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& Overseas Areas philately since
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Netherlands Philately

Magazine of the American Society for Netherlands Philately

Volume 42/4



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Editor's Message

March, 2018

Dear Fellow Collectors,

This issue has three original articles only (plus a short background story on a new stamp issue), but covers a wide variety of topics including a nine-page article on mail sent during a trip from Amsterdam to the Dutch East Indies and Australia. Unfortunately, it also carries the sad news of the passing away of our Librarian, Paul Swierstra.

Fortunately, our President's Message announces that Stuart Leven has agreed to become the new Librarian. Procedures for checking out library items are also provided.

The report by our Treasurer shows that the finances of the ASNP are healthy, but in my (dual) role as Secretary, I urge you to recruit new (and younger) members.

In case you are wondering, early March my wife and I will be flying to the Middle East by way of London (UK) to explore Israel and perhaps Petra (Jordanian).

Ben

Table of Contents

Editor's Message	73	Message from the President	88
Fly with Billet Bladet and		The ASNP Library at the WPL	88
Bendt Rom to Australia with		Magazine Reviews	88
KLM and KNILM	74	ASNP Treasurer's Report	
1919/20 Fundraiser for the		over 2017	92
Restoration of the Reims		Not Meeting the Requirements	93
Cathedral	85	Recent Issues	95
Closed Album	87	The Sword of Ommerschans	96

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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Fly with *Billed Bladet* and Bendt Rom to Australia with KLM and KNILM: An exotic journey in 1939 with a philatelic aspect.

by Jørgen Cleemann

Collectors of stamps, letters and postcards from Netherlands East Indies or materials related to early Danish or Dutch airmail sooner or later will encounter one of *Billed Bladet's* postcards (see Figure 1), posted by Bendt Rom from Bangkok in Siam (see Figure 2) or Den Pasar on Bali in Netherlands East Indies (see Figure 3) in 1939.

These cards have been mentioned in several special catalogues and stamp books over the years. However, the information in these catalogues and books is not adequate.

Here, I explain the background of these cards and their usage - based on Bendt Rom's own story, the information about these postcards mentioned in *Billed Bladet*, various flight lists and historic timetables.

In addition to these "Official" postcards, which could be ordered by the readers of *Billed Bladet*, Bendt Rom also, as it appears from the illustrations in this article, kept friends and acquaintances informed about his journey as it progressed.

Figure 1: Picture side of *Billed Bladet* postcard. Author's collection.

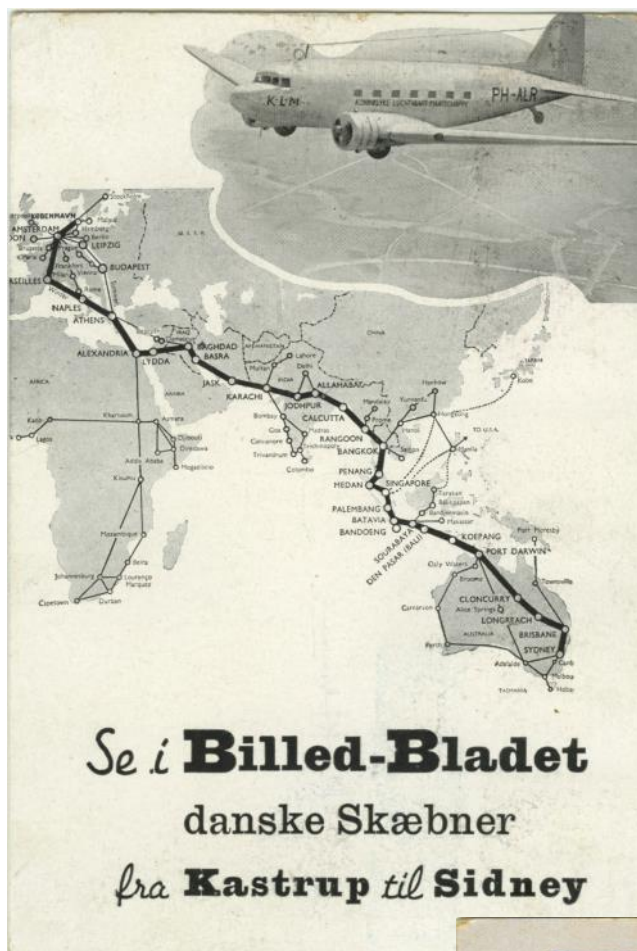


Figure 2: Postcard from Bangkok franked with stamps from Siam. Posted Bangkok 15 February 1939, and arrival stamped Copenhagen 20 February 1939. Author's collection.

The text on the card reads:
Kind regards from *Billed Bladet* and
from Bendt Rom. February 1939.





Figure 3: Postcard from Den Pasar on Bali franked with stamps from Netherlands East Indies. Posted Den Pasar, Bali 17 February 1939, and arrival stamped Copenhagen 27 February 1939. Author's collection.

Bendt Rom

Bendt Rom was an aviation enthusiast who had worked actively with aviation since Ellehammer's and Robert Svendsen's days - two Danes who were pioneers within Danish aviation - and had written several books on the subject. He was employed at the Dutch airline KLM's office in Copenhagen, where he had been working almost since its start, and was now propaganda chief, what we today would call advertising or promotional manager, and was involved in the preparation of KLM's propaganda material etc. in Denmark.

He had for several years been following the KLM's expansion and their extensive scheduled airline network, including the world's longest air route between Amsterdam and Batavia in Netherlands East Indies. A route that was later extended by the subsidiary KNILM all the way to Australia. His dream was, like everybody else in the company, to get a free ticket to Java or maybe to Bali or maybe all the way to Sydney in Australia, but he realized, that with a staff of around 2,000 employees at KLM, the possibility that precisely he should be able to get a free ride for such a trip was quite minimal, also taken into consideration that KLM's airplanes at that time were constantly occupied with paying passengers.

He had repeatedly asked his superior about the possibility of a "study trip" to the East, but every time received a blank refusal. The only thing he had been promised was a vacation with full pay during the trip, if he paid for the ticket himself.

The cost for such a ticket, which at that time would have amounted to about 10,000 Danish Kroner, exceeded his financial ability, and to expect the family to sponsor a trip like that for him was doubtful, so how would he be able to get the money?

After much speculation, Bendt Rom did, as a last resort, contact one of his good friends, who was editor of *Ekstrabladet*, a Danish newspaper, with whom he had a good cooperation and poured out his trouble. He talked about the possibilities of visiting Danish citizens in the East, and possibly representing some Danish companies on the journey. The editor, who did not immediately feel particularly interested, would think about the matter and asked him to contact him again a few days later.

However, it did not take that long time. The next day, without Rom's knowledge, one could see a portrait of him and read on the front-page of *Ekstrabladet*: "Bendt Rom, will, as a Danish ambassador, fly to the East to take care of a number of Danish companies' interests." This resulted in a sharp reprimand from Bendt Rom's director who thought that whatever happened, he had put the company in an embarrassing situation, and that KLM now had to

give him a free ticket for the journey!

At the same time Bendt Rom was contacted by the editor of *Billed Bladet*, he too had read the article.

Billed Bladet

The magazine *Billed Bladet* was a political magazine with emphasis on conflicts and war, with the American magazine *Life* as an example. The magazine had been initiated in 1938 by Det Berlingske Officin, Copenhagen and the first issue was published on 5 April 1938.

In 1938, the magazine had published a series of articles about Danish emigrants who lived in Venezuela. In connection with these articles, the photographer from the magazine was sent to Venezuela to document the lives and struggles of the Danish emigrants, their work, their sorrows and their pleasures. The photographer's film was returned to the editorial office in Copenhagen, and the envelopes that these films were sent in were shown in the magazine (Figure 4). The photographer had left these envelopes with Venezuelan stamps with the *Billed Bladet*, and requests for these stamps were received from the magazine's readers. However, all these requests could not be met.

Now, after reading the article about Bendt Rom's coming flight to Netherlands East Indies and Australia, he was contacted by *Billed Bladet*, who asked him, if he would be able to take some pictures for them for "good words and payment." Bendt Rom found, that that would be an excellent idea, and he was engaged by *Billed Bladet* as a photographer and reporter. His assignment was to report on the lives of Danish citizen and their work in the Far East and Australia in text and photos for a new series of articles to be published in the magazine similar to the articles from Venezuela the year before. The series of article would be called "Danish fates from Kastrup (Copenhagen Airport) to Sidney".



Figure 4: Picture of envelopes franked with stamps from Venezuela, shown in *Billed Bladet* in connection with the series of articles with Danish emigrants.

With reference to the many requests the magazine had received about stamps, when bringing the Venezuela articles, an arrangement was made "for the benefit of all stamp collectors" when Bendt Rom became involved with *Billed Bladet*. In connection with Bendt Rom's journey, the magazine's readers could acquire a postcard with stamps from Siam and/or Bali (Figure 5). Two places located on Bendt Rom's air route to Australia.

For this purpose, postcards were made, featuring a picture of KLM's Douglas DC-3 airplane PH-ALR "Reiger" (Heron), Bendt Rom's flight route to Australia and the text (translated into English): "Read in *Billed Bladet* Danish fates from Kastrup to Sidney".

The procedure was, that for each postcard the readers ordered, they had to pay D.kr. 1,25 - preferably in stamps - together with submission of name and address. The card or cards would then be addressed to the reader and posted by Bendt Rom. The deadline for ordering the cards was 16 January, as Bendt Rom's departure date was definitively fixed.

Flyv med Billed-Bladet til Australien!

Og mød paa Vejen Landsmænd, der har brudt sig en Bane i det Fremmede!

BILLED-BLADET har gennem længere Tid truffet Forberedelser til en ny og sensationel Billed-Serie, en Serie, der vil interessere alle Danske, fordi den handler om Landsmænds Liv og Virke i det fjerne Østen og i Australien. I Slutningen af denne Maaned rejser Bendt Rom, den kendte Flyvekaport og Fotograf, udsendt af BILLED-BLADET og Luftvejen via Indien til Australien. Paa Vejen besøger han Landsmænd, og i fotografisk Rapportage vil han i BILLED-BLADET skildre deres Skæbne, deres Arbejde og deres Kæmpe under de fjerne, fremmede Himmelstrøg. Lige saa fængslende som Venezuela-Billederne, lige saa spændende og aktuelle, og mindst lige saa opsigtsvækkende bliver denne nye Serie.

Samler De paa Frimærker, vil Billed-Bladet hjælpe Dem

I Forbindelse med Bendt Roms Rejse har BILLED-BLADET truffet et Arrangement til Glæde for alle Frimærkesamlere. Da vi i sin Tid brugte Fotografier af de Konvolutter, oversæet med venezuelanske Frimærker, som Axel Rom sendte sine Film hjem i, strømmede det ind til Redaktionen med Anmodninger om Frimærkerne. Vi kunde den Gang ikke imødekomme de mange Ønsker. Denne Gang vil vi gøre det. Ønsker De et Kort fra Bali eller fra Siam, skal BILLED-BLADET besørge det for Dem. De kan få et Kort, som de to afbildede, med nøjagtig de samme Frimærker paa, adresseret til Dem selv og udsendt af Bendt Rom.

Fremgangsmoden er ganske enkel: Send til BILLED-BLADET deres Navn og Adresse, Oplysning om, hvilket af Kortene De ønsker, samt Kr. 1,25, gerne i Frimærker, til Dækning af Udgifterne. Vil De have begge Kortene, bliver Prisen Kr. 2,50.

Sådan Frit for Bestilling af BILLED-BLADET's Postkort er den 16. Januar Kl. 24. Fristen er uigenkaldelig, da Bendt Roms Afrejsedato er definitivt fastsat.

„Danske Skæbner fra Kastrup til Sydney“, den nye, sensationelle Billed-Serie, regner BILLED-BLADET med at kunne begynde Offentliggørelsen af allerede engang i Februar. Den vil fange alle Danstes Interesse.

1939 bliver BILLED-BLADET's Aar. Husk det

HVER TIRSDAG

KLM AIR MAIL PAR AVION

BILLED-BLADET's Filatelist Kampagne.

E.L.M., Rådhuspladsen 16, 3^e København, Danmark.

Figure 5: Offer to stamp collectors in Billed Bladet No. 2 - Tuesday, 10 January 1939.

his journey to Australia.

On this trip, the airplane had a crew of five, with Geysendorffer as captain. There were ten passengers, and the airplane carried 394 kg of mail.

In 1938/1939, the KLM (Koninklijke Luchtvaart Maatschappij), together with the KNILM (Koninklijke Nederlandsch-Indische Luchtvaart Maatschappij) performed the London / Sydney route with two departures each week. The journey spanned a total distance of 21,000 km, and took nine days (Figure 6).

On the Amsterdam / Batavia / Amsterdam route flown by the KLM, Douglas DC-3 airplanes were used. The DC-3 had two engines and a cruising speed of approximately 330 km / h with a range of about 2,400 km. Passenger capacity on the route was reduced from 21, which was normal when flying in Europe, to 11, giving passengers

The readers of the magazine ordered about 480 cards from Siam and approx. 950 cards from Bali. The weight of these cards would have been just over 7 kg, as each card weighed about 5 g. The cards must have been shipped as airfreight, as Bent Rom had used the free baggage capacity of 20 kg, he had been awarded when buying the ticket.

As Bendt Rom at the same time had been engaged by the Danish companies, Spritfabrikkernes Ek-sportafdeling "Danisco", a Danish distillery, and "Georg Jensen's Sølvsmiede", a Danish silversmith, as their travel agent, he succeeded in, after negotiations with the interested parties and with great courtesy from the Danish companies, to obtain the necessary financial basis for the trip, and Bendt Rom could then inform his superiors, that he had now secured cover for the ticket price, and that they could fix his departure date.

The Journey

In mid-January, Bendt Rom travelled to Amsterdam, where he stayed for a few days and, inter alia, had the opportunity to accompany the flight preparation for the long journey, and on Saturday, 21st January 1939, he - at Schiphol Airport - boarded the KLM's DC-3 airplane PH-ALT "Torenvalk" (Kestrel - all KLM airplanes had at that time bird names, beginning with the last letter of the registration signal!) to begin

more space and the ability to lower the back rests of their seats. The length of the trip between Amsterdam and Batavia was 14,225 km; the journey took seven days with six night stops and several stops for petrol refuelling. They did not fly at night. The trip back could be completed in six days with five night stops.

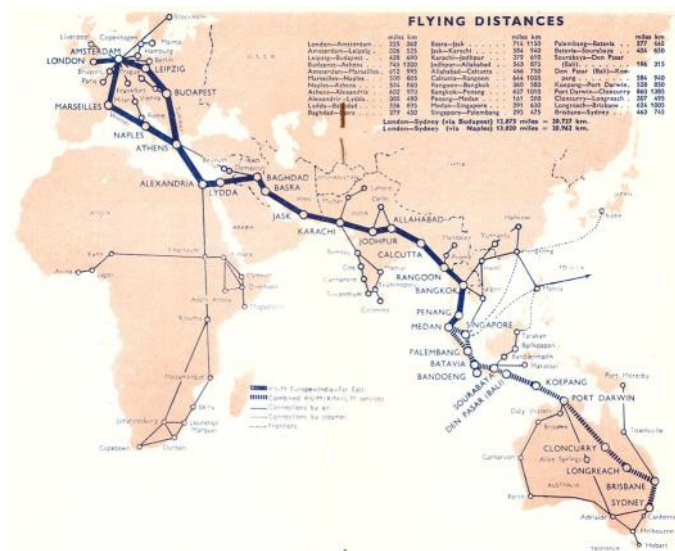


Figure 6: Route map with distances as shown in the "Time Table" for the route in force for the period 2nd October 1938 to 15th April 1939.

The Batavia / Sydney / Batavia route flown by the KNILM was done with Lockheed-14 airplanes; likewise a two-engine airplane, but a bit faster. There was room for eight passengers and the length of the trip was 6,405 km and took two days with two night stops.

All airplanes also carried mail, an average of about 400 kg per trip, not only to Netherlands East Indies but also to destinations on the way. On the return trip to Europe, the amount of mail was a bit smaller.

The first stage of the journey went from Amsterdam over Marseilles for refuelling to Naples in Italy, the first night stop. From Naples, the journey continued the following day to Alexandria, Egypt, via Athens. The third day went from Alexandria via Lydda and Baghdad to Basra in Iraq, and from there - the fourth day - via Bushire, Jask and Karachi to Jodhpur, India. Cards mailed from Baghdad and Jodhpur

Figure 7: Postcard sent from Baghdad 23 January 1939 to Alf R. Svendsen, Copenhagen. The card does not seem to have been sent by airmail. Author's collection.

The text on the card reads:
Dear Svendsen

It is perhaps a little boasting to write home, to friends and acquaintances about how adventurous this flight with KLM is. I can only wish, that others might make a similar nice trip. Hopefully my wish will help. I will try to rub Aladin's lamp down here.

Many greetings
B. Rom



are shown in Figure 7 and 8, respectively.

From Jodhpur, the journey continued on the fifth day - Wednesday, January 25 - via Allahabad to Calcutta in the Indian West Bengal region where Bendt Rom disembarked, and the airplane continued to Rangoon in Burma. Bendt Rom stayed a couple of days in Calcutta, where he met his old acquaintance from the first days of aviation in Denmark, Svend Steinbeck. He was the captain of KLM's DC-3 airplane PH-ALN "Nandoe" (Rhea), which had landed in Calcutta for refuelling on the return trip from Batavia to Amsterdam.

Bendt Rom then continued to Rangoon - most likely with the KLM airplane PH-ARZ "Zilverreiger" (Great white heron). This airplane had started its journey in Amsterdam on January 24. In Rangoon Bendt Rom spent another couple of days where he visited countrymen employed at, among others, ØK (East Asiatic Company) and



Figure 8: In Jodhpur, Bendt Rom posted a postcard to V.H. Møller, Copenhagen. The card is postmarked 25 January 1939, and most likely sent by airmail with KLM's airplane PH-ALN "Nandoe" (Rhea) back to Amsterdam - departure Jodhpur January 27, arrival Amsterdam January 29 - and from Amsterdam over land via Warnemünde on January 31 to reach Copenhagen. Author's collection.

The text on the card reads:
It is also fun with all the different stamps that I get on this magnificent KLM-flight and can stick on my little postcards with greetings home. I hope they will arrive all right with nice postmarks and complete perforations. - I hope that I myself will do the same.
Many greetings - Rom

Christiani & Nielsen, a Danish construction and engineering company.

From Rangoon the journey went on to Bangkok in Siam - now Thailand - where in addition to people from East Asiatic Company and Christiani & Nielsen he also met with Danes working for F.L. Schmidt & Co., an engineering company engaged in cement and mineral industries, and Thai Electric Corporation.

In Bangkok he must have handed over the approx. 480 cards that had been ordered by the readers of *Billed Bladet*, postcards that had to be franked with Siamese stamps and posted from Siam (Figure 9).

On February 5, the journey continued via Penang, a Malaysian State, for the mandatory petrol refuelling to Medan on Sumatra - the first stop in Netherlands East Indies - this time with the KLM airplane PH-ALW "Wielewaal" (Oriole) with van Balkom as captain. The airplane had begun its journey in Amsterdam on January 31 and had that day started in the morning from Rangoon. In Medan, Bendt Rom visited the Danish bridge contractor Niels Thiele, who had built about 75 reinforced concrete bridges in North Sumatra. A card mailed from Medan is shown in Figure 10.



Figure 9: *Billed Bladet* postcard sent from Bangkok 15 February 1939 with KLM's airplane PH-ALP "Pelikaan" (Pelican). Departure Batavia February 14, arriving in Amsterdam February 19, and from there forwarded with KLM to Copenhagen with arrival 20 February 1939. Rate incl. airmail fee: 25 Satang. Author's collection.

On February 7, the journey from Medan continued with PH-ALP "Pelikaan" (Pelican), captain Tepas to Singapore, where everyone went out for a night on



Figure 10: Postcard sent from Medan on Sumatra on 7 February 1939 to Louis Walsøe, Copenhagen. The postcard has been carried on the KLM airplane PH-ARB "Buizerd" (Buzzard), departure Medan February 8, with arrival Amsterdam February 12 for onward forwarding to Copenhagen. The card is franked with 35 cents, which is 5 cents more than needed, as the rate was 10 cents for postcards to foreign destinations with 20 cents airmail fee, totalling 30 cents. Author's collection.

The text on the card reads:

Medan, Sumatra - Netherlands East Indies, magnificently full of beauty.

The original nature, the indigenous people and the life out here is so genuine and peculiar, so unaffected by civilization that you might want to settle here for a longer time. When KLM acquires the new fast-flying DC 50 airplane, I will buy a summer cottage here. - See you later! Welcome! B. Rom

port of Batavia, from there the transport to Sidney in Australia proceeded with KNILM's Lockheed-14 Super Electra airplanes. Bendt Rom stayed a few days in Batavia and visited different places on Java.

Wednesday the 15th of February the journey continued with PK-AFN, a Lockheed airplane from KNILM via Soerabaja to Den Pasar on Bali (Figure 11).

Figure 11: Postcard sent 16 February 1939 from Den Pasar on Bali to Knud Amann, Copenhagen carried with KNILM from Den Pasar to Batavia and from there with KLM's airplane PN-ALU "Uil" departing 18 February 1939 and arriving Amsterdam February 23 for onward forwarding to Copenhagen. The card is correctly franked with 30 cents. The rate for postcards to foreign destinations was at that time 10 cents and airmail fee was 20 cents. Author's collection.



town. PH-ALP "Pelikaan" had begun its journey in Amsterdam on February 2, and after Singapore went on to Palembang and Batavia. Bendt Rom stayed in Singapore until the arrival of the next airplane to do some photographing for *Billed Bladet*, sell silver for Georg Jensen and yeast for "Danisco" the liquor factories.

After a few days in Singapore, Bendt Rom continued on February 13 with PH-ALU "Uil" (Owl), captain Scholte. By the way, captains Scholte, Geysendorffer, Smirnoff and Tepas were four old KLM veterans who, in the summer of 1921, were engaged in opening the first Dutch flight route to Copenhagen. The journey continued after a stopover in Palembang to Batavia, the capital of Netherlands East Indies. KLM flew no further than Vliegfeld Tjililian, the air-

The text on the card shown in Figure 11 reads:

Bali - Mads Langes adventure island

[Mads Lange was a Danish merchant and peace broker on Bali in 1840)]

Then I finally experienced Bali and the Balinese. Truly a paradise island. Especially the Balinese women are amazingly beautiful and sweet. An attitude, a figure, a smile so adorable, that you have to go all the way to Bellevue Beach in Klampenborg [North of Copenhagen] in the summer to experience something similar.

Greetings from Rom

In Den Pasar, Bendt Rom handed over the 950 *Billed Bladet* postcards, which had been ordered mailed from Bali with stamps from Netherlands East Indies (Figure 12 and 13).

Figure 12: *Billed Bladet* postcard mailed from Den Pasar 17 February 1939 carried on KNILM's airplane to Batavia, and from Batavia with KLM's airplane PH-ALU "Uil" or PH-ALN "Nandoe" (Rhea) departure Batavia February 18 or 21 with arrival Amsterdam February 23 or 26, and from Amsterdam to Copenhagen. Correctly franked with 30 cents. Postcard rate foreign destination 10 cents plus airmail fee 20 cents. Author's collection.



Figure 13: Not all postcards where posted - stamped - on the 17th February, here is one stamped on the 18th February 1939 - the day after - sent to Glostrup!

In Den Pasar there was a "short" overnight stay, as the journey the next day had the longest stage of the trip: Den Pasar-Cloncurry totalling 3,142 km. Therefore, the start that morning had to be early. According to the official time schedule, departure was at 04.30 hours. The journey went via Koepang on Timor and Port Darwin in

Northern Australia to Cloncurry.

After spending the night in Cloncurry, the journey continued via Brisbane on the last stage to Sidney, where the KNILM airplane landed on Thursday, 16 February 1939 and Bendt Rom disembarked (Figure 14).

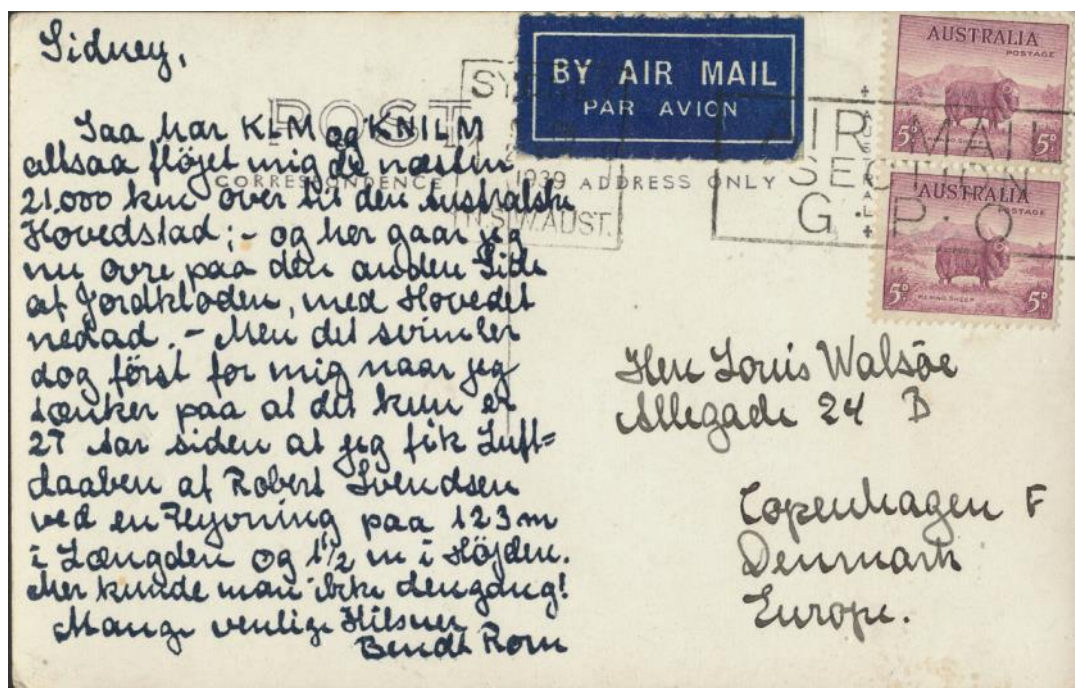


Figure 14: Postcards sent from Sydney, Australia the 2nd February 1939 to Louis Walsøe, Copenhagen. Photo: Bruun-Rasmussen, Copenhagen.

The text on the card reads:
Sidney,
Now KLM and KNILM have flown me almost 21,000 km to the Australian capital; - and here I walk on the other side of the globe, with my head down. But I first become dizzy when I think, that it is only 27 years since, I got my air baptism by Robert Svendsen on a flight of 123 meters in length and 1 ½ meter in height. More was not possible at that time.
Many kind greetings
Bendt Rom

Soon after, the trip heads back to Denmark and after a short stay in Brisbane, Bendt Rom continued to Den Pasar on Bali, where he spent a couple of days, enjoying the hospitality there, before flying to Penang, where he visited the Danish Princess Lily Ozair married to Prince Ozair of Kedah, one of the independent Malay states. The journey from Den Pasar to Batavia was performed with a Skymaster airplane from KNILM, and in Batavia he switched to the KLM airplane PH-ALW “Wulp” (Curlew) with Brugman as captain.

On arrival at Penang the Immigration authorities stamped “Permitted to land - March 8” - in Bendt Rom’s passport. On 12 March 1939, the return flight from Penang began, which, as mentioned by Bendt Rom, was done on board the KLM airplane PH-ALO “Oehoe”, (Eagle owl) with captain te Roller. However, this airplane did - according to the flight lists - not leave Batavia until April 1, whereas the airplane that departed on March 12 was PH-ALV “Valk”, (Falcon) captain Frijns. The journey was made in one stretch, only with the mandatory night and refuelling stops, and went via Bangkok, Rangoon Calcutta, Allahabad, Jodhpur, Karachi, Jask, Basra, Baghdad, Lydda, Alexandria, Athens and Naples to Amsterdam where the airplane landed at Schiphol Airport on 16 March 1939, and Bendt Rom disembarked after a journey of approx. 42,000 km, which, with various stops, had lasted a total of 55 days.

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HIGHLIGHTS

- Netherlands Colonies - The J.F. de Beaufort Collection
- Pre-philately French military post in the Netherlands
- Postal History of WWII - The Stefan Drukker Collection
- International Air Mail
- Postal History of Albania
- Large number of single lots and collections of China
- Large specialised collection on the theme of animals
- Dutch East Indies banknotes overprinted "SPECIMEN"

1919/20 Fundraiser for the Restoration of the Reims Cathedral

by Hans Kremer

The Reims Cathedral saw many changes in the world, but none so devastating to itself than World War I. The cathedral was repeatedly shelled for over four years during the war. Eighty percent of the city of Reims disappeared between 1914 and 1918, as Germany relentlessly attacked France and tried to bring the country to its knees. The front line was just outside Reims, and the cathedral was the largest target. Residents tried to protect the cathedral, placing sand bags at the base, which did help to protect the lower statues, but many of the significant features were lost. More than 300 shells fell on the cathedral during the war, melting away the iron roof and interior. Figure 1 shows the damage.



Figure 1: Damaged Reims Cathedral

In the summer of 1919 a Danish author (Mogens Franck) came up with the idea of printing special ‘stamps’ as a fund raiser for the restoration of the Reims Cathedral.

Many other countries were asked to help out, the Netherlands being one of them. The stamp (cinderella would a better word) shows the damaged cathedral with the text Pax (Peace), Veritas (truth), Libertas (freedom), and Justitia (Justice). These ‘peace stamps’ would cost 5 cent each and would be available at the main post offices. The 5 cent could not be counted as postage, just as ‘something extra.’ Figure 2 shows a cover with the Cinderella from the Netherlands.



Figure 2: 1920 Dutch letter to France with Reims Cathedral fundraiser cinderella.



Figure 3: Poster designed by Gerard Vroom advertising the 5 ct 'peace stamp' to support the reconstruction of the cathedral of Reims.

This booklet also mentions that the designer of the Cinderella was Bøgelund, which probably refers to the Danish visual artist Thor Bøgelund-Jensen (1890-1959).

Different countries used different colors, but covers from one country with different color cinderellas are not uncommon.

The Danish organizing committee sent a check for 1,032,918 francs to the French government in May 1920 and the rest (I don't know how much that was) in 1925.

References

G. Holstege, *De Vredeszegels van 1919-1920*, Philatelie, page 892, December 1998.

www.delpher.nl Archived Newspapers

Handboek Postwaarden Nederland (section A16)

www.kb.dk/e-mat/ww1/130019370993.pdf

<http://catreims.free.fr/pdf/018.pdf>

A poster was designed in the Netherlands by Gerard Vroom to stimulate sales (Figure 3).

The cinderellas were available from March 10 thru March 23, 1920. The Dutch post offices sold about 135,000 copies, which accounts for only fl. 6,750, while fl. 16,000 was collected. It turned out that quantities of at least 250 cinderellas could be ordered directly from the secretary of the organizing committee, bypassing the post offices. This then would explain the difference between the fl. 6,750 and fl. 16,000.

A commemorative booklet produced by (Johan) Kristian Kongstad at the occasion of the issuance of the peace stamps in Denmark in 1919 shows six versions, each in a different color (Figure 4).



Figure 4: Top row, left to right: Netherlands, unknown, Denmark. Bottom row, left to right: Belgium, unknown, France.

Closed Album

Paul H. Swierstra, 8/23/1932 – 11/30/2017

Longtime ASNP and NPofC member **Paul H. Swierstra**, peacefully passed away Thursday, November 30, 2017.



He was born in Utrecht, Netherlands and grew up there until the age of 18 when he decided to immigrate to the United States in 1950. His love of travel eventually allowed him to visit all 50 of the United States and many foreign countries. Paul at first settled in Salt Lake City, Utah but later moved around the US to several other locations and finally settled in San Carlos, California. He served in the US Army and was stationed in Okinawa.

In 1961 Paul married Heddy Sanders and together they were a devoted family with two sons, Andrew and Ymke, and daughter, Lynda.

Paul was a special man with a wide range of knowledge and interests. He was dedicated to the game of soccer and refereed many games in the US and in Europe, including several Olympic matches. He had a great passion, as well, for his other hobbies: anything having to do with philately, the art of stamp collecting. And, everything concerning trains and trams, including their time tables, routes, cancels, and stations, particularly in the Netherlands, Belgium, and Paris, France.

His long, 31 year employment with Lufthansa Air Lines at the San Francisco Airport allowed him to travel often to the Netherlands and many other world destinations, often with his family.

Paul was an avid member of the Netherlands Philatelists of California (NPofC) and American Society for Netherlands Philately (ASNP), and for many years he maintained the ASNP philatelic library consisting mainly of Dutch language materials.. He was also a member and president of the Sequoia Stamp Club in Redwood City, CA.

Paul was a friend to all. If you expressed an interest in something collectable, he was always on the lookout during his travels for providing it for you. We will miss his boundless energy and commitment to life and most of all, his friendship.

Frank Ennik

Message from the President

Recently our group, the American Society for Netherlands Philately, lost our longtime and very dedicated Librarian, Paul Swierstra. See elsewhere in our Magazine for a more extensive obituary.

We are very fortunate to announce that we have been able to fill the vacancy created by Paul's passing. Stuart Leven, a longtime member has agreed to accept the position of ASNP Librarian.

Stu is the President of the Western Philatelic Library. This is the Library that some time ago accepted to house and maintain the ASNP's library on their premises in Redwood City CA.

He is very familiar with our Library holdings and will continue to be the Lending Librarian. You can request loans from our library from him (see below) and of course he will also accept any donations (books or cash) to our library.

We thank Stu for his willingness to accept this position and we look forward to continuing growth in the holdings of our library.

Thanks Stu.

HansPaul Hager

The ASNP Library at the Western Philatelic Library

The Western Philatelic Library (www.fwpl.org) maintains the ASNP library inventory. The ASNP library contains over 700 items and spreadsheets containing the library contents can be found on the ASNP website (asnp1975.com). If you have a question for the librarian, contact Stuart Leven at stulev@ix.netcom.com. When ordering an item from the library, please contact the Western Philatelic Library directly at info@fwpl.org.

Philatelic literature items may be checked out in person when visiting the WPL. Check out by mail is also possible, but the patron borrowing the publication will be required to pay postage and insurance costs both ways. INSURANCE IS MANDATORY. The cost for sending the publication to the borrower must be paid in cash, check, Paypal or with mint U. S. postage stamps (with gum). The WPL qualifies for the low library rate and this applies even when returning the item. Make sure that you address the return mail to: Friends of the Western Philatelic Library, P.O. Box 7063, Redwood, CA 94063-7063, LIBRARY RATE, SEC 711.42.

Please keep in mind that many publications are very difficult to replace if lost and may be designated high value or reference only publications. High value and reference only materials will NOT be loaned by the WPL. In general, the WPL encourages borrowers who know what article they need to request copies. Copies will be made for a small fee plus postage if mailed.

Magazine Reviews

Po&PO Postzak # 220, February 2017

A postcard sent in 1960 from Paul Citroen to Jo Juda is analyzed. Paul Citroen is known as the designer of the Dutch Summer charity stamps of 1949 (NVP# 513-517), while Jo Juda was a Dutch violist and Concert Master of the Amsterdam Concertgebouworkest. The back of the postcard shows the portrait of Jo Juda made by Paul Citroen in 1959.

Postmarks used during the 1938 and 1939 Nijmegen 'Four Day Walk' are shown. In 1939 there were two locations with special postmarks, one was the "Autopostkantoor", the other one applied at a separate small post office.



Another article deals with the van der Wart 'type IIIFd' postmark which was tracked to have come from a Klüssendorf "Standard" canceling machine.

The Sam Hartz-designed postcard from Netherlands New Guinea (1957) is discussed together with its predecessor the 1950 van Krimpen card. Typographical details are shown.

A folded 1704 letter with a 3-Stuyver marker was sent from Rotterdam to Amsterdam by the widower Joost van Geel (maiden name Maria van Wetteren). Her ancestry is shown but the emphasis is on her sisters and children and who they were married too.

Picture postcards of 1939 and 1940 are shown, some with military subjects that were determined to be 'inappropriate'.

A 'Polish' postcard turned out to be a fake Dutch postcard urging people to vote for the KVP (Katholieke Volks Partij = Catholic People's Party) at the upcoming municipal elections in 1958.

Nine postal items with comments, that were supposed to be in the 75 Year Jubilee book are shown this time.

Po&PO Postzak # 221, September 2017

In 1972 the Gasunie (in charge of transporting gas produced from the Groningen gas field) sent special postcards to all households that might be affected by a short burst of loud noise caused by some work the Gasunie did in their neighborhood. It told people not to worry about it.

The name of the recipient on a folded wrapper sent in 1851 to an address in 's Gravenhage was incomplete. Only the first name initials "A.J.L.M" could clearly be read but not the last name. After some research it turned out that it was addressed to A.J.L.M Lux, a name well known in Catholic circles at that time.

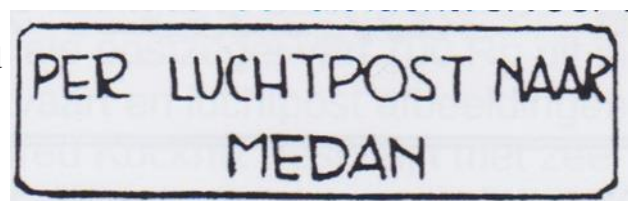
The re-usable "Envopak" was a sturdy bag used (and sold) by the PTT to transport larger volumes of mail. The article shows examples of its use and discusses the way they were paid for.

Netherlands Philately Vol. 39/2 addresses the Dutch charity organization involved in helping WWI POWs and internees by sending them money, clothes, tobacco, etc. The article in the Postzak specifically shows examples of help given to Serbian POWs and internees.

The "August Stukenbrok" company of Einbeck (Germany) used colorful stationery for all its correspondence. Various examples, mostly from 1900 to 1910 are shown. The company originally sold bicycles, but later expanded to sewing machines, motorbikes and cars, and much more.

De Aero-Philatelist 2017-1

"Per Luchtpost tot Medan" or similarly worded markers were used by KLM to indicate that the postal item should be forwarded by air to Medan after its arrival in Batavia. Seven different versions of the markers are shown.



Looking back 50 years (Part 4) shows a number of letters flown on special commemorative flights on the occasion of the Philips company's 50th anniversary.

Netherlands Philately, Vol. 42, No. 4

De Aero-Philatelist 2017-2

An 11-page article discusses the Pan-Am Clipper service across the Atlantic from 1939 to 1945. Richly illustrated (from showing Eleanor Roosevelt baptizing the Yankee Clipper to examples of COVAL covers (refer to ASNP Vol. 37, No. 6). It makes for a wonderful article.

The disappearance of the Fokker F.VIIa “Old Glory” in 1927 is discussed here as a follow-up article to its original (Aero-Philatelist 2016-4).

De Aero-Philatelist 2017-3

A couple of nice early French airmail covers are shown. One is from 1912 (!), while a second one is from 1923, plus one more of 1930.

A “Boedapest-Szeged-Boedapest” flight, flown with a Fokker F.III in 1925 shows a picture of the plane as well as a cover flown on this flight. It also shows a special (fund raiser) vignette used on the cover.

During severe winters in the Netherlands the “Wadden Islands”, north of the Dutch mainland, can no longer be reached by boat. To keep the islanders supplied of the necessities “Ice flights” are flown. Some of the islands in the Southwestern part of the Netherlands would occasionally also be affected. Of course philatelists saw this as a change to create some interesting covers, with thirteen of them shown in the article.

De Aero-Philatelist 2017-4

An unusual article shows sheet music with an aeronautical theme. The sheet music often came with a cover showing an airplane or another aeronautical item. A total of eighteen of these sheet covers are shown, one of them the “K.L.M. Marsch, De Vliegende Hollander” by Willy Schootemeyer.



The Netherlands Philatelist March 2017

A number of rectangular rubber cancels used in the East Indies 1945-48 are shown, some with dates and colors not previously listed.

In the period 1822-1823 two private British steam-boats were plying between Rotterdam and London carrying ship-letters. They were the Rapid and the King of the Netherlands. Clippings from the newspapers mentioning these ships during that period are shown.

Poswesels (postal orders) are a means of sending small amounts of money from one person to another via the post office network. In this article poswesels of the Japanese Occupation period of the Netherlands East Indies are discussed and shown.



A straight line cancel Nieuwe-Beerta on a cover of 1856 is shown. This cancel was not previously listed.

In the period 1825-38 an unusual mail-route was established from some parts of Holland to some parts of Prussia via Hamburg. Two Prussian areas were involved: Vorpommern and the Northern part of Brandenburg. Examples of letters traveling these routes are shown.

The Netherlands Philatelist March 2017

The history (with examples) of Arbeidslijsten (lists to record hours worked by employees) is discussed.

The sinking of the neutral Dutch motor tanker *SLIEDRECHT* and her questionable end on being torpedoed just after midnight on November 17, 1939 is the subject of an extensive article.

A number of registration bar codes (from various countries) are explained.

A postcard was sent to a Chinese inmate at the Tjininang Prison (not an internment camp) on the outskirts of Djakarta in 2603 (imperial year calendar, probably 1943) while the country was under Japanese control. Since Japan was at war with China, the card was stamped: Return to sender. Not allowed to receive letter.

In the *Vlissingsche Courant* of December 23, 1840 it was reported that all navigation on the river [Schelde] was stopped by ice. Ships heading for Antwerp had found shelter in the harbor of Vlissingen. The *Soho* had left London on the 17th, but Sunday she couldn't advance longer than to Lillo [some 10 km from Antwerp]. The passengers and the mail-bag were set ashore. She turned around heading for Ostend to land the goods.

Nederland Onder de Loep # 206, Vol 1/2017

Examples of letters, sent to people who could be reached at coffee houses in Amsterdam during the 17th and 18th century, are shown.

Part 2 about the history of the Amsterdam to Antwerp railroad deals mainly with the part of the route as it went thru Rotterdam. Nice period postcards support the text.

Queen Emma (2nd husband of King William III), born as Adelheid Emma Wilhelmina Theresia zu Waldeck und Pyrmont, is the subject of this article. Three different stamps with her portrait on it are shown.

The four "Moed, Beleid en Trouw" postcards issued in 1898 to commemorate Queen Wilhelmina reaching her 18th birthday are shown. Since they were not official 'PTT' issued postcards arguments were made that they not belong in the postal stationery catalog.-

The provisional 'Laren postcards' were made by the Laren postmaster in May 1945, overprinting his supply of 7 ½ cent postcards with a fancy "5 cent" overprint.

A commentary about PostNL doing away with the postal markers per 1-1-2017 (later reinstated), completes this issue of *Onder de Loep*.

Nederland Onder de Loep # 207, Vol. 2/2017.

This issue starts off with an extensive article about the Dutch in Deshima (Japan), lasting from 1660 till 1854.



The first steamship built in the Netherlands was "De Batavier", in 1829. Its maiden voyage can be traced by Newspaper clippings of 1829.

A 1898 postcard sent to a German lieutenant had to be forwarded to Padang, Dutch East Indies, since he was the navigator of the Deep Sea Expedition's "Valdivia", which covered 32,000 sea miles, starting and ending in Hamburg (Germany).

Letters and a postcard mailed aboard the S.S. van Overstraten are shown and discussed. The van Overstraten was torpedoed near Padang on January 1, 1942.

The 2 cent 'Change of Address' card is the subject of this article. Although not issued until 1946, and as such could be considered 'modern,' quite a variety of these common cards exist.

Nederland Onder de Loep # 208, Vol. 3/2017

This issue opens with a continuation of the story about "De Batavier", the first Dutch steamship.-

Two historical letters sent to Dutch State Governors (Commissaris van de Koning), are shown, one of them from 1862, the other from 1872.

The difference between "Landmail" and "Zeepost" (mail by sea) and how it affected the correct postal rates is highlighted with two covers sent from Surinam to the Netherlands in 1892 and 1897. A second article shows another cover dealing with the same subject-

"Social Philately" is a humoristic article about the confusing conversation taking place between the captain of a Dutch ship (the Van Rees) and its Japanese 'captors' who torpedoed it in 1942 off the coast of Sumatra.

The “Papoea Vrijwilligers Korps” (Papua Volunteers Corps) was a support group for the Dutch soldiers stationed in the Netherlands New Guinea during 1961 and 1962, prior to Indonesia taking it over on 1 January 1963.

The workings and examples of the experimental Kiosk stamp vending machines in operation at selected sites in the Netherlands during 2017 is discussed.

Japanese Philately # 5, Vol. 71/2016

A 6-page article (in English!) entitled “Airmail in the Dutch East Indies during World War II” by J.R. van Nieuwkerk describes the airmail services that were available to transport mail during the Japanese occupation of the Dutch East Indies. This includes mail between several DEI islands and Japan (but for Japanese companies only), and mail originating from Dutch New Guinea, which only partially occupied by Japanese troops.

ASNP Treasurer’s Report over 2017

by Hans Kremer

Another year is behind us and as you can see we ended up with a gain of \$ 1,590.94, which sounds impressive, however, it is about \$ 400 less than last year (\$ 1,980.88).

Starting Balance	1-1-2017	\$ 10,457.48			
In:	Dues	1,769.40	Out:	Magazine	\$ 2,417.76
	Ads	1,250.00		Ad.Min	10.70
	Donations	1,000.00			
	Total	\$ 14,476.88		Total	2,428.46
	Gain	1,590.94			
Ending Balance	12-31-2017	\$ 12,048.42			

The income from a \$ 1,000 (!) donation (thanks!) plus the \$ 1,250 income from the advertisers (thanks to Advertising Manager Meindert Mossels’ diligence) accounts for the positive outcome. Please consider our advertisers when dealing with philatelic matters.

The membership dues of about \$ 1,750 did not cover the cost of the Magazine (about \$ 2,400), but since we showed a gain for the year I see no need to increase the dues this time.

As of 1-1-2018 we have 87 (93 last year) paying members of which 47 (48) receive a digital version only, 10 (13) receive a hardcopy only, while 30 (32) receive both a digital and hardcopy version. We are also sending out 12 complementary hardcopies to our advertisers, philatelic organizations and philatelic libraries.

If anybody would like to comment please contact me (hkcremer@usa.net or Hans Kremer, 50 Rockport Ct., Danville, CA 94526).

Not Meeting the Requirements

by Ben H. Jansen

Postcards were introduced in the Netherlands on January 1, 1871, and while the private manufacture of postcards was allowed, they had to be franked as letters. This changed on February 11, 1892, when a postal decision decreed that starting April 1 of that year cards not issued by the Dutch government could be mailed as postcards. The privately manufactured cards had to meet certain requirements, and, according to the *Algemeen Handelsblad* of December 2, 1898, these were strictly enforced (Figure 1). To avoid disappointment, the newspaper stated the requirements once more:



Figure 1: *Algemeen Handelsblad*, Dec. 2, 1898.

telegram.

All other additions, attachments etc. etc. are prohibited.

By the way, the government-issued postcards of 3 cent and 5 ½ cents mentioned above were actually franked with 2 ½ cents and 5 cents, respectively; there was a ½ cent charge for the card itself!

The postcard shown in Figure 2 is an example of a privately manufactured 'briefkaart' (postcard). It was made for the firm Hendrichs Kuinders & Co., on the Rokin in the center of Amsterdam.

Figure 2: Front of private postcard.

Postcards circulated by private entities must resemble government-issued postcards with regard to the printed notices, the dimensions and the sturdiness of the paper. Thus those cards must carry either the notice "Briefkaart", just like the government-issued cards of 3 cent, or carry the notice: "Briefkaart (carte postale) Algemeene Postvereniging (union postale universelle) zijde voor het adres bestemd (côté réservé à l'adresse)", similar to the government-issued cards of 5 ½ cent. Not a single word may be added to these notices, nor may any word be omitted. It is allowed to use any color of paper.

It is allowed to make a domestic, government-issued postcard usable for mailing to a foreign destination by adding the extra postage due.

It is allowed to use private postcards for use to domestic or foreign destinations regardless whether they carry the notice "Briefkaart" or "carte postale etc."

On the address side, it is allowed, in addition to the address, to list the sender's name, profession and place of residence.

The name of the profession must be as succinct as possible. In most cases one will have to make do with a single word.

It is allowed to affix the address by means of a label, provided that the label does not exceed 5 by 2 cm.

It is allowed to print a frame along the edge of the card.

If a postcard serves as proof of receipt of money, it is permitted to affix a (fiscal) stamp to the back of the card.

It is allowed to write a telegram on a postcard directed to a telegraph office, and to attach telegram stamps to cover the costs associated with the transmission of the



At first glance, it seems to meet the requirements for privately manufactured cards, prominently displaying the notice “Briefkaart,” and showing the name, address, and city of the company together with the word ‘cadeau-artikelen’ (items to give away) on the address side of the card. This word can perhaps be interpreted as the profession of the sender.



Figure 3: *Haagsche courant*, June 14, 1899.

The card is franked with NVPH 33 and mailed to Mr. P. Abrahamson in de Veenestraat (now spelled as Venestraat) in The Hague (Den Haag). Mr. Abrahamson ran several stores and carried works made from gold, silver, diamond and crystal (see Figure 3).

The card did not receive a departure or arrival cancel, but according to the date written on its back, the card was mailed on July 7, 1899 (Figure 4). The note on the back expresses regret that the ‘desired buttons’ cannot be delivered and is signed by Mr. Hendrik Kuinders.

The card did get a mark from deliverer 114 placed during the fourth delivery (D) round. The oval shape of the mark suggests that it was placed in Amsterdam. There are also two markings in blue, likely also placed in Amsterdam. The framed mark states ‘terug afzender’ (return to sender), while the other has the text “Inhoudende een briefkaart niet voldoende aan de bepalingen” (regarding – or ‘containing’-- a postcard not meeting the requirements). The rejection of the card’s format must have been based on a very strict interpretation of the rules regarding

privately-manufactured postcards; ‘cadeau-artikelen’ is two words, rather than one, thus exceeding the one-word limit on the profession. Mr. Hendrichs Kuinders would have been better off using some of the words listed on the back below the stores’ address, i.e., ‘galanteriën’ (fancy goods), ‘bijouteriën’ (jewelry), kramerijen (small wares), ‘speelgoederen’ (toys).

References

delpher.nl

M. Brekelmans, Een bijzonder stempel met letters en cijfers, *Posthistorical Studies*, 33, Po&Po.

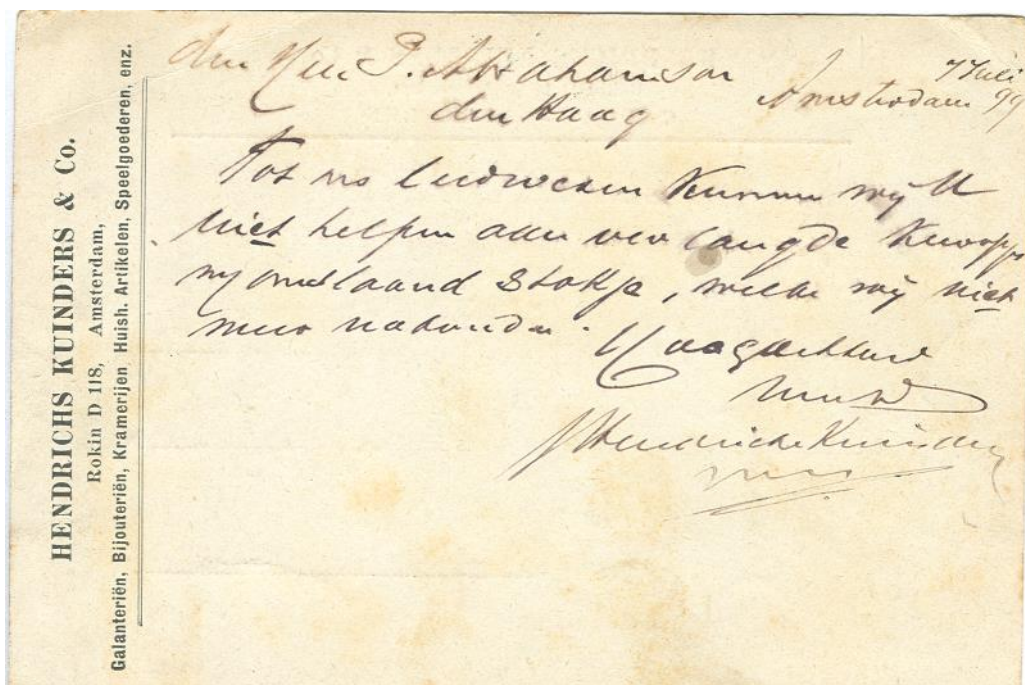
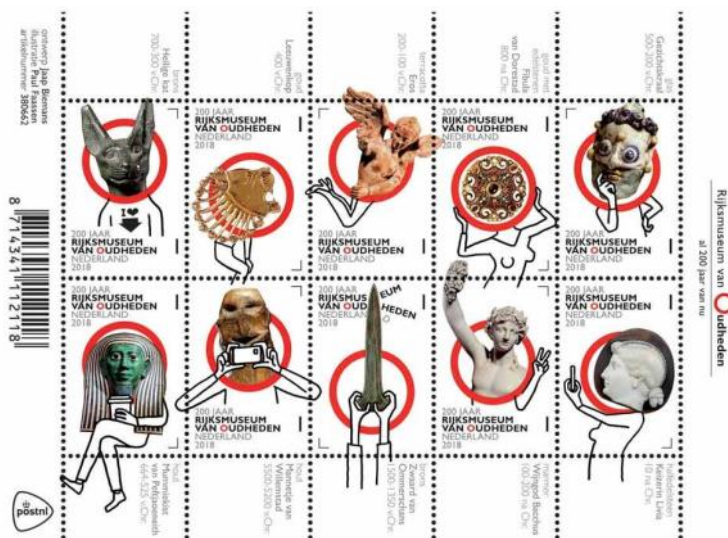


Figure 4: Back of private postcard.

Recent Issues

200 Years National Museum of Antiquities February 19, 2018

The sheet with 10 stamps celebrates the 200 year existence of the National Museum for Antiquities in Leiden. Shown are the treasures from the collection, including the recently acquired sword of Ommer-schans. The objects of art have been turned into visitors, and visitors have been turned into art objects.



Birthday Stamps February 19, 2018

The sheet of six stamps is comprised of drawings with cake, garlands, balloons and presents plus whatever kind of cheerfulness you can imagine. Children delivered the building blocks, illustrator Charlotte Dematons brought it all together and added the story line.



Bridges March 26, 2018

The sheet with six stamps shows two Dutch bridges; the turning bridge across the Dedemsvaart and the Kwakel bridge at Edam. The wrought iron bridge across the Dedemsvaart near the equally-named village is a rare example of a nineteenth century turning bridge. The bridge rests in the center on a pillar on which the turning mechanism has been placed. When closed, the bridge rests on hard-stone abutments on both shores. The Kwakel bridge in Edam is a drawbridge, a very recognizable type of bridge that can be seen all over the Netherlands since ancient times. The wooden bridge was built in the eighteenth century, and although it has been restored many times since then, its basic shape with single upper beam originates from that time.

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.

The Sword of Ommerschans

by Ben H. Jansen



The sheets of stamps issued on the occasion that the National Museum of Antiquities (Rijksmuseum van Oudheden) was established 200 years ago contains one stamp devoted to the ‘Sword of Ommerschans’ (Figure 1) This item was acquired by the museum at Christie’s auction house on 5 July 2017 for Euro 550,000 – three times its estimate! What follows is some background behind this antiquity.

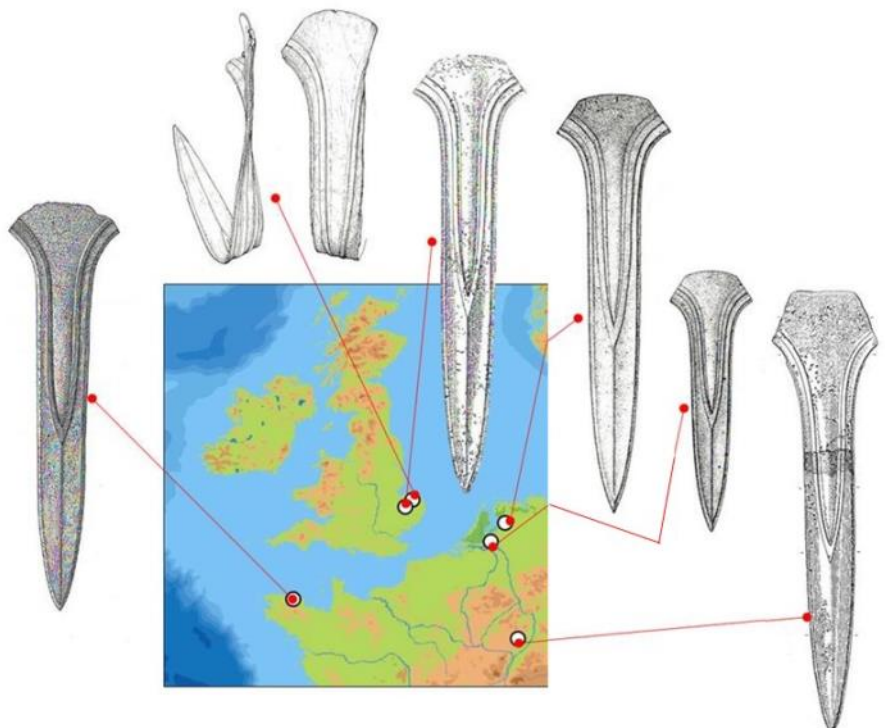
The 68-centimeter sword (or ‘dirk’) belongs to a group of six rare weapons found in France (Beaune and Plougrescant), England (Norfolk and Oxborough) the Netherlands (Jutphaas and Ommerschans) and referred to as the “Plougrescant-Ommerschans” swords (see Figure 2). The weapons date from the Bronze Age (2000-800 BC) and are almost identical and probably made by the same bronze caster. All six swords are showcasing the absolute top of the art of bronze casting. They have not been sharpened and are too large and heavy to be used in battle. They are thought to have been idolized, ceremonial weapons, supposed to impress through their beauty and size. The swords were spread over England, France and the Netherlands during the prehistory, and all six ended as sacrifices in rivers, peat moors and marshes.

The 3500 years old sword of Ommerschans is the most impressive and the only one that was found together with a dozen smaller objects. It is also the best-preserved specimen. It was found be-

Figure 1: Stamp with the “Sword of Ommerschans.”

tween 1894 and 1900 on an estate near Ommerschans, in the north of the province of Overijssel. The National Museum of Antiquities has been trying to buy it since 1927, which was complicated by the fact that the sword moved to Germany with its owner, the German landowner Eduard Lüp. With the purchase in July 2017, the sword now joins the ‘Sword of Jutphaas,’ which entered the museum’s collection in 2005. The Sword of Jutphaas is the smallest specimen of the group at 42 cm.

Figure 2: The six Plougrescant-Ommerschans swords and the locations where they were found: Plougrescant (Brittany, France), Norfolk and Oxborough (England), Ommerschans and Jutphaas (the smallest sword) and Beaune (France). The Norfolk sword was used as a doorstep and is bent.



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:** _____

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- | | | |
|---|---|--|
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| <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 |
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