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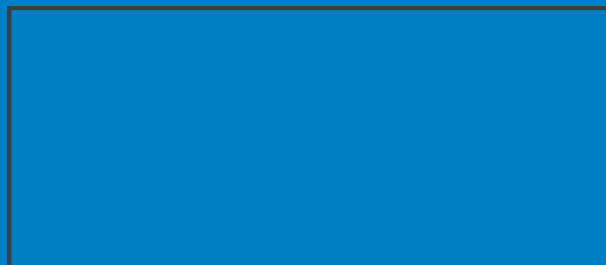
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Magazine of the American Society for Netherlands Philately

Volume 42/5



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NETHERLANDS PHILATELY

Magazine of the American Society for Netherlands Philately; Volume 42/5

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Editor's Message

May, 2018

Dear Fellow Collectors,

In this issue, you will find a review of the book *The Paper Trail*, a true *opus magnus* authored by our long-term member Kees Adema, and co-author Jeffrey Groeneveld. Using mail and a variety of documents the authors tell the story of World War II in The Netherlands and the Dutch East Indies (and a little bit West Indies). While much has been written about various postal historic aspects of WWII, the inclusion of personal stories (and associated documents and mail) makes this an unique text.

On our recent trip to Israel, we saw first hand what war can do; many archeological sites have multiple layers of destroyed cities, a new one built on top of another one, with this madness going on for thousands of years. Will humankind ever learn?

Later this month my wife and I will take off for The Netherlands to visit friends and family. When we return, it will be high summer in Dickinson. I am ready for it.

Ben

Table of Contents

Editor's Message	97	About the People and the Things	
My Collecting Interests	98	they Write	113
The 1840 Postal Contract on Mail		More Adventures with Billet	
between Britain and USA	101	Bladet and Bendt Rom	117
Great Britain Post Office Wrapper		Book Review- The Paper Trail	118
to Bandjermasin, Borneo	103	Recent Issues	120
Amsterdam to Fort de Kock, Dutch		New Member	120
East Indies	109		

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.

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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.

My Collecting Interests

by Hanspaul Hager

Let me introduce myself. I am Hanspaul Hager and I serve as the current president of the ASNP. We have in the past requested our members to submit a small article about their collecting interest and how they ended up choosing that specific area of philately to collect. Let me be the first to submit such an article.

I started collecting stamps as a youth in Amsterdam and I vividly remember going to the stamp market on Saturday afternoon (also held on Wednesday afternoons) which was held downtown Amsterdam, not far from the Royal Palace. It consisted of a collection of market stands and vest pocket dealers selling stamps (see Figure 1). There were even a number of well-known stamp dealers that operated regular storefronts in the area, so they could take advantage of the collectors that streamed to the market on Wednesday and Saturday afternoons.

As happened with many of us, when I went to high school other interests became more important and I dropped the collection of stamps. Many years later when I had moved to San Jose, California and was working many hours a week, I felt that I needed to do something besides work. I decided to look into stamp collecting again when I heard that there was a group of collectors of Netherlands stamps in the greater San Francisco Bay Area that met monthly and had been for a good 25 years. So I asked whether I could join and they said “of course you can” and as an essentially novice collector I joined the Netherlands Philatelists of California.

I was overwhelmed by the knowledge and the breadth of the members’ collections. They were extremely gracious and brought me up to speed, shared information, shared stamps, I had a great time. But after a while I started to notice that there were some stamps that occasionally came across the table that were not in the NVPH catalog, such as the one shown in Figure 2. These were also not collected by anyone in the group, which made them even more interesting to me since collecting them meant I did not have to compete with my friends who had been collecting for 30 or 40 years and knew everything there was to know (I thought) about their specialty collecting area.



Figure 1: Amsterdam stamp market in 1958.



Figure 2: Coupon tax stamps.

It turned out that the stamps I was looking at were fiscal stamps. I did not even know the name. I started researching and I became more interested in these stamps. In the US they are called revenue stamps, in the Netherlands they were called ‘belasting zegels’ (fiscal stamps). Essentially they are stamps that indicate payment of taxes to the government.

There is a lot of discussion about what exactly the definition of a revenue stamp is. The FIP (International Philatelic Federation) defines these stamps as a revenue comprising an embossed, imprinted or adhesive tax, fee or credit stamp, issued by or under the originating authority of a State or Municipality or intermediate government authority.

Van der Poel, the leading Dutch author on the subject, made the distinction that true fiscal stamps were only stamps that indicated payment of taxes paid to the General Government coffers and that other taxes paid to municipal government bodies were to be called retribution stamps. He did not recognize them as true revenues. This discussion is still going on. What is and what is not a fiscal stamp, what is the definition a revenue? My own take on collecting fiscal stamps is that any stamp that indicates a payment of any kind to any organization essentially is a revenue stamp and I therefore add it to my collection.

My collecting interest is wide and far ranging but I still categorize my collection to make a distinction between the stamps of General Governments such as shown in Figure 3, Municipal government (see Figure 4), semi-government organizations like the railway (Figure 5) and other strictly private organizations such as shown in Figure 6.



Figure 3: Revenue tax stamps issued by the State of the Netherlands.



Figure 4: Stamps to pay for legal charges, issued by the municipality of Zeist.

Figure 5: Railway stamps from 1946 (top) and 1966 (bottom).



Figure 6: Post Bank revenue stamp.

The invention of fiscal stamps goes back to 1624. Legend has it that when the Dutch were involved in the 80 Year War (1568 – 1648) with Spain they were desperate for monies to fund their military operations. They already taxed a lot of things that we do not now think of as taxable items. For example taxes were due on the number of chimneys on a house, the number of windows in a house, the square footage of all the windows, the width of the front of a house, the number of servants etc. etc. They were taxed out. There were many taxes but they needed more money and so they decided to have a contest to find out whether there would be something taxable that they had overlooked and lo and behold according to legend Mr. Broeck came up with the idea of taxing legal documents. This story has been augmented lately by the discovery that Mr. Lemaire actually was the one who had the idea and that Mr. Broeck was the one who was trying to market this idea to the Staten Generaal = government of the United Provinces as the Netherlands was known at the time.

Mr. Lemaire's idea was that every legal document was to be taxed and that to show payment of the tax payment, a revenue seal was to be affixed to the paper or parchment. This idea was adopted by the province of Holland in 1624.

The revenue seal was affixed to the paper or parchment. It was an embossed, intaglio seal. It consisted of the emblem of the province of Holland, a value and the words ‘Cleinsegeel’ (see Figure 7). Clein segel translates as “small seal”.



Figure 7: Clein segel

The reason that it's called “small seal” is because there was also a “large seal” which was also affixed to some legal documents. The “large seal,” shown in Figure 8, indicated that the signers of the legal document agreed that the document was accurate. That seal was a wax seal. It sometimes reached a dimension of 6 to 8 inches wide and 1/3 of an inch thick. It had on the reverse the imprint of the thumbs of all the various signers of the document. It was usually affixed to the document with a cord or a strip of parchment as shown in Figure 9.



Figure 8: Large seal.

The Staten Generaal of the United Seven Provinces initially rejected the idea but the Province of Holland adopted the idea in 1624 and two years later the Province of Utrecht adopted it and then the other provinces followed suit. Even the Vereenigde Oost Indische Compagnie (VOC or United East India Company) used these fiscal markings starting in 1678 (Figure 10).



Figure 10: VOC seal



Figure 9: Document with large seals.

It was so successful that in a relatively short time other countries had adopted the same idea and you can now find fiscal revenues on documents worldwide.

I hope to continue sharing aspects of my hobby with you in future articles.

Editor's Note:

I encourage our membership to contribute similar stories and/or one-to-two page articles about a favorite piece in their collection. I will be glad to help with the writing and lay out.

The 1840 Postal Contract on the Mail between Britain and the USA

by Erling Berger

The postal contract was signed by the Admiralty and Mr. Cunard and published in the newspapers in September 1839. The contract stipulated that there should be two departures every month between Liverpool and Boston calling at Halifax to exchange the Canadian mails. The communications should commence on the 1st of June 1840. As from 1848 the steamers were also servicing New York.

Mr. Cunard was to keep four 300 hp steam vessels “seaworthy and in complete repair.” In return his company would receive £60,000 per year.

An example of a letter transported while the postal contract was in force is shown in Figure 1.



Figure 1: Baltimore 14th of November 1847 to Amsterdam via Boston, Liverpool, London and Rotterdam. The letter was endorsed p L'pool Steamer of 16th Nov. via Boston. The arrival in London was on the 30th November and in Amsterdam the 2nd December 1847 (eBay Internet Auction).

Figure 2 suggests which steamer conveyed the letter shown in Figure 1 to Liverpool. The British General Post Office issued every day a report of the packets serving the foreign countries. The report of the 23rd November 1847 was printed in the *Shipping and Mercantile Gazette* of the same day, and an extract is given here. The conclusion is that the *Caledonia* took the letter to Liverpool.

Figure 2: *Shipping and Mercantile Gazette*, November 23, 1847.

POST-OFFICE—(THIS DAY).			
LIVERPOOL STATION.			
Destinations.	Mails dispatched from London.	Last Packet sailed from Liverpool.	Next Packet due at Liverpool.
British North America, Bermuda, and U. States	3rd and 18th of every month, except in Dec., Jan., Feb., and March, & then only on the 3d.	Acadia, Nov. 4.	Caledonia, Nov. 30.

An advertisement from the Cunard Line in the *Liverpool Mail* newspaper of 16th October 1847 reported on the mail processing in Liverpool: "All letters and newspapers intended to be sent by these vessels must pass through the Post-office, and none will be received at the agents' office" and further "Passengers are not permitted to go on board by the steamer that takes the mail [and thus not delaying it]." Also "The Caledonia will start on Tuesday next, the 19th instant [1847]. A Steamer will leave the Egremont Slip, south end of the Prince's Dock at 0:30 pm. of that day, with the passengers for the Caledonia."

Exactly the same wording was used announcing the very first departure of the Cunard steamer *Britannia* from Liverpool in July 1840.

Figure 3 shows that the *Caledonia* arrived in Liverpool Monday 29th November 1847 at 8.00pm.

AMERICA—ARRIVAL OF THE CALEDONIA.
Liverpool, Monday Night.
 The royal mail steam ship Caledonia, Captain Lott, reached the pier to-night about eight o'clock. She had only thirty-four passengers, but she brings specie to the amount of £156,000, and the semi-monthly mails from Canada and the United States.

Figure 3: *Belfast Commercial Chronicle*, Saturday 4th December 1847

As seen on the letter, it arrived in London was on Tuesday 30th November. The next packet for Rotterdam left in the morning of Wednesday 1st December.

Figure 4 present another report from the Post-office of the packets serving foreign countries. The list of the 2nd December 1847 printed in the *Shipping and Mercantile Gazette* of the same day reported that the *Rainbow* sailed from London Wednesday 1st December (to arrive in Rotterdam on the 2nd). The letter was delivered on the same day in Amsterdam. The list is also showing the cabin passengers that arrived on board the *Caledonia*.

POST-OFFICE—(THIS DAY).
HOLLAND AND HAMBURG.—The *Rainbow*, with the Holland mails of the morning of the 1st inst., sailed the 1st inst.—The *Giraffe*, for the Holland mails of the morning of the 4th inst.—The *Caledonia*, for the Hamburg mails of the evening of the 3d inst.
AMERICA.—The *Caledonia*, arrived 29th ult. Brought passengers: Captain Diggle and lady, Capt. Puleston and lady, Capt. M'Kenzie, Lieut. Vincent, Rev. I. Buchanan, I. Dukey, C. Blackman, Drs. Greene, Hawes, Wilson, Messrs. Ladd, Archibald, Wilson, Ross, Wright and Lady, Jackson, Graham, Drury, Tooker and lady, Kartright, Usborne, Synes, Wedgwood, Orne, Reed, Lawton, Carnichael, and Head.

Figure 4: *The Shipping and Mercantile Gazette* of 2nd December 1847.

Great Britain Post Office Wrapper to Bandjermasin, Borneo

by John K. Courtis, FRPSL

Only one Great Britain post office postal stationery wrapper has been recorded mailed to Bandjermasin, Borneo. This is a copy of a June 1883 (E8) issue QV portrait and 5-line instruction with chamfered top corners postmarked with a 25mm X●J// 26.3.86//S-W. The wrapper is uprated with a pair of 1884 ½d slate blue QV (Sc98). The 1½d paid = 3rd weight scale of between 4-6 ounces, based on the newspaper concessionary rate of ½d per 2 ounces. The arrival mark consists of two rings of 21mm and 13mm, respectively, and the text 15 1886 BANJERMASIN. There is a purple elliptical (ellipses 48mm and 37mm wide) merchant handstamp C. J. DOUGHTY 8, FULHAM ROAD, S.W. and STATIONER, BOOKSELLER, PRINTER, NEWS AGENT etc.

The address is written in Dutch: “Den Heer Cecil H.S. Austin Sergeant Schrijver bij het Wapen der Artillerie Illshambro [?] 13258 Bandjermasin Zuid Oost Kust Borneo. This translates as “Mr. Cecil H. S. Austin, Secretary Sergeant of the Artillery, Illshambro [?] 13258 , Banjermasin, South East Coast, Borneo.” The word preceeding 13258 is not quite readable, but probably refers to the identification number of the addressee or the unit he served in. According to Trotter, the artillery consisted of 23 companies, with the 8th company stationed in Borneo, at Bandjermasin, Amoenhai, Pontianak, Singkawang and Sintang.



Figure 1: Great Britain post office stationery wrapper to Borneo.



Figure 2: Map of around 1860 showing location of Banjarmasin (<https://kolonialemonumenten.nl>).

Banjermasin

Banjermasin (also known as Banjarmasin or Bandjarmasin) is the capital of South Kalimantan, located on the south coast of Dutch Borneo (Figure 2). The name evolved from its earlier “Bandar Masih”. It is located on a delta island near the junction of the Barito and Martapura Rivers and is sometimes called the River City. It was founded on 24 September 1526 and the Dutch opened trade there 80 years later in 1606. The British East India Company established a factory in 1703, but it was short-lived and destroyed by the locals four years later. In 1747 the Sultan signed a treaty with the Dutch giving them a trade monopoly and in 1787 the area became a Dutch protectorate.

In 1817, the Dutch signed a new treaty with the Sultan of Banjarmasin, bringing the sultanate under Dutch suzerainty. The Dutch sent expeditions to sign further treaties with the local rulers to further establish their hegemony. Later in the 1830s they claimed the more northerly region.

This incorporation of Borneo into the Dutch sphere of influence had little immediate effect, because the Dutch were more interested in forestalling potential rivals rather than in directly exploiting the island. Significant resistance to Dutch rule came in only two areas, one of which was in Banjarmasin. In 1857, the colonial government selected the unpopular Tamjidillah to succeed to the throne, prompting a revolt which quickly attracted the support of peasants, aristocrats and Muslim religious leaders. The Dutch had largely defeated the rebels by 1863, but sporadic resistance continued until 1906. The depth of resistance from the Banjarmasin elite led the Dutch to abolish the sultanate in 1859 and to introduce direct rule in those regions where the elite could not be detached from its old loyalties. The Banjarmasin War, which began in 1859, was led by Prince Antasari and it drew together aristocrats, Muslim religious leaders and peasants in opposition to the Dutch. Although Antasari died in 1862, the resistance continued until 1906. This explains why the Dutch maintained an artillery barracks in south east Borneo.

The Dutch accepted the British sphere of influence in Northern Borneo and their main interest was in keeping James Brooke, governor of the Sarawak region, and other pro-British interests north of the island's main watershed. The border was formally determined by treaty in 1891.



Figure 3: Harbor of Banjarmasin around 1900.

The Port of Banjarmasin (see Figure 3) has a natural deep-water harbor called Trisakti. It first saw trade as early as 1606 and developed through the centuries to become the trade center of the Barito basin exporting rubber, pepper and timber. Shipping from Jakarta, Indonesia continues to use this port for trade, mail and passengers. About 5 kilometers away from the port was the city itself (and remains so at the present time) which is lined with flood-prone waterways, and many houses are built on rafts or stilts over the water.

Cecil H. S. Austin



Cecil H. S. Austin was an Englishman working as the secretary sergeant of the artillery division of the Dutch East Indies Army (Figure 4) located in barracks. An interesting question is what was an English sergeant doing in a Dutch army division? Some narratives about the Dutch East Indies argue that while officers

Figure 4: Royal Dutch East Indies Artillery circa 1896 (indicative of Cecil Austin's artillery division in 1886)

were Dutch, there was difficulty in obtaining the services of clerical support.

A note in an 1889 Surabaya newspaper (Figure 5) announced that Cecil H. S. Austin was authorized to act as an official representative of “Martin Greig and Company,” which operated as an agency for foreign businesses, especially banks and insurance agents.

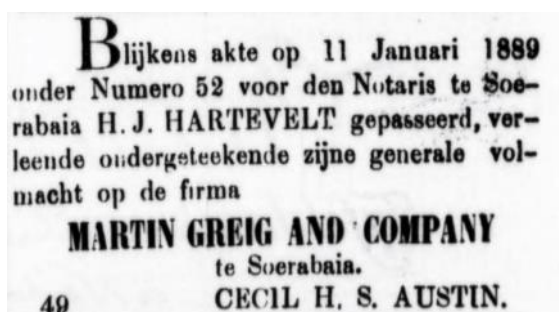


Figure 5: Announcement in Soerabaijisch Handelsblad of January 12, 1889 that Cecil Austin has been authorized to represent Martin Greig and Company.

The Sender

The merchant handstamp of C. J. Doughty refers to a firm in London, “stationer, bookseller, printer, news agent, etc.” Presumably Austin was known to this firm for he is named in the address, perhaps from an earlier invoice or order to supply newspapers or books.

As an aside, the firm of *W. H. Smith* is the well-known London agency that mailed magazines and newspapers and there are several extant wrappers from this firm to Batavia, Celebes and elsewhere in the Dutch East Indies. That another stationery and news agency from London had contact within the Dutch East Indies Army is something of a revelation in its own right.

A paradox emerges, for although the firm shows an entrepreneurial side in upholding this relationship, the firm itself does not appear to have continued for long. There is confirmation that the firm did exist and that it was located at the address at 8 Fulham Road, South West London; the 9 January 1889 issue of *The Bookseller – Newspaper of British and Foreign Literature* records a want list of four books requested by this firm. I can find no record of C. J. Doughty after this date.

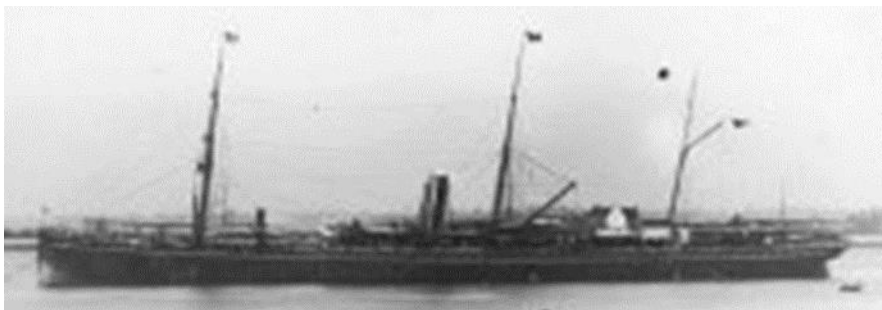


Figure 6: The steamer Ravenna.

Mail Route

The wrapper was mailed from the South West district office in London on 26th March 1886. The *Peninsular and Oriental Steam Navigation Company's* steamer *Ravenna* (see Figure 6) was met at Suez on 2 April 1886. The wrapper had missed the sailing on 23 March and so travelled by rail from London to Dover, then across the

Channel by ferry. From Calais it went by rail to Amiens, Paris, Macon, Bourg, Amberieux, the Mont Cenis Tunnel into Italy and then by the Italian railways to Turin, Placenza, Bologna, Ancona, Pescara and across the Sangro River to Vasto, then Termoli and Bari to Brindisi. A mail packet took the mail from Brindisi through the Suez Canal to Suez. The P & O steamer S.S. *Ravenna* left Suez on 4 April and sailed to Aden and Colombo and from there to Singapore.

The ships of many Lines sailed from Singapore. From Singapore it travelled on ships of the Dutch East Indies Steamship Company via Batavia and Surabaya to Bandjermasin where it arrived on May 1, 1886. The total in-transit time was 37 days. Mail to the barracks was likely held in a closed bag for pick-up.

Summary

An uprated wrapper from Great Britain postmarked 26 March 1886 was addressed to a sergeant with an English name in the artillery division of the Dutch East-Indies army located in the southeast Borneo city of Banjermasin.

While the addressee details are written in Dutch, a Dutch philatelist believes the writer from the stationery firm in London did not understand what he was writing and was merely copying details from something such as an invoice or past order. Other Dutch philatelic scholars have found that the recipient Cecil Austin was appointed as an agent of Martin Greig & Co. for commercial and banking enterprises.

The destination is the only recorded post office postal stationery wrapper to Dutch East Indies. It travelled by rail from London to Brindisi where it was then carried by a Peninsular & Oriental mail packet to Suez, transferred to the P&O steam ship S.S. *Ravenna* sailing to Bombay and Singapore. From Singapore it travelled on ships of the Dutch East Indies Steamship company via Batavia and Surabaya where it arrived at Bandjermasin on 1 May 1886.

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Acknowledgements

The Dutch language writing of the addressee was translated in part by both Hans van Dooremalen and Jan Ruiter and I thank them both. Hans Kremer and Ben Jansen added additional translation and identified the recipient's agency connection in the region as well as the identify the ship from Singapore. Their efforts have added to the accuracy and exposition of the story. Allan Gory reviewed the paper and I thank him for his comments. Sheila Mackenzie helped track down some information about the Dutch East Indies army and the City of Banjarmasin and kindly edited the paper.

Comments can be e-mailed to acapjajc@friends.cityu.edu.hk

Note by the Editor: As mentioned in the acknowledgements, several people have struggled to transcribe/translate the address written in a Victorian cursive script. However, the word shown in Figure 7 remains indecipherable. If you think you know what it means, drop me a note at asnpmagazine@gmail.com

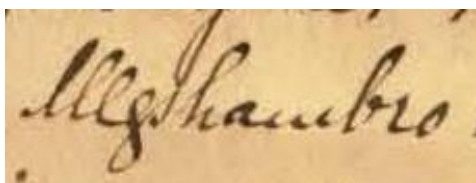


Figure 7: Mystery word.



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Amsterdam to Fort de Kock, Dutch East Indies, per French Pacquet Boat in 1893

by Hans Kremer

The cover shown in Figure 1 was sent in 1893 from Amsterdam and addressed to “Schietschool Fort de Kock Java.” What mainly attracted me was the multitude of postal markers on it.



Figure 1: 1893 Amsterdam to Fort de Kock (front)

On the front it showed a small round cancel “Amsterdam / 4 MRT 93 / 12-6 V”, a numeral marker (#5 (Amsterdam)), a “D.v.O.” marker and a “NED.-INDIË / FRANSCH E PAKKETB.” marker.

On the back (Figure 2) one notices a Batavia marker, two Weltevreden and two Padang markers, plus a Fort de Kock, Meester Cornelis and V marker.

Since the letter had a Ned-Indië Pakketb. marker on it, it meant to be transported on a French mail boat. Gerard van Welie was nice enough to track the progress of the letter.

The letter went by train via Paris to Marseille (France) or via Paris, and Modane (Italy) to Napels (Italy). Often the route via Napels was avoided because on the occurrence of another cholera epidemic such as had happened



Figure 2: 1893 Amsterdam to Fort de Kock (back)

quite regularly before, from 1883 to 1887. Since there are no train markers on the cover we won't know for sure its overland route, but most likely it was via Marseille.

In Marseille it was put on board the s.s. *Yarra* of the *Messageries Maritimes* (see Figure 3). The *Yarra* left Marseille on March 5, 1893 on its way to Yokohama (Japan). Unfortunately, in the Suez Canal it was involved in a collision with the British steamer *Lycia* (Figure 4).

Thus, the *Yarra* would be delayed (it turned out to be a six-day delay) but moving the mail in a timely fashion was crucial. Accordingly,

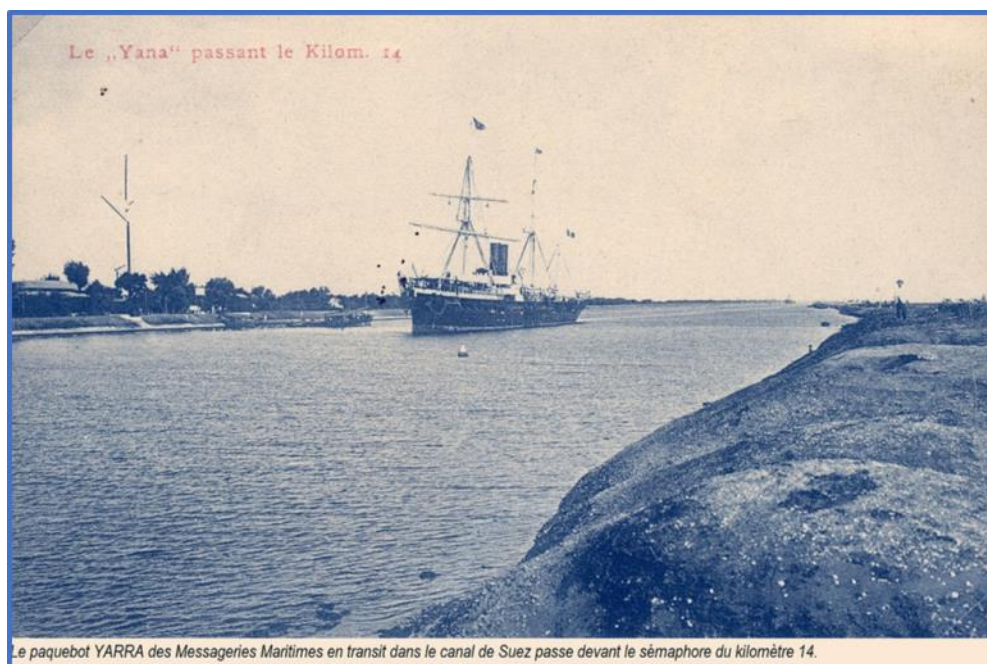


Figure 3: The s.s. *Yarra* in the Suez Canal.

The British steamer *Lycia*, from Bombay for Dun-
kerque, and the Messageries Maritimes Company's
steamer *Yarra*, from Marseilles for Yokohama, collided
in the Suez Canal. The *Lycia* has arrived at Port Said
with head of stem stove in. Temporary repairs are
proceeding, and will take two days. The *Yarra* pro-
ceeded to Suez. Damage unknown.

Figure 4: *South
Wales Daily
News*, March 13,
1893

the mail was transported from the *Yarra* onto the British packet boat *Sutlej* (Figure 5) of the *P. & O.* line.

The *Sutlej* (with the *Yarra* mail onboard) arrived on time in Singapore to transport the mail onto the French packetboat *Godavéry* (Figure 6), of the *Messageries Maritimes* which left Singapore on April 5, arriving in Bata-
via on Friday April 7, 1893, as was expected in a newspaper announcement (Figure 7).

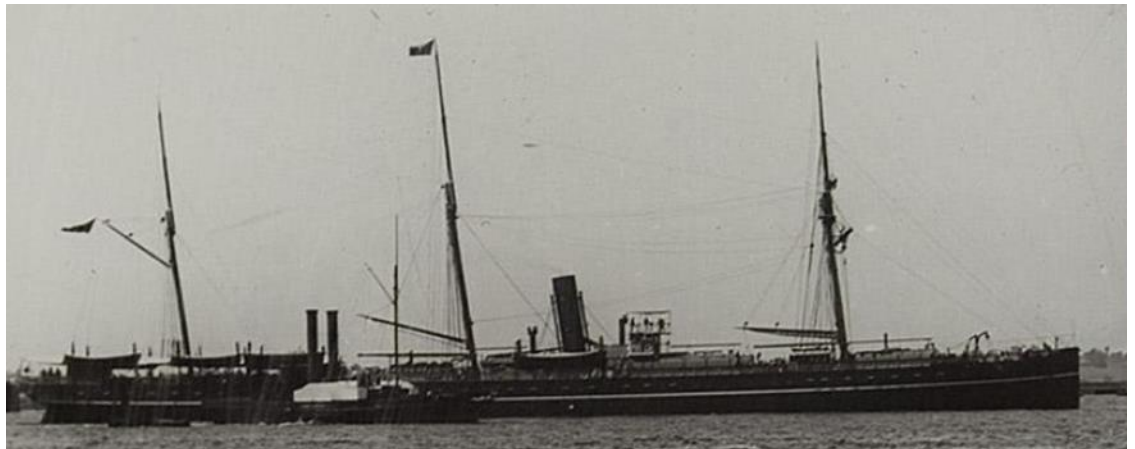


Figure 5: *P. & O's s.s Sutlej*

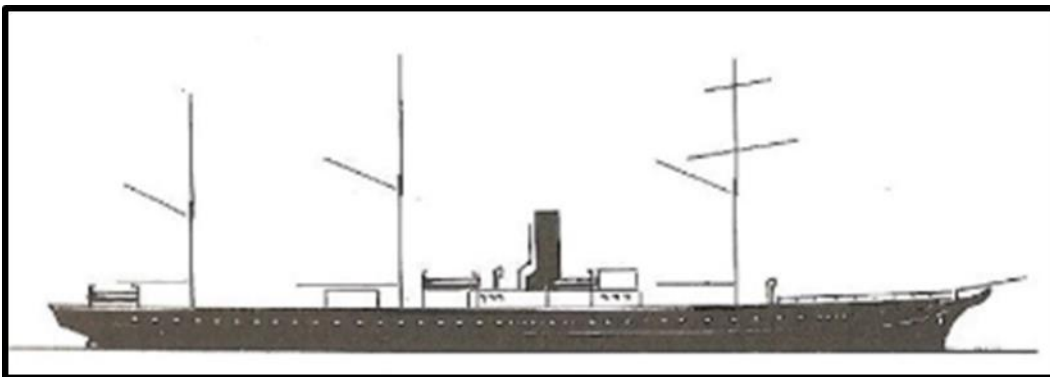


Figure 6: *s.s. Godavéry of
Messageries Maritimes*

Figure 7: Newspaper article mentioning that according to the agent of the *Messageries Maritimes*, the French mail of March 5 would not be on board of the *Godavéry*. However, the report mentions that it would be more likely that both the French and English mail (of March 10) would be on board. (*Java Bode*, April 4, 1893)

Volgens bericht van den agent der *Messageries Maritimes* brengt de *Godavéry*, die Woensdag a. s. des morgens ten 8 ure van Singapore hierheen zal vertrekken, de Fransche mail van 5 Maart niet meê, daar de *Yarra*, die haar te Marseille aan boord nam, wegens de aanvaring in het Suez-kanaal eerst 9 April te Singapore kan worden verwacht.

Er is echter veel waarschijnlijkheid dat de Engelsche mailboot te Suez de mailpakketten van de *Yarra* heeft overgenomen, in welk geval wij Vrijdag a. s. de Fransche mail van 5 Maart en de Engelsche van 10 Maart tegelijk kunnen ontvangen.

I already mentioned the “D v. O.” marker (Figure 8) on the front of the cover. D v. O stood for “Departement van Oorlog” (The War Department [Ministry of Defense]). This marker was applied in Batavia on mail to the military. Since the letter was addressed to a First Lieutenant of the Infantry the D v. O marker makes sense. That the location of military personnel was often not known with certainty had probably something to do with it being handled separately from the regular mail.



Figure 8: D v. O. Departement van Oorlog” marker

Upon arrival in Batavia on April 7 (Figure 9) the letter caused a dilemma. It was addressed to a Schietschool (Rifle practice school) in Fort de Kock, Java. However, Fort de Kock is on the island of Sumatra, but Weltevreden too had a Schietschool. Since Weltevreden was basically ‘next door’ to Batavia the letter was forwarded there the same day (Figure 10). Notice that “1893” is upside down and backwards!



Figure 9: Batavia April 7, 1893

The “V” marker (Figure 11) was also applied in Weltevreden. It was a marker indicating that the letter was delivered in the morning (V = Voormiddag [morning]). Such marker was only used in Weltevreden.



Figure 10: Weltevreden April 7, 1893



Fig 11: V marker, indicating morning delivery

Since 1st Lieutenant van der Schoot could not be located in Weltevreden the letter was sent to Fort de Kock, Sumatra. This meant a boat ride (575 miles) through the Sunda Strait into the Indian Ocean to Padang, the closest port to Fort-de Kock. The letter arrived in Padang on April 16, 1893 (Figure 12), from where it was sent on to Fort-de- Kock where it arrived on April 17 (Figure 13).



Figure 12: Padang April 16, 1893



Figure 13: Fort de Kock April 17, 1893

Mr. van der Schoot could not be located there either, but somebody must have realized that the Infantry Schietschool on Java was located in Meester Cornelis and not in Weltevreden. The Artillery was located in Weltevreden and one would expect the Schietschool to be part of that, but no, the Infantry had its own Schietschool.

So back into mail stream the letter went and on April 19 it had made its way back to Padang (Figure 14). It is interesting to note that different markers were used on the two days the letter crossed Padang (compare Figure 12 to Figure 14).



Figure 14: Padang, April 19, 1893

Checking the Bulterman and ZWP publications I noticed that the Padang markers in Figures 12 and 14 had last known dates of April 14, 1893. Since both markers shown here have later dates this date should be updated to April 19 (ZWP has updated their Website since).

The letter arrived in Weltevreden once more on April 26 (Figure 15). Curiously, the year part of the marker (1893) was still upside down and backwards! You would think that somebody would have noticed this error between April 7 and April 26; nearly three(!) weeks.



Figure 15: Weltevreden, April 26, 1893.

Finally, the letter must have gotten to Mr. van der Schoot in Meester Cornelis on April 28, 1893 (Figure 16).

This envelop, with four postmarks on the front and another eight on the back is a treasure for somebody collecting postal history.

As usual, with help from others and getting to know my way around digitized archives, I was able to find some interesting background information about this cover.

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ZWP <http://www.studiegroep-zwp.nl>



Figure 16: Meester-Cornelis, April 28, 1893.

About the People and the Things They Write

by Ben Jansen

I have often been amazed by what people write on postcards, which, after all, can be read by anyone who gets to handle them during delivery. The back of the post card shown in Figure 1 is such an example.

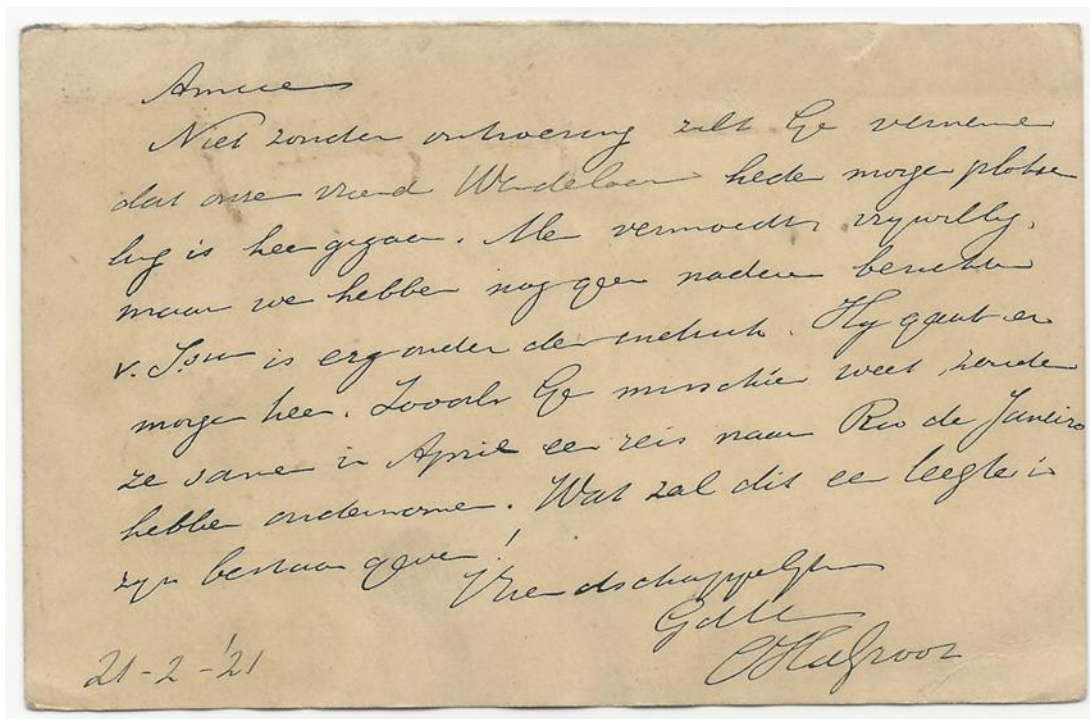


Figure 1: Back of postcard.

The text reads (translated from Dutch):

Amice [Friend],

Not without emotion will you hear that our friend Wendelaar has died suddenly this morning. One suspects voluntarily, but we have no details yet. v. Sou (?) is very shocked. He will go there tomorrow. As you may know, they had planned to take a journey together to Rio de Janeiro in April. What an emptiness in his existence this will cause him!

Amicable Greetings

The card is signed by what seems to be C.H. de Groot and has the date February 21, 1921 written in the lower left corner in a different script than used for the text of the card.

The front of the card (Figure 2) shows that it is the answer part (but the 'antwoord betaald' heading is scratched out) of a post card with the imprinted 2 cent "Vürtheim" stamp, overprinted with 'vijf cent' (five cents) in Gothic letters (Geuzendam 107) mailed from 's Gravenhage (Den Haag, The Hague), where it was canceled at nine in the morning with the short bar cancel number 10, used between September 26, 1919 and August 13, 1924 (<http://poststempels.nedacademievoorfilatelie.nl/>). The cancel has the date February 22, 1921.



Figure 2: Front of postcard.

The card was addressed to H.J.N. Maas, Dutch Consul General, on Madeley Road, Ealing, England. A web search revealed that this must be H.S.J. Maas. Henricus Stephanus Jacobus Maas was born in Amsterdam on August 20, 1855. He became Vice-consul in London in 1879, Consul in 1886 and Consul General on April 1, 1897 (*Algemeen Handelsblad*, Januar 13, 1897). Consul general Maas was the first of thirteen candidates who passed the first exam for career consul in 1875, and therefore he was considered to be the father of the Dutch consular corps. He was married to Mathilde Susannah Corral and their

private residence was on 77 Madeley Road in Ealing (the consular offices were at 4 Coleman Street). About five months after the postcard was mailed, the newspaper 'Het Vaderland' reported on July 30, 1921 that Consul general Maas was on a six week-leave. A year later, various newspapers reported that Consul general Maas had died on July 9, 1922 after a very brief illness, with 'de Telegraaf' writing that the interment at South Ealing Cemetery would take place on on July 12.

The Wendelaar mentioned in the text as probably having committed suicide is Gerrit Simon Hendrik Wendelaar, who, according to the obituary (see Figure 3) placed by his brother Willem Gerrit, in the 'Algemeen Handelsblad' of February 24, 1921, passed away on February 21, 1921 in Berg-en-Dal, near Nijmegen. Gerrit Wendelaar was born in Amsterdam, on January 7, 1861 as the second son of Willem Louwrens Wendelaar, a stock broker, and Carolina Bonga. He studied Mathematics and Physics in Leiden (at least he was registered there as a student in 1883). He must have been very wealthy (inheritance?) as he was one of the first persons to receive an automobile permit in the Netherlands in 1898. In 1907 he had the country house 'De Wychert' built after a design by the Hilversum architect J.W. Hanrath (1867-1932). The monumental house on 15 hectares of land, designed in the New Historical Style, still exists (see Figure 4). According to 'Door de wereld bewogen. De geschiedenis van de nederlandse missionarissen van het heilig hart' (Moved by the world. The history of the Dutch missionaries of the holy hart) by Gabrielle Dorren, the purchase price of the house had sunk as low as Fl. 100,000 by 1927 because the people in the neighborhood believed that the house was bewitched since the hermit-like owner, Wendelaar, had shot himself through the head on the eve of a journey to Spitsbergen. Thus, assuming that the suicide took place

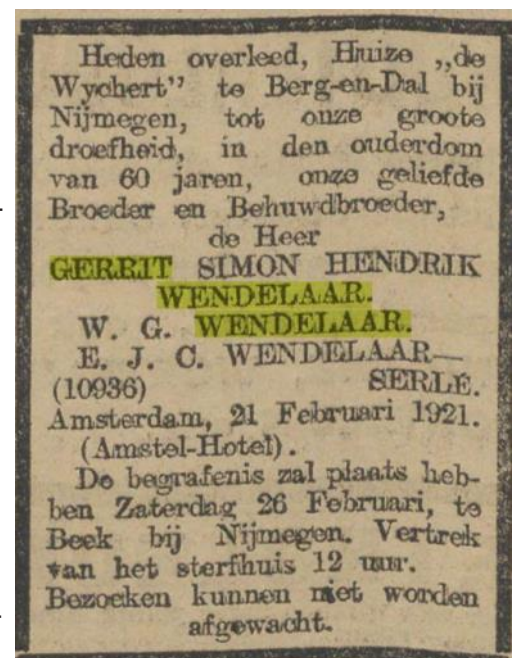


Figure 3: Obituary in *Algemeen Handelsblad* of February 24, 1921

during the evening of February 21, it is likely that the postcard was mailed in the morning of February 22, as attested by the cancel.

By the way, the placer of the obituary, Willem Gerrit Wendelaar, was a stock broker and also very wealthy, as evidenced by the country house Stameren in Maarn he had designed by his grand-nephew the architect C.N. Posthumus Meyjes. This house, built in 1904-1905, also still exists.

The sender of the card is most likely the art historian Cornelis Hofstede de Groot (Figure 5), born on November 9, 1863 in Dwingelo, and who died April 14, 1930 in The Hague. He passed the candidacy exam (roughly comparable to obtaining the bachelor degree) in classic languages at Leiden University in 1889, and



Figure 5: H.C. de Groot

proceeded to study art history in Leipzig. There, in 1891, he completed his doctoral dissertation on the impact of Arnold Houbraken (28 March 1660 – 14 October 1719, Dutch painter and writer from Dordrecht, now remembered mainly as a biographer of artists from the Dutch Golden Age) on Dutch art history.

In August 1891 he joined the ‘Mauritshuis’ museum in The Hague as vice-director, and he was appointed director of the Rijksprentenkabinet’ (national prints and drawings museum) in Amsterdam in 1896. However, personal conflicts made him resign this position in 1898, whereupon he moved to The Hague and became an independent art historian, making a living by editing books and catalogs, and expertizing old Dutch paintings. For example, he and Wilhelm von Bode (10 December 1845 – 1 March 1929, German art historian and creator and first curator of the Kaiser Friedrich Museum, now called the Bode Museum) published an eight-volume reference work on Rembrandt in 1906.

Hofstede de Groot did also a lot of work for committees and societies. He was a member of the National Monument Committee, secretary of the National Committee on Museums, long term member of the board of the historical society ‘Die Haghe’, and involved with the Municipal Museum in The Hague and the Frans Hals museum in Haarlem.

Over the years, he assembled a sizeable art collection, most of which was left to the Groninger Museum upon his death. His extensive collection of photographs of paintings, art historical notes and other documentation material were willed to the State of the Netherlands with the stipulation to maintain and extend the collection. This legacy led to the establishment of the National Office for Art Historical Documentations (‘Rijksbureau voor Kunsthistorische Documentatie’ or RKD) in The Hague. Electronic access to notecards (‘fiches’) containing descriptions of artworks seen by Hofstede de Groot and/or copied by him and his collaborators from auction-, exhibition- and collection-catalogs is provided through the web site of the RKD (<http://website.rkd.nl/Projecten/digitalisering-hofstede-de-groot>).

Among this collection, now consisting of about 1.2 million ‘fiches,’ I was able to identify several with handwriting similar to that of the postcard, and (cropped versions) of three such fiches are shown in Figure 6. Two of the fiches have a box with a typed note indicating that Hofstede de Groot has seen the painting described (‘Door Dr. C.H. de G. zelf gezien’). The black arrows point to letters also appearing on the post card, and a one-to-one comparison is presented in Figure 7. It appears that the post card was written by the same person who wrote on the



Figure 4: Country house ‘De Wychert.’

fiches.

The inventory of the archive of Hofstede de Groot (C.E. Hündgens, 1999, RKD) lists three letters received from H.S.J. Maas, Consul General, London in 1894, 1896 and 1906, thus establishing a relationship between the two. The letters have not been digitized and could not be inspected by me, so it remains unclear what the nature of the relationship was and how the two became to know each other. Hofstede de Groot was a member of Societeit de Witte (social club) in The Hague and also of the Burlington Fine Arts Club in London, but I do not know if Consul General Maas was a member of these societies. The nature of the acquaintance between Wendelaar and Hofstede de Groot and Maas remains a mystery. Wendelaar and Hofstede de

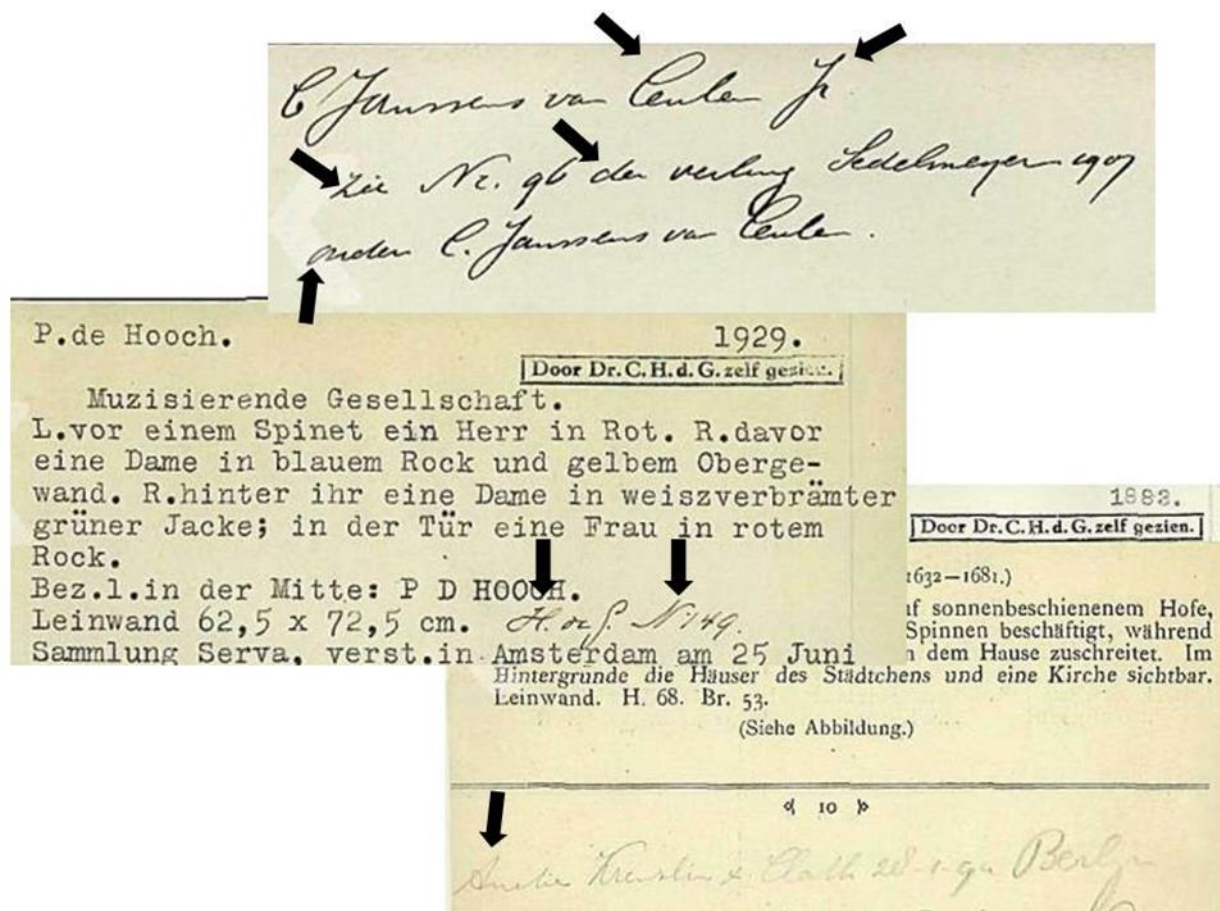


Figure 6: Handwriting on notecards in the RKD.

each other. Hofstede de Groot was a member of Societeit de Witte (social club) in The Hague and also of the Burlington Fine Arts Club in London, but I do not know if Consul General Maas was a member of these societies. The nature of the acquaintance between Wendelaar and Hofstede de Groot and Maas remains a mystery. Wendelaar and Hofstede de



Figure 7: Comparison of handwriting on notecards in the RKD and postcard of Figure 1.

Groot both studied in Leiden, but attended several years apart.

Hofstede de Groot was combative and stubborn, causing many conflicts with his colleagues. Especially noteworthy is the case about two paintings that he had attributed to Frans Hals in 1923. He bought one of them and the other was auctioned. However, analysis showed that new paint, glue and nails had been used. Against all reasonable arguments he continued to argue for its veracity during a 1924/25 lawsuit and, to preserve his good name, bought this painting as well. It was not until more than two decades later that it became known that both had been forged by Han van Meegeren, who gained notoriety for creating fake Vermeers!

Unfortunately, I have not been able to determine who the “v. Sou” is who was supposed to travel with Wendelaar to Rio de Janeiro. Suggestions are welcome.

More Adventures with *Billed Bladet* and Bendt Rom

by Ben Jansen

As you may recall, the previous issue of *Netherlands Philately* contained an article by Jørgen Cleemann about the journey by Bendt Rom to the Dutch Indies and Australia. A picture of a postcard mailed by Bendt Rom from Denpasar on Bali and franked with stamps from the Dutch Indies graced the cover. Figure 1 shows the magazine received by Jørgen who lives in Denmark (but not Copenhagen). The postal authorities decided to mail the magazine to the address listed on the post card, rather than the address on the label I had stuck on the cover, which also

carried valid, i.e., non-canceled stamps issued by the USA. This error may be forgiven since both addresses were in Denmark. However, the same error occurred with a magazine mailed to the Netherlands. In both cases, the label with the encoded zip code was scratched through and the address on the reproduced postcard was adorned with a cross and arrow pointing to the correct address with blue ink.

Given that the common denominator between these two cases is the US Mail, I assume that they are culpable.

In any case, I have learned a lesson and will in the future black out the address on mail items reproduced on the front cover. Also, if you live abroad and have not received a copy of issue 42/4, let me know and I will mail you another as long as the supply lasts (I have only a few spare copies).

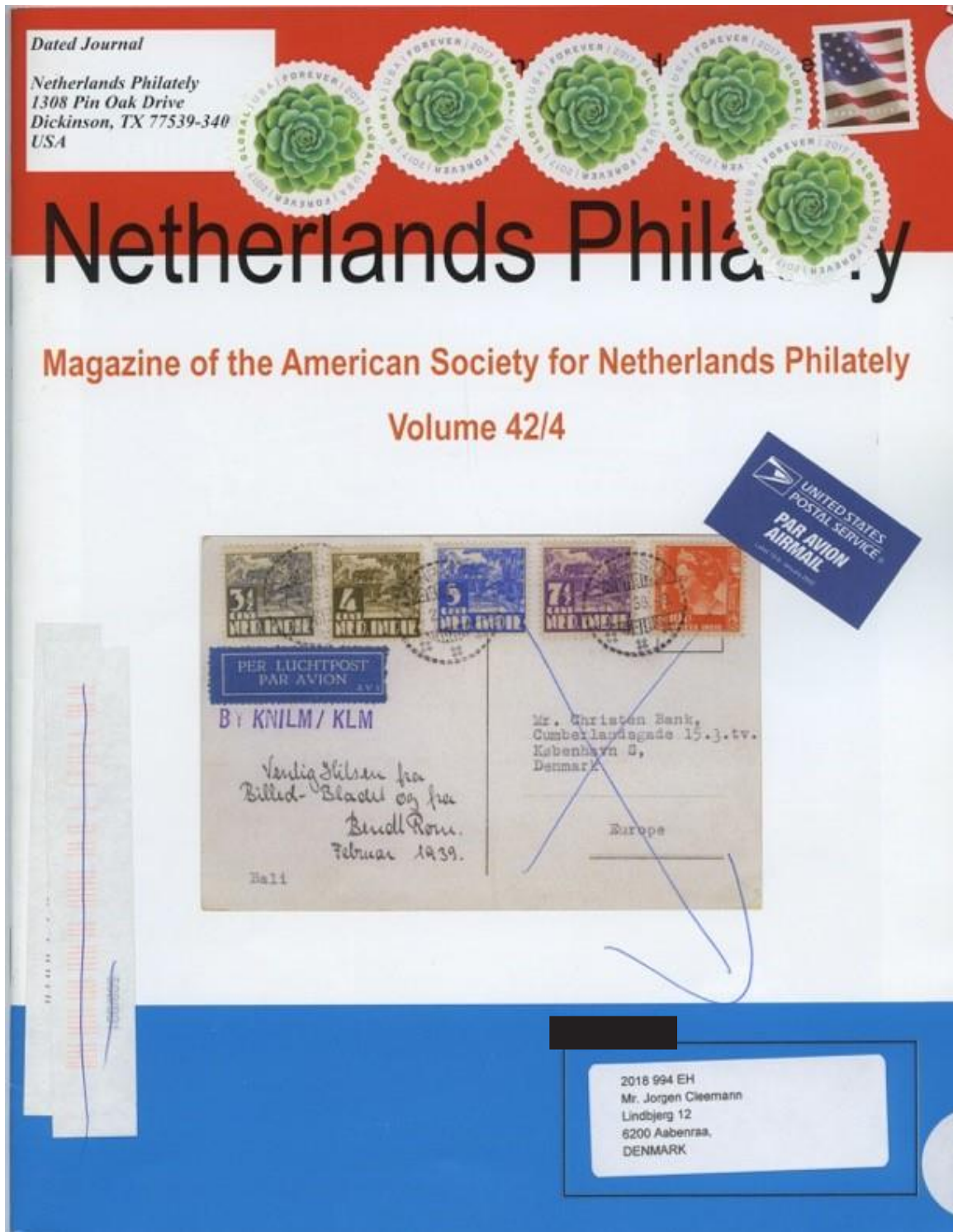


Figure 1: Magazine cover as received by Jørgen Cleemann.

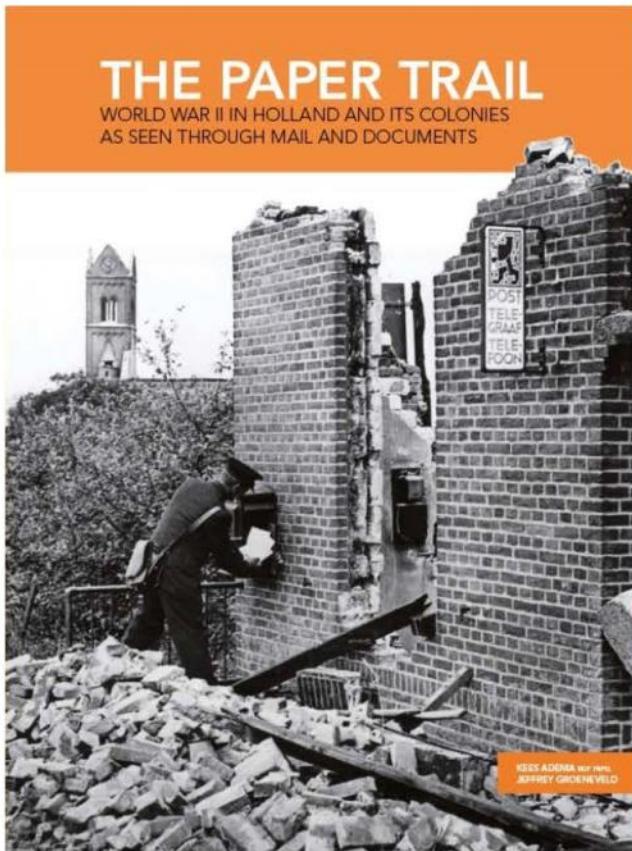
THE PAPER TRAIL

WORLD WAR II IN HOLLAND AND ITS COLONIES AS SEEN THROUGH MAIL AND DOCUMENTS

By Kees Adema, FRPSL and Jeffrey Groeneveld

Reviewed by Ben H. Jansen

In February of 2018 the Royal Philatelic Society London (RPSL) published “The Paper Trail: World War II in



Holland and its Colonies as seen through Mail and Documents” by Kees Adema and Jeffrey Groeneveld. This massive book of 700-page book (weighing a heft 7 pounds) covers in 25 chapters the story of the war from a social-philatelic perspective using covers, letters, pictures and documents.

Citing a review by the Association Internationale des Journalistes Philatélique: [the authors tell] *the story of the postal history of Holland and its Colonies during World War II in a fresh and compelling way. The book is not intended to cover historical or philatelic ground that has already been well trodden, but to weave together the evidence of mail and other documents – letters, cards, diaries, cards, photographs, personal memorabilia and the like – into a distinctive narrative. The focus is on the lives and experiences of ordinary people, individually and collectively, and the impact upon them of occupation, unprovoked and accidental bombing, famine (at times), and in many cases persecution, forcible removal and, at worst, extermination in the concentration camps. The authors have drawn material both from their own extensive collections and also from other collectors and institutions who have generously shared their holdings. A myriad of correspondence has been unearthed from family records and, through this book, brought to a wider public for the first time.*

The war in Europe profoundly affected the Dutch people in many ways. Less familiar to many is the experience of the Dutch East Indies, which was occupied by the Japanese for over three years and endured horrendous suffering. (The Dutch Colonies in the western hemisphere, Suriname and the Antilles, were not occupied and are therefore only lightly touched upon in this account.)

The authors’ approach is broadly chronological – starting with the events leading up to war, the severing of post-al connections within and beyond Europe, the entry into the war of the USA, the refugee camps and the ghettos, censorship and control over mail by the occupying powers, and later liberation and eventual adjustment to post-war conditions.

... While Kees’s family lived in Arnhem during Operation Market Garden, Jeffrey’s was in the Dutch East Indies during the Japanese occupation. Their family backgrounds add a strong element of poignancy to their story, which will not escape the reader.

With the help of numerous collectors, organizations and museums the book has become a unique document with many accounts not generally known and hundreds of illustrations.

Having obtained a copy of the book, I agree with this review. It is stimulating to see that a substantial part of the membership of the ASNP contributed to the book through making available scans of pertinent covers and other

material including personal stories. The 25 chapters (see the list below), plus an Introduction, Foreword, two (!) Prefaces, Prologue and Epilogue, document the prelude to the war in the Netherlands through its aftermath in a very personal manner. The text is easy to read with philatelic details moved to footnotes at the end of each chapter. At times the writing is outright humorous. The amount of postal history material shown is astonishing (it is evident that Kees has a very large collection).

The (in-) human aspects of the war come to the front through stories about individuals such as *The Story of Alexander and Lotte Holländer* (in Chapter 9: Camps in Holland), *The Frans van Beveren Story* (in Chapter 11: Hostages and Prisoners), *The Steven van Welie Story* (in Chapter 13: Japanese Camps), and numerous others. This aspect is often missing from pure history books.

The coverage is very broad and detailed. For example, Chapter 23: Obstacles to Restoring Mail Services discusses language restrictions, currency permits, paper and cardboard shortages (including registration labels) and CO-VAL letters. On the other hand, I could not find a discussion of mail from the Netherlands by family members to seafaring personnel who were abroad when the war started and now served the allied cause.

The hard-cover, and bound book is produced on high-quality paper and is virtually free of typographical errors (except for using the word 'inland' for 'domestic' on page 427). A (very) minor point of criticism is that not all figures are referenced in the text or appear too late (e.g., the second and third paragraph on page 377 appear to be out of sequence).

I highly recommend the book to any (postal) historian interested in WW2.

The book can be purchased online via the RPSL website (<http://www.rpsl.org.uk/publications.asp>).

LIST OF CHAPTERS

- 1 – PRELUDE TO WAR IN HOLLAND
- 2 – FALL GELB: BATTLE OF HOLLAND
- 3 – SEVERED CONNECTIONS
- 4 – THE USA ENTERS THE WAR
- 5 – DELAYED DELIVERY
- 6 – UNDERCOVER ADDRESSES AND POST OFFICE BOXES
- 7 – JEWISH ESCAPE ROUTE VIA HOLLAND AND THOSE WHO STAYED BEHIND
- 8 – REFUGEE CAMPS AND GHETTOS
- 9 – CAMPS IN HOLLAND
- 10 – GERMAN INTERNEES IN DUTCH CAMPS
- 11 – HOSTAGES AND PRISONERS
- 12 – PRISONERS OF WAR, FORCED LABOURERS AND INTERNEES
- 13 – JAPANESE CAMPS
- 14 – GERMAN CONTROL OVER THE MAIL
- 15 – CENSORSHIP – PART 1
- 16 – CENSORSHIP – PART 2
- 17 – CENSORSHIP – PART 3
- 18 – ALLIED ADVANCE AND PARTIAL LIBERATION 1944–1945
- 19 – ROLE OF THE RED CROSS
- 20 – THE APPROACHING END
- 21 – LIBERATED HOLLAND
- 22 – POST WAR MAIL SERVICE
- 23 – OBSTACLES TO RESTORING MAIL SERVICES
- 24 – THE DUTCH EAST INDIES LIBERATED
- 25 – AFTERMATH

Recent Issues



Experience Nature – Wild Flowers April 9, 2018

A sheetlet of ten stamps in ten different designs in the series 'Experience nature' was issued. The issue is part of the new Experience nature series. This series consists of four stamp sheetlets with a total of 40 stamps, organised by season. The second stamp sheetlet, Experience nature – wild flowers, represents the spring. Earlier this year on 2 January 2018, a stamp sheetlet with reptiles and amphibians (winter) came out.

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.

New Member

Richard Bennink of Michigan joined the ASNP. In fact, he is a returning member having been at the cradle of the ASNP when he lived in Colorado in the mid-1970s. For the past 11 years he has lived in Mexico and moved back to the USA last fall. His collecting interests include the Netherlands, stationery, revenues/railroads, booklets, cancellations and WW II censored Surinam and Curacao.

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- ☐ **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.

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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 |
| <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 |
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