edu](mailto:bjansen@uh.edu)**



# VAN DIETEN

STAMP AUCTIONS



Since 1886

WITH A RICH HISTORY OF AUCTIONS SINCE 1892

International auctions, always including fine and exclusive stamps and postal history with covers and cancellations of the Netherlands and Overseas Territories



Online catalogue with search function  
Live online bidding from anywhere in the World

Are you interested in selling your collection or like an auction catalogue?  
Please do not hesitate to contact us



Van Dieten Stamp Auctions  
[www.vandieten.nl](http://www.vandieten.nl)



Roermond, Bakkerstraat 22, 6041 JR, The Netherlands  
T: +31 (0)475 - 563 500 • F: +31(0)475 330 829  
The Hague, Oranjestraat 6, 2514 JB, The Netherlands  
T: +31(0)70 365 3817

Van Dieten Stamp Auctions is a part of Van Lokven Filatelie