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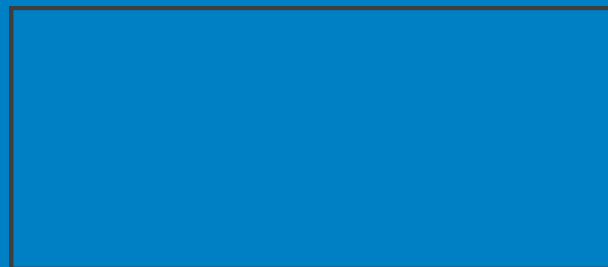
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Magazine of the American Society for Netherlands Philately

Volume 43/2



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Magazine Editor

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

President

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

Vice President

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

Treasurer

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

Secretary

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

Board of Governors

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

Advertising Manager

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

Librarian

Stuart Leven
stulev@ix.netcom.com

Auction Manager

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

Webmasters

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

British Representative

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Dutch Representative

Meindert Mossel

German Representative

Peter Heck

Magazine Editorial Committee

Tony Schrier
tschrier@aol.com

Editor's Message

November, 2018

Dear Fellow Collectors,

The last two months have been rather hectic. My wife and I visited Banff (Canada) and surroundings early September. When we returned, I exhibited my (growing) collection of auxiliary markings on Dutch mail that could not be delivered or only after considerable effort at the Greater Houston Stamp Show. The five-frame exhibit achieved 'Vermeil' this time around. Then it was off to visit friends in South Carolina and Mississippi. A few days after we returned, we hosted family from the Netherlands prior to their cruise departing from nearby Galveston.

As you may understand, there was not much time left over to edit this issue of our Magazine. Even less so if you realize that I am also Secretary, and had to spend time pursuing members who were rather tardy in submitting their dues. Thank you to those of you who did not need any additional prodding. As for the rest, please be better next year.

I want to draw your attention to a new initiative, created by our Auction Manager, Hans Moesbergen. See page 40 of this issue for details.

Ben

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Advice to Authors

Please submit your text in MS Word, and indicate where each illustration belongs. Submit illustrations as full color scans (at 600 dpi). Contact the Magazine Editor in case of questions.

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Departed for Westerbork

by Ben H. Jansen

The cover shown in Figure 1 was acquired by me at the van Dieten Stamp auction 639, held earlier this year.



Figure 1: Front (left) and back (right) of envelope mailed from Schaesberg to Apeldoorn on May 17, 1943.

The cover was mailed from Schaesberg (Limburg) to Apeldoorn on May 17, 1943 and franked with a 1.5 cents 'Lebau' stamp, which is 6 cents short of the letter rate for domestic mail. However, it was mailed open, thus it qualified for the 1.5 cents rate. In blue, 'Return to sender' is written on the front, with a penciled 'zoz', which stands for 'zie omme zijde' or 'see other side.' The back has a note, most likely written with the same pencil, that reads 'Vertrokken naar Westerbork' (Departed to Westerbork).

Westerbork was a camp near Beilen (Drente) originally built by the Dutch government in 1939 to hold Jews that had illegally entered The Netherlands [1]. Once German troops had occupied the country, Westerbork was used as a transit camp from which the deportation of Jews was organized. More than 97,000 Jewish inmates were deported by train (in cattle wagons) mainly to Auschwitz and Sobibor. More than 94,000 of the deportees were killed upon arrival in the gas chambers.

Fearing the fate of the addressee Mr. H. Eckstein, I set out to learn more about him. Searching in old newspapers [2] I discovered that H. Eckstein had passed the exit exam of the Gymnasium (high school allowing admission to the university) in Apeldoorn in 1938 (see Figure 2).

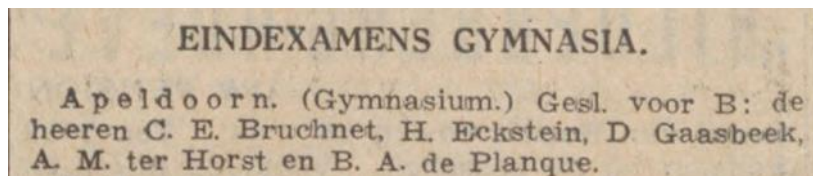


Figure 2: Exit exam results for the Gymnasium in Apeldoorn (*Algemeen Handelsblad*, June 29, 1938).

Going back in time, I discovered a newspaper announcement that Harry Eckstein was the youngest (at age 11 years) of the seven candidates younger than 15 years who had passed the Esperanto exam in Arnhem in 1930 (see Figure 3). All seven received a 'gouden tientje' (a 10 guilder gold coin).

Now the search was on for a birth announcement, which I found in a



Figure 4: Announcement of the birth of Harry Eckstein (*Nieuw Israelitisch Weekblad*, October 31, 1919).

Jewish weekly (see Figure 4). It identified the mother of Harry as S. Eckstein-De Meza and the father as S. Eckstein.

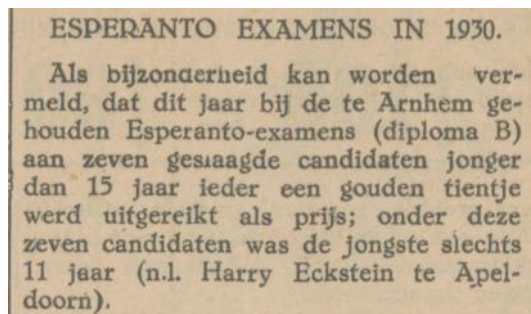


Figure 3: Outcome of Esperanto exams in 1930 (*De Grondwet*, July 24, 1930).

The more than 104,000 victims who were persecuted as Jews in the Netherlands and who did not survive the Holocaust are commemorated on a website [3]. There I was able to find more information about the Eckstein family. Translated, it reads:

Salomon Eckstein moved in 1904 from his birth place Uithuizen to Apeldoorn. In 1912 he became a nurse in the Jewish psychiatric clinic 'Het Apeldoornse Bos' (The Apeldoorn Woods). There he met in 1913 Sara de Meza, nurse in training. They married in 1917 and had a child in 1919 which survived the war. On the eve of their deportation, the family Eckstein lived at the Osseveldseweg 16 in Apeldoorn.

Salomon Eckstein was chairman of the local union and Esperanto teacher. Sara reached the position of head nurse in "Het Apeldoornse Bosch." Salomon Eckstein and his wife belonged to the personnel taken from the psychiatric clinic on January 22, 1943 and transported directly to Auschwitz.

Pictures of Salomon and Sarah were found on [3] and are shown in Figure 5.

Next some background about 'Het Apeldoornse Bos.' According to Wikipedia, the clinic was located at the Zutphensestraat in Apeldoorn from 1909 to 1943 (see Figure 6). Since its opening on May



Figure 6: Psychiatric clinic 'Het Apeldoornse Bos.'

24, 1909, the clinic grew rapidly from 53 care givers for 235 patients to 144 care givers tending to 542 patients in 1921. Starting in 1939, the clinic was flooded by refugees from Germany, resulting in the number of patients far exceeding the official maximum of 762 patients. During the first few years of the war the number of hospitalized patients rose to 1181 in 1943 because Jewish patients could no longer be admitted to non-Jewish institutions.



Figure 5: Salomon Eckstein (left) and Sarah Eckstein-De Meza (right).

Initially, it looked like that the Nazis would leave the Apeldoornse Bos alone. However, on Wednesday 20 January 1943 the Order Service of Camp Westerbork appeared, a day early as it turned out. At the same time, a freight train with 40 wagons was being prepared at the Apeldoorn Station. That night half of all personnel fled and went into hiding. During the night of Thursday 21 January to Friday 22 January 1943, all patients, some of them naked, confused, or in straight jacket, were brought in trucks to the ready train by units of the Waffen-SS and the Ordnungspolizei. The operation stood under the personal supervision of Hauptsturmführer Ferdinand aus der Füntten.

He was head of the Central Office for Jewish Emigration (Zentralstelle für jüdische Auswanderung) in Amsterdam. Aus der Fünten was assisted by Albert Konrad Gemmeker, the SS-commander of Camp Westerbork. Both of them are shown in Figure 7.



Figure 7: Christmas in Westerbork 1942. From left to right: Camp commander SS Obersturmführer Albert Konrad Gemmeker, SS Untersturmführer Hassel, SS Hauptsturmführer Aus der Fünten and Scheltnes of the firm Lippmann Rosenthal & Co.

The train departed the next morning at 7 am and delivered the almost 1200 patients and 50 personnel members directly to Auschwitz. The patients were killed upon arrival. None of the almost 1250 people involved has survived this drama.

The personnel that had remained in Apeldoorn, together with the well over a hundred Jews still residing in Apeldoorn, were transported in an ordinary train to Camp Westerbork, and deported from there. Only a few, plus a part of the personnel who had gone into hiding, have been able to tell their story after the war. Back to the Eckstein family. The text on [3] appears to imply that the husband and wife were among the 50 personnel members who had travelled with the patients to Auschwitz. However, according to information provided by Gerard Rossing of the Camp Westerbork Memorial [4], Salomon Eckstein and Sara Eckstein-de Meza arrived in Camp Westerbork on 22 January 1943. Thus they must have been passengers on the ordinary train that travelled from Apeldoorn to

Westerbork. They were transported to Auschwitz on February 2, 1943, where both were murdered upon their arrival on 5 February 1943. Thus, by the time the cover shown in Figure 1 arrived, the parents of Harry had been dead for almost three months.

The family description on [3] mentions that the Eckstein family lived on the Osseveldseweg 16, and not 66 as written on the cover. A contemporary map [5] shows indeed that there is no number 66 on that street. I will come back to this issue later.

What happened to Harry Eckstein, who supposedly survived the war? The ‘Nederlands Tijdschrift voor Geneeskunde’ (Dutch Journal of Medicine) of 7 April 2001 contains an obituary for Dr. Harry Eckstein - Bart Eckstein for friends and family - who had passed away on 16 January 2001 at the age of 81 [6]. That age matches with the 29 October 1919 birth date of ‘our’ Harry, thus it is likely that the two are the same. Figure 8 is the picture shown with the obituary.

The obituary also refers to Harry’s ‘beloved Hanna, with whom he literally and so often has braved death, has remained behind very lonely.’ This refers to Harry’s wife, Hanna Hamburger, as indicated by the ‘ondertrouw’ (intent to marry) announcement of May 19, 1945 (Figure 9). Hanna was born on April 4, 1921 in Nijkerk, and passed away on June 8, 2011 in Bussum [7].

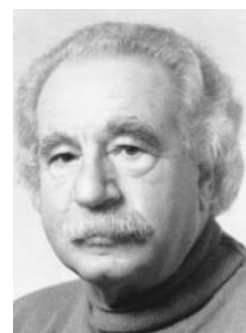


Figure 8: Harry Eckstein.



Figure 9: Notice of intent to marry ('ondertrouw') in Strijding Nederland, May 19, 1945.

The obituary further notes that Harry ('Bart') studied medicine at the University of Amsterdam, but he had to interrupt his studies in 1942, when he was between his candidacy and doctoral exam, because the German authorities no longer allowed Jews to enroll at universities. He went into hiding in June 1942, moving from one address to another.

According to the obituary Harry did not talk much about himself, and certainly not about what he experienced when he was in hiding. However, a Google search with the

words Hamburger and Nunspeet uncovered a photograph of the South African author Irma Joubert when she was signing her book 'Het meisje uit het verscholen dorp' (The little girl from the hidden village) in Nunspeet [8]. The photograph's caption mentions that 'Han Hamburger plays a role in the book. Her brother Hans stayed during that time with the Van Ede family in Nunspeet.'

The 'hidden village' refers to 'Pas Op' (literally, 'watch out'), a camp for persons-in-hiding between Nunspeet and Vierhouten along the Pas-Op road [9]. The Pas-Op road derived its name from the warning to watch out for bandits which were once active along this ancient trading route. The camp provided daily shelter to between 80 and 100 people between February 1943 and October 1944. The camp was the initiative of the lawyer Von Baumhauer from Vierhouten, with support from "opa" D.D. Bakker and his wife "tante" Cor. Initially, there were only a work shed and a tent. Eventually, twelve shelters were constructed, some of which partially underground, distributed over four plots of dense forest separated by fire breaks (Figure 10).

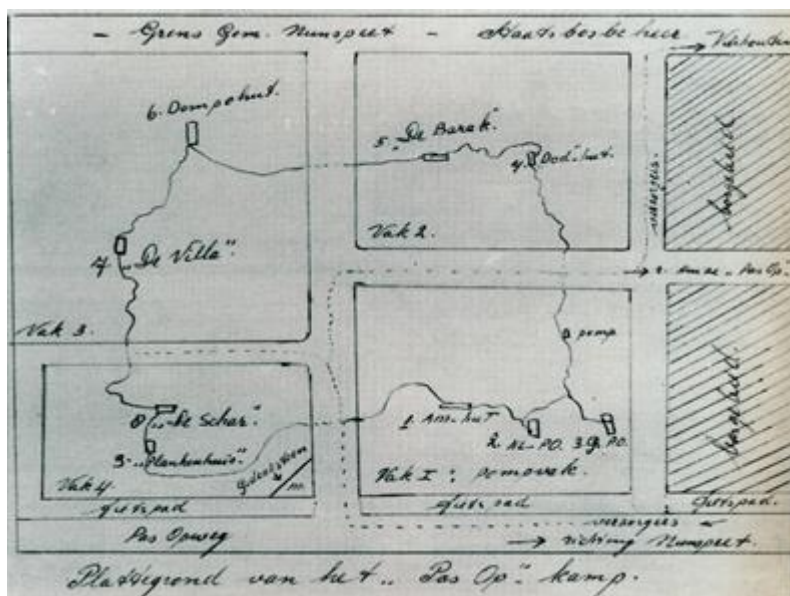


Figure 10: Map of the Pas-Op camp.

AM-hut was located in the lower right sector of the camp. Figure 11 shows a picture of the AM hut. The hut survived the war, but burned down in 1952. It was replaced by a replica in 1970.

The inhabitants of the Pas-Op camp did not have access to formal medical care, but some treatment was provided by a Jewish dentist and Harry Eckstein. Among other things, Harry performed 'surgery' on the leg of an American pilot rescued from a crashed bomber and brought to the camp by resistance fighters to recover.

The camp was discovered on 29 October 1944 by two members of the SS who were hunting in the area. All but eight of the 86 inhabitants of the camp managed to escape. The eight that were captured were executed sometime later. The camp was destroyed by hand grenades.

Joubert's book tells the story of a (fictional) orphan girl, Mentje, who spends time in the Pas-Op camp, where she lives with Harry Eckstein and Hanna Hamburger. I was able to make contact with Irma Joubert through the assistance of her publisher LAPA Uitgewers in South Africa. Irma wrote me [10] that the events described in the book are real, except for the girl Mentje, with the main source for the book being "Het Verscholen Dorp - Verzet en onderduikers op de Veluwe" (The Hidden Village – Resistance and persons-in-hiding at the Veluwe) by Aart Visser. The latter contains eyewitness reports, and stories told by Hanna and Harry themselves. Thus we learn that Harry helped with the building of the "Anti-Moffen hut" or "AM hut" ('hut' is shack, and 'Moffen' is a derogatory name for Germans, translatable as 'Kraut'), which was a partially-underground shelter. According to Figure 10, the



Figure 11: The AM-hut as is looked shortly after the war.

Searches for 'Hans Hamburger' uncovered a trove of information, especially through [11] and [12], where Hans Hamburger recalls his war experience. Hans, born in 1930, lived in Amersfoort before the war with his much older brother (Willem, born on November 22, 1922), and sisters Flora (born on March 14, 1924) and Hanna. Figure 12 shows the family in 1941. It might well be that the picture was taken by Harry Eckstein as he had joined the family in 1939 as the fiancé of Hanna. According to Hans, Harry had been called up for active duty to fight



Figure 12: The Hamburger family in 1941. Standing, from left-to-right: Wim, Mrs. Hamburger-Rood, Mr. Hamburger, and Flora. Sitting: Hanna (left) and Hans (right).

against the German invasion. Also, he mentions that the first name 'Harry' is derived from the Jewish first name of Harry's grandfather 'Hartog' Eckstein.

Hans and his parents went into hiding on August 20, 1942, first in Amersfoort (where they lived) and after a few weeks to Nunspeet. His brother Willem, sisters Flora and Hanna (the latter with her fiancé Harry), had left earlier and would spend most of the war at 'Pas Op.' When Harry went into hiding, he started to use the name 'Bart' and continued to do so after the war.

In March 1945 Flora, Hanna and Harry were arrested in Nunspeet, and deported to Camp Amersfoort by way of the barracks in Ermelo. This likely refers to the 'Jan van Schaf-felaerkazerne,' which was opened in 1939 and was used towards the end of the war to jail resistance fighters awaiting transport to internment camps. Because Camp Amersfoort had been taken over by the Red Cross at that time, Hanna and Harry were able to survive. Following the liquidation of Pas Op on 29 October 1944, Willem went into hiding on a farm in Doornspijk and also survived the war. Hans and his parents were liberated in April 1945. According to Hans, Han-

na and Harry married on June 2, 1945, thus meeting the required minimal number of days –fourteen- after 'ondertrouw.'

According to the obituary for Harry, every time Harry had to flee, he managed to take his study books with him, often as his only luggage. That way he managed, as the first Jewish student, to pass his doctoral exam in December 1945. In November 1947 he passed the physician's exam.

The obituary also mentions that two days after passing his physician's exam, Harry was called up for military duty in the Dutch Indies. Less than three months later he was appointed reserve-officer 2nd class with the health services (Figure 13).

He served about two years as physician, part of it as parachutist-physician, accompanied by Hanna. A water color by Harry depicts him in the role of parachutist-physician (Figure 14).

Bij Koninklijk besluit van 20 Januari 1948 no. 15 zijn benoemd en aangesteld bij het reserve-personeel der landmacht, bij de geneeskundige dienst der landmacht, tot reserve-officier van gezondheid der 2de klasse:

te rekenen van 20 October 1947, de heer B. L. Koster;
 te rekenen van 24 November 1947, de heer J. F. Saltet;
 te rekenen van 11 December 1947, de heer C. van Oven;
 te rekenen van 1 Januari 1948, de heer A. N. F. Kooij;
 te rekenen van 12 Januari 1948, de vaandrigs S. G. Martijn en H. Eckstein.

Figure 13: Appointed of H. Eckstein as reservist with the army (Staatscourant, February 4, 1948).

In 1957 he obtained a Ph.D. degree from the University of Leiden, and he started to work as surgeon at the St. Anna Hospital in Oss. He was appointed Medical Director of the Juliana-Oord Hospital in Laren, and from 1979 he also served as a board of the Diaconessenhuis in Naarden.

The sender of the cover shown in Figure 1 is unknown. However, given that the sender used house number 66 instead of 16 suggests that the sender may have copied the address from a hand-written note. It will probably remain a mystery what ‘printed matter’ message this envelope carried.

Remarks:

1. After the war, aus der Fünten would be convicted by the Dutch Courts and sentenced to death, later commuted to a life sentence. He was jailed in Breda with the only three other war criminals convicted in the Netherlands. He was released 27 January 1989 and deported to Germany, where he died on 19 April 1989 in Duisburg.
2. The firm Lippmann Rosenthal & Co. was a Dutch Jewish bank in Amsterdam. During the second World War, the Nazi government of Germany used the name of the bank for robbing the Dutch Jews of their possessions.
3. Harry Eckstein’s obituary was written by Professor (Emeritus) Iván László Bonta, a pharmacologist who died 6 February 2007, at age 84, and Professor (Emeritus) Clemens A.M. Haanen, hematologist, who passed away on 14 November 2009, almost 85 years old.
4. The book by Irma Joubert was originally written in South African, with the title ‘Mentje –Kind van die Pas-Op kamp’ (Mentje – Child from the Pas-Op Camp).



Figure 14: Drawing by Harry depicting himself as parachutist-physician

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- [1] en.wikipedia.org/wiki/Westerbork_transit_camp
- [2] www.delpher.nl
- [3] www.joodsmonument.nl
- [4] e-mail from Gerard Rossing, Collection Department, Kamp Westerbork, to BHJ on May 8, 2018.
- [5] <https://www.google.com/maps>
- [6] Nederlands Tijdschrift voor Geneeskunde, 145(14): 703, 2001
- [7] www.online-familieberichten.nl
- [8] www.nunspeethuisaanhuis.nl/nieuws/cultuur/296886/het-meisje-uit-het-verscholen-dorp
- [9] www.verscholendorp.eu/nl-nl/ and Wikipedia
- [10] e-mail from Irma Joubert to BHJ on July 11, 2018.
- [11] www.dewinsumsesjoel.nl/?page_id=1166,
- [12] <http://stichtingoudnijkerk.nl/wp-content/uploads/2015/10/Joods-Nijkerk.pdf>

A 1886 Postcard with a Couple of 'Errors'

by Hans Kremer

The postcard offered on ebay (Figure 1) got my attention based on the names of the various towns of the markers.



Figure 1 Postcard sent in 1886 from Winkel to Barsingerhorn, via Schagen.

It shows Winkel and Schagen small round markers on the front and a Barsingerhorn straight-line marker on the back. All markers are of good quality.

One might notice the lack of postage on it, but since it dealt with official government business (Dienst) no postage was due.

All three towns are located in the northern part of the Noord-Holland province, the province that includes Amsterdam.

The reason these names are familiar to me is because as a child I spent quite a few summer vacations in the area, visiting relatives. My parents got married in Barsingerhorn in 1932. My grandparents, uncles, aunts, and cousins were spread out over the three towns mentioned here.

That in itself would be enough to purchase the cover but unfortunately, I was outbid. Since I had downloaded a copy of it I was still able to spend a bit of time studying it in some detail.

The enlarged marker shown in Figure 2 indicates that the card was put in the mail in Winkel on Dec. 5, 1886 between 4 and 8 p.m. (4 – 8 N). Since Barsingerhorn was a sub-station of the Schagen main post office the postcard went there first. Figure 3 shows that the card arrived in Schagen on Dec. 6 between midnight and 6 a.m (12 - 6 V).

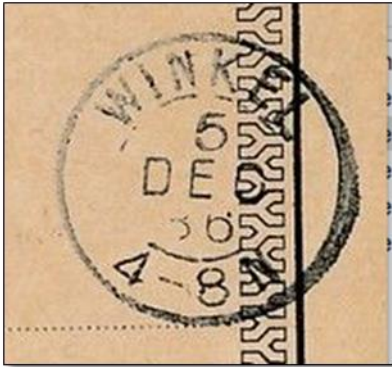


Figure 2: Winkel 4 - 8 N

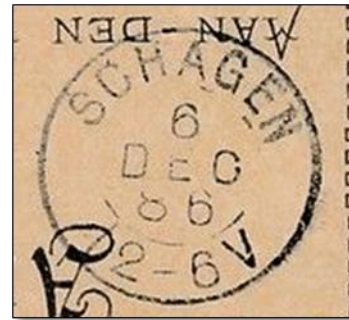


Figure 3: Schagen 12 - 6 V

The first thing that struck me as being odd was the presence of the Barsingerhorn straight-line cancel (Figure 4)

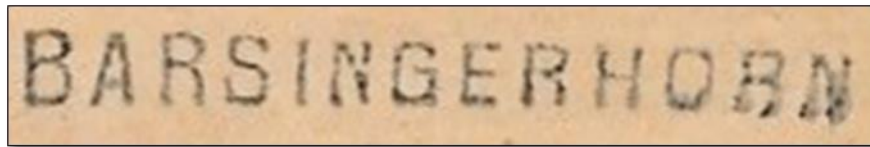


Figure 4: Barsingerhorn straight-line cancel

The postal rules and regulations specifically mentioned that these sub-station markers were to be used as *departure* markers only. The use as *arrival* marker, as was done here, was against the rules.

In the smaller sub-offices there was not that much mail (incoming and outgoing), so a mailman might be tempted to use his town marker any time he handled a piece of mail.

So let's call that error# 1, an easy one to detect and not too uncommon.

Now let's examine the Winkel small round marker some more. In order to detect the error one has to be aware of the difference in small round markers for main- and sub-post offices.

Main post offices were supplied with the following set of 'characters' (numbers and letters):

- For the morning mail: 6-7 V, 7-8 V, 8-9 V, 9-10 V, 11-12 V
- Afternoon/Evening: 12-1N, 1-2N, 2-3N, 3-4N, 4-5N, 5-6N, 6-7N, 7-8N, 8-9N, 9-10N, 10-12N
- Overnight: 12-6V

So the interval was one hour, except for 10-12N, and 12-6V.

The sub-offices received a different set of characters:

- Morning: 8-12V
- Afternoon/Evening: 12-4N, 4-8N, and 8-12N
- Overnight: 12-8V

The interval was four hours, except for 12-8V

Since Winkel used a 4-8N interval it must have been a sub-office in 1886, but that's where error # 2 comes in.

Winkel started off as a sub-office on January 1, 1880 and was supplied with a set of sub-office characters, but already four months later (April 15, 1880) it was promoted to the status of main post office. In 1886 it still was a main post office, not a sub-office, so it should not have used the sub-office characters, but the main office characters.

I contacted Cees Janssen to see if he had an explanation for it. Cees wrote:

The Winkel sub-post office was one of the first offices to be promoted to (main) post office. Over time two boxes with characters were sent. The first set (sub-office characters) on January 6, 1880 and the second (main post office characters) on October 26, 1891. On April 15, 1880 it should have exchanged the sub-office characters for main post office characters, but since it looks like it that they never received the main post office set they kept on using the sub-post office characters until October 26, 1891.

Cees has seen a Winkel marker from March 1892 with the main characters, so that fits nicely.

The period of use of the small round Winkel marker with sub office characters can thus be split in January 6, 1880 to April 14, 1880 (correct as a sub post office) and the second period from April 15, 1880 to October 25, 1891 (incorrect).

The NVPH catalogs have three times listed prices for small round markers, once in 1991, again in 1996 and once more in 2003. The 1991 catalog lists Winkel as fl. 10 (post office), and fl. 300 (!) sub-post office, 1996: fl. 15 and fl. 200 respectively and after the Euro conversion: 12.50 Euro (main office) and 90 Euros for a sub-post office marker. These numbers must have been based on the difference in length of time Winkel was a sub-office vs. main-office, not on the number of cancels actually observed.

References

<http://poststempels.nedacademievoorfilatelie.nl> (Website of Nederlandse Academie voor Filatelie)

Personal correspondence, Cees Janssen

NVPH catalogs 1991, 1996, and 2003.



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The crash of the KLM Douglas DC-2 PH-AKM Maraboe

by Ben H. Jansen

The Koninklijke Luchtvaart Maatschappij (KLM, Royal Dutch Airlines) was established in 1919, which makes it the oldest international airline company in the world (www.klm.com). On October 1, 1924, the KLM commenced flights to the Dutch Indies (present day Indonesia). Delayed by engine problems in Bulgaria, the plane arrived in Batavia (the capital of the Dutch Indies and now referred to as Jakarta) on November 24, 1924. The plane used was a Fokker F.VII, made from metal tubing, plywood and linen, powered by a 400 horse power Rolls Royce engine. No passengers were on board as all available space was used for gas tanks and spare parts.

Following a series of test flights in 1928 and 1929, a regular once-every-two-weeks service between Amsterdam-Batavia was officially started on 25 September 1930. A regular once-a-week service commenced on October 1, 1931 (<http://www.dutch-aviation.nl>), which was scheduled to reach Batavia in ten days. On May 23, 1935 the first official Dutch Indies-flight with the all-metal Douglas DC2 left Schiphol and arrived in Batavia on May 31. Soon after, the "twice-a-week" schedule was introduced with planes leaving every Wednesday and Saturday, from Amsterdam and Batavia.

The DC2 would do the flight in five days, with night stops on the outbound voyage in Athens, Bagdad, Jodhpur, Rangoon, and Singapore (see Figure 1). On the inbound voyage they would stay in Medan, Rangoon, Jodhpur, Bagdad and Athens. During the winter, the line would fly the Marseille route, because weather conditions can be very harsh in Eastern Europe.

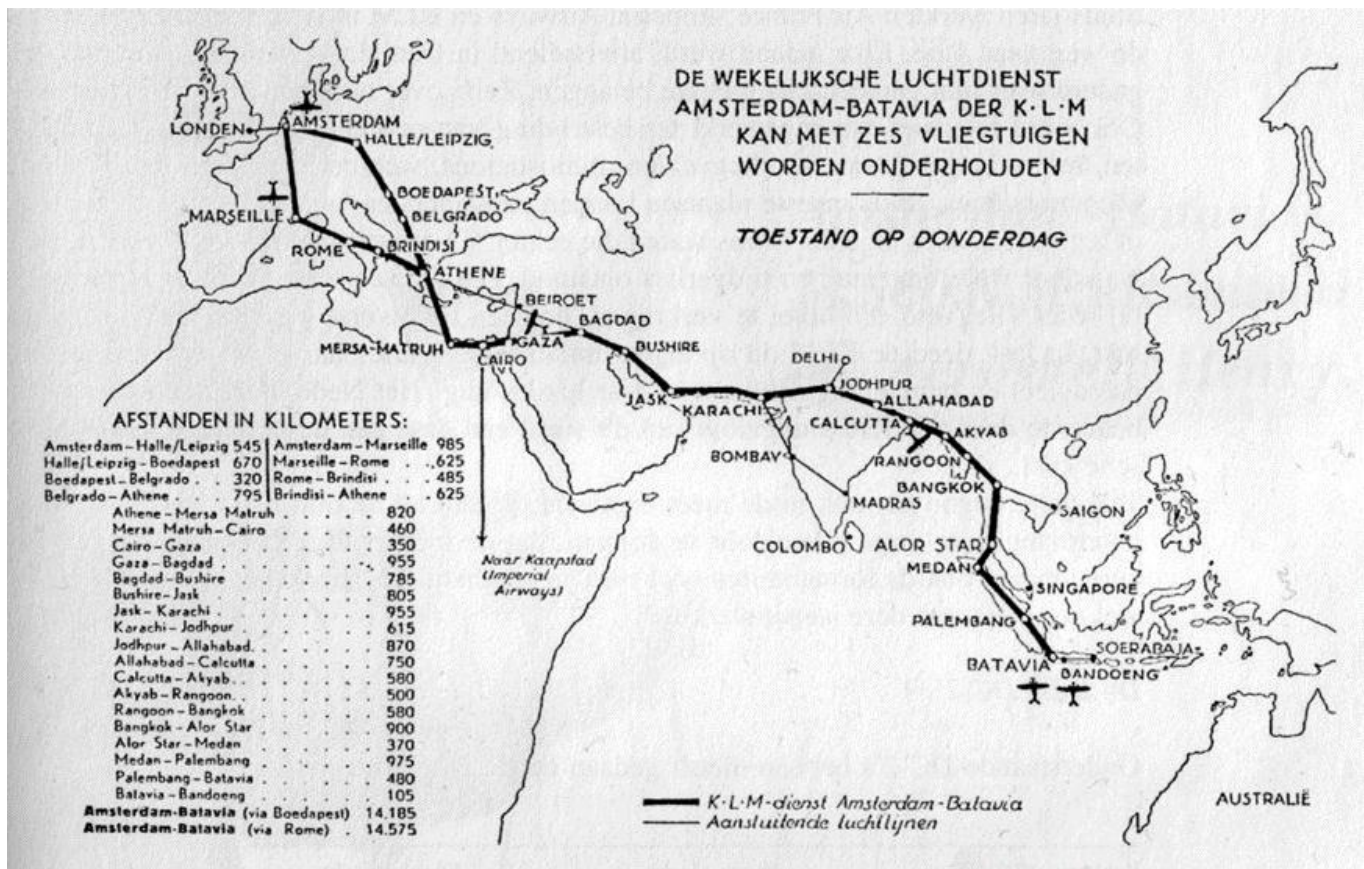


Figure 1: Solid line shows the route map of the KLM flights between Amsterdam and Batavia, maintained by six planes. Connecting flights are indicated by thin lines.

Additional stops were made for refueling. The airports were often quite primitive, and a relatively large number of accidents occurred during take-off and landing. One such incident occurred on July 17, 1935 in Bushire (Iran) on the return flight of the 'Maraboe' (Figure 2). On 16 July 1935 the KLM Douglas DC-2 PH-AKM 'Maraboe' had arrived from Jodhpur (India). Because of poor visibility on the route to Bagdad, the captain Jan Hondong had decided to spend the night in Bushire. The next day, at 4 in the morning, the airplane starts the take-off using the very bumpy runway, lighted with stable lanterns. After about 300 meters, the Mariboe jumps three meters in the air because of an unevenness. When it comes down again, the right wheel hits the ground hard, and damages parts of the right wing and the fuel line. The Maraboe drifts to the left while leaning to the right, and comes to a standstill. At that moment, one sees that the right engine is catching fire. The crew and all seven passengers are able to leave the plane unharmed. However, apart from the rear part, the plane burns completely with all the luggage and most of the mail.



Figure 2: The KLM Douglas DC-2 PH-AKM Maraboe.

The Maraboe had 116 kg mail on board. Initial reports suggested that all mail had been lost. However, a newspaper article on July 27 mentions that one person in The Hague had received a letter transported with the Maraboe (Figure 3). The letter was forwarded to the addressees by the Dutch PTT in service envelopes with a stenciled text,

**DE POST VAN DE MARABOE NIET
GEHEEL VERBRAND.**

Wij kregen bezoek van den vulpendokter, den heer P. W. Akkerman, uit de Passage, die ons een brief toonde aan zijn adres afkomstig van de Maraboe. De brief is hem toegezonden door de P.T.T. met de toevoeging: „Aangetroffen onder de overblijfselen van de post, vervoerd met het vliegtuig Maraboe, dat op 17 Juli 1935 te Bushire is verbrand.” De couvert was gedeeltelijk verschroeid, maar de brief vrijwel intact.

Dit feit geeft misschien ook nog voor anderen hoop op verrassing.

Figure 3: *Het Vaderland*, July 27, 1935, reporting that not all the mail on board the Maraboe had been burned completely.

reading “Found among the remains of the mail, transported with the airplane “Maraboe”, which on 17 July 1935 at Bushire was burned.”

About 25 kg of the mail was eventually saved. One such cover is shown in Figure 4. The cover contained the partially burned piece of recovered mail shown in Figure 5.

It concerns a piece of mail from the ‘Administrateur van de Landschapskassen’ (Administrator of the Exchequers of the Province) in Bandjermasin, Borneo. It received a departure cancel on July 3, 1935. The mail was addressed to the printer and publisher J.H. de Bus-sy. This firm started as a book seller in Veenendaal in 1868. Over time the business developed into a large entity which undertook not only publishing of all kinds, but was also a printer, book binder, factory for souvenirs and office materials, and an advertising office.

Since 1883 its headquarters have been at Rokin 60-62 in Amsterdam. Its presses produced securities and excelled in lithography. The company became active in the Dutch Indies and South Africa, where its subsidiary (Hollandsch-Afrikaansche Uitgeversmaatschappij) had branches in Cape Town and Johannesburg. The company sold its enterprise in 2004.

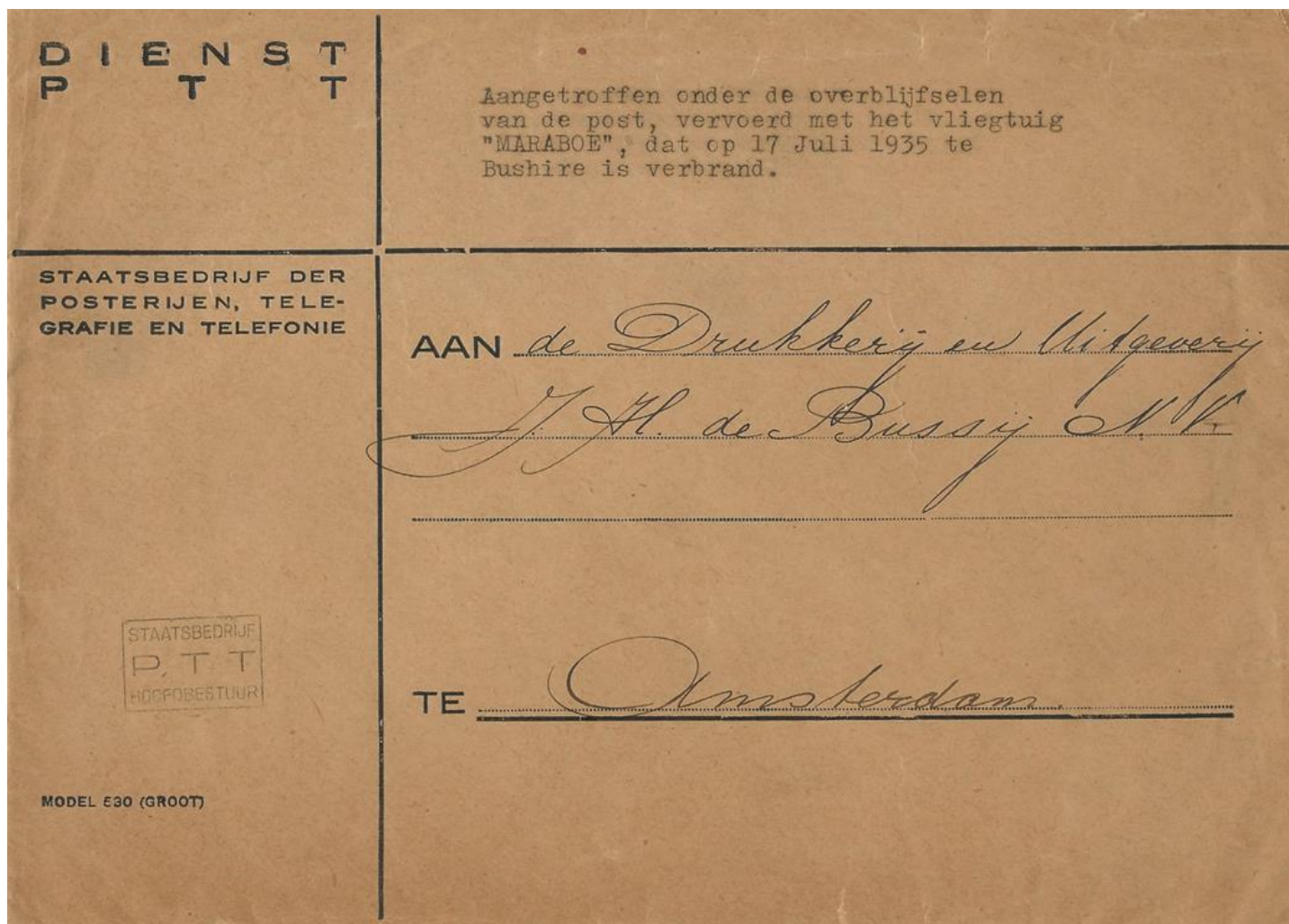


Figure 4: Service envelope used by the PTT to deliver partially-burned mail that was found among the wreckage of the Maraboe.



Figure 5: Bandjermasin (Borneo) to Amsterdam, July 3, 1935..

The accident with the Maraboe happened on its second (home-bound) Dutch-Indies journey, having started its first trip from Amsterdam on 30 May 1935. This second trip had begun on July 3, with stopovers in Athens, Baghdad, Jodhpur, Rangoon, Singapore and arriving in Batavia on July 8. It had started the return trip on July 13 from Batavia, arriving in Medan on the same day, in Rangoon on the 14th, and in Jodhpur on July 15.

Two other KLM planes crashed that same week: the 'Kwikstaart' (a Fokker F.XXII) near Schiphol on July 14, and the 'Gaai' (a DC-2) in Switzerland on July 20. Four of the six crew members and two of the fourteen passengers on board of the 'Kwikstaart' lost their lives. All 13 aboard the 'Gaai' perished. Neither of these planes carried mail.

Trying Something New

by Hans Moesbergen

Dear fellow members. As you can see on the second page of our Magazine, my name is mentioned as auction manager. However, it has been seven years since the last time an auction was organized. Well, one reason for the lack of auctions is because there were only two sellers and a total of six bidders at the last auction. The one before had one more seller but hardly any of her stamps were sold. As a result, and this was not just my decision, the auctions ceased and it was decided that we would try something new.

One other reason is that in the last few years I have asked some of my fellow collectors what they specialize in and I am often surprised by the niche that they are interested in. Many of us are so specialized that a club auction will not offer any stamps or covers that fit our collections.

I am also sure that, just like me, your collections are riddled with duplicate stamps and covers that do not fit your primary area of interest. It would be nice to dispose of such duplicates through an exchange with fellow members. Therefore, we would like to add a column to the magazine in which we, the members, can express our needs and offer our duplicate goods to our fellow members.

A column seems somewhat straight forward but as club representative a few things should be made clear in order to have this process go smoothly:

- * In no shape or form can the club take responsibility for the exchanges. We will have to trust each other that we supply quality material and all understand that toning, perf damage and thin spots need to be disclosed as they strongly reduce the value. Negotiations will have to take place between members directly and hopefully this will happen in an orderly and respectful manner.
- * Submittals will need to follow the given format of the column (see below) and have to be with all field filled out as much as possible in order to sketch a good picture of the item requested or offered.
- * I would assume that submittals do not need to be repeated as we can all look back to previous magazines if we need something. If repeat submittals are sent in then it will be at the discretion of the club to relist. No one wants to see the system clogged with the same offers in each magazine.
- * Submittals will have to be related to Netherlands and Colonies philately.
- * Submittals should be limited to five items per magazine issue per member.
- * You will have the option of sending the request by letter to the auction manager for publication.

When submitting or requesting items, provide a complete description, including

- a) **Name of country/colony.**
- b) **Catalog number** (if applicable).
- c) **Quality**, i.e., XF, VF, F and state of stamp MNH, MH or Used.
- d) **Description of flaws** if there are any.
- e) **A scan / photo** (jpeg, at least 300 bpi) would be useful especially when covers are offered.
- f) **First and last name.**
- g) **E-mail address.**

If desirable you may also list a minimum price in the description if you are selling, or state a trade offer.

E-mail all requests/offers to me at hans@moesbergen.net, and I will put the column together on a regular basis.

The Anna Paulowna Bewaarschool (Kindergarten School) in Amersfoort

by Franklin Ennik

The post card shown in Figure 1 was among those passed around by Hans Kremer at a recent meeting of the Netherlands Philatelists of California. Hans noticed several interesting features about it and did some Googling and provided the following information.



Figure 1: Postcard from Hoboken, New Jersey, mailed on January 2, 1903 to Amersfoort.

The holiday greeting card was likely posted January 2, 1903 before the **Steamship Potsdam** (Holland-America Line) left the Hoboken, New Jersey Harbor berth. It is addressed to the **Wed (uwe) de Graaf**, a teacher, at the Anna Paulowna Kindergarten School in Amersfoort (Utrecht), the Netherlands. ‘Weduwe’ is Dutch for widow. The Steamship Potsdam set sail on January 7, 1903 bound for Rotterdam and arrived there on January 19, 1903 (Figure 2).

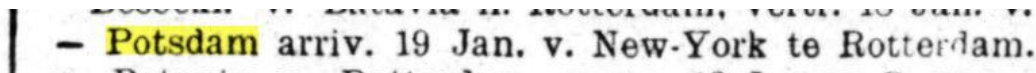


Figure 2: Het Volk: Dagblad voor de Arbeiderspartij, January 20, 1903, announcing the arrival of the Potsdam at Rotterdam.

New York from **Bastiaan** (see the small script writing on the card). The image on the card is a half-tone drawing of a young woman holding a four-leaf clover in one hand and clutching a piglet in the other.

The young woman also has on a pair of snow skis but it's not clear if these have any other symbolic meaning other than "it's winter time." The four-leaf clover and piglet were universal symbols of good luck in Germanic cultures of this period. It is believed that the **D.S.S. Potsdam** translates to **Dampfer** (=Steam Ship) **Potsdam**.

This card is a product of the Franz Huld Publishing Company of New York, a well-known producer of early line-drawn post cards that catered to the traveling tourist trade of the period. Some cards of this period were partially hand-tinted with colored dyes, as with this one. Huld Publishing produced a variety of novelty post cards in sets such as the 1906 San Francisco Earthquake and Fire. The company stopped producing this line of cards in 1909 and filed for bankruptcy in 1914 when commercial printing techniques greatly improved.

The front of the card (Figure 3) contains holiday greetings and is addressed to **Auntie de Graaf (and nieces)** from



Figure 3: Front of the card shown in Figure 1. The handwriting at the bottom reads: *Aan tante en nichten* [To aunt and nieces]. *Groeten uit New York* [Greetings from New York]. The text is signed 'Bastiaan.'

For a long time, beginning in early 1800s, there was the opinion that a kinder-garden type primary school was needed to serve the education needs of lower- class children in the area of Amersfoort. A committee was put together but it took some time to plan and execute the details of such an enterprise. Preferably, children would be placed free of charge; recommended by persons who had made an annual contribution of 4 guilders per year per student. The decision was based upon confidence that future attendance would increase. King Willem I, and later Anna Paulowna, became patrons of the school by annually donating 100 guilders to the upkeep of the school (Figure 4). The school opened in December 1813 with just 19 boys and 22 girls. On December 1843 the school was honorably named after Queen Anna Paulowna of the Netherlands.

Translated, the notice shown in Figure 4 reads:
His Majesty the King (Willem II) returned to his residence yesterday morning, from his journey to Tilburg. ----- One hears that Her Majesty the Queen was pleased to accept the patronage of the kindergarten school for needy children, to be opened soon in Amersfoort by the Maatschappij tot Nut van 't Algemeen with a grant of 100 gulden to the school.

The **Maatschappij tot Nut van 't Algemeen** (= Society for Public Welfare) is a non-profit organization in the Netherlands founded in 1784 with the purpose of developing indi-

Figure 4: *Rotterdamsche Courant*, 30 November, 1843. Announcement that the Queen will be a patron of the kinder-garten school in Amersfoort.



viduals and society, primarily through education. It had great influence in improving public education through better textbooks, model schools and teacher's training. The society continues to be involved in extracurricular education.

This yearly patronage was also continued during the reign of Queen Wilhelmina, as evidenced by the Certificate of Thanks presented to HM Queen Wilhelmina on the occasion of the Golden Jubilee of the Anna Paulowna Bewaarschool (Figure 5).

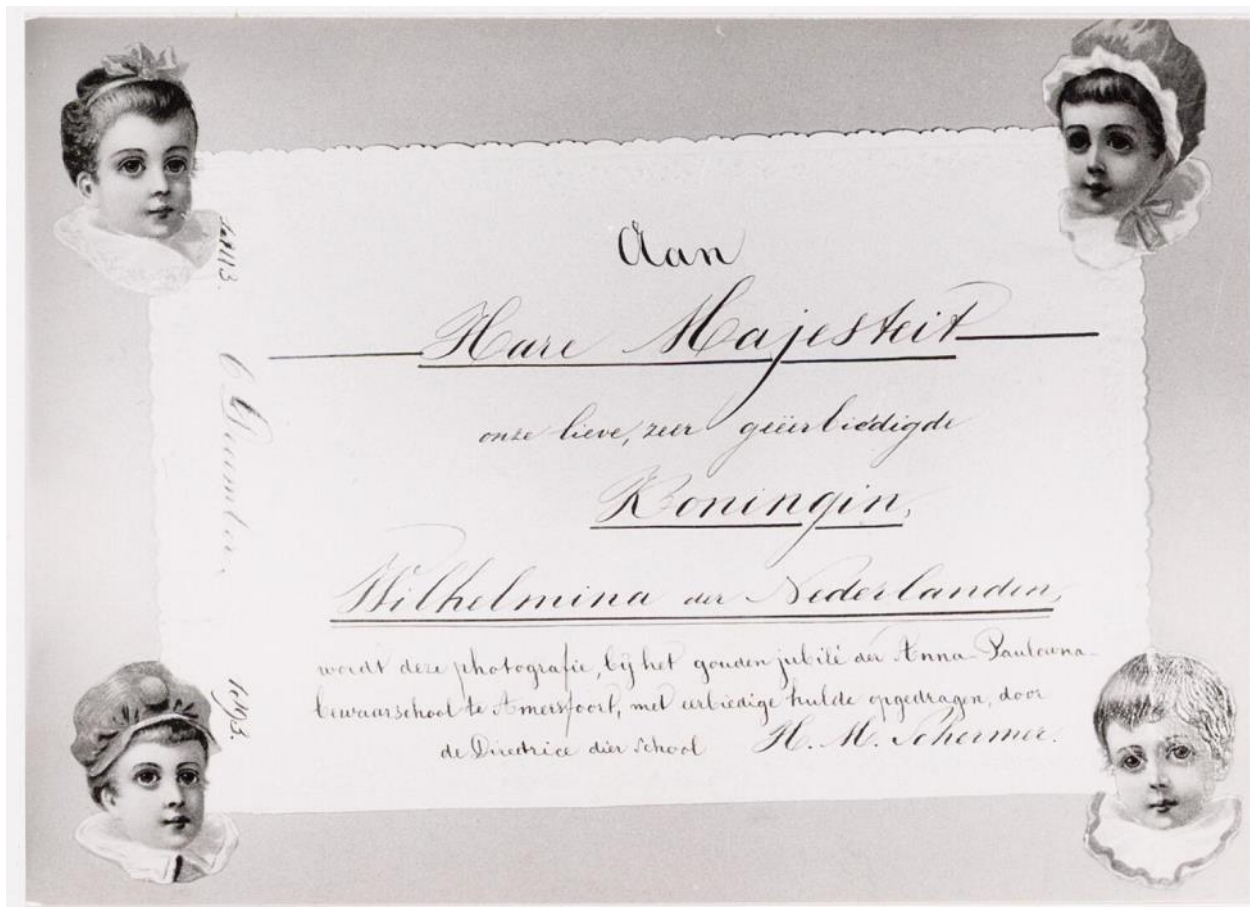


Figure 5: This Certificate of Thanks was presented to HM Queen Wilhelmina on the occasion of the Golden Jubilee of the Anna Paulowna Bewaarschool on 6 December 1893. The text reads:

Aan Hare Majesteit onze lieve, zeer geëerbiedigde Koningin Wilhelmina der Nederlanden, wordt deze fotografie, bij het gouden jubilé der Anna Paulowna Bewaarschool te Amersfoort, met eerbiedige hulde opgedragen, door de Directrice dier school H.M. Schermer.

Translated: To Her Majesty our dear, very honorable Queen Wilhelmina of the Netherlands, is this photograph, on the occasion of the golden anniversary of the Anna Paulowna Bewaarschool in Amersfoort, dedicated with respectful tribute, by the Directress of the school H.M. Schermer.

Now, who was Anna Paulowna?

Anna Paulowna Romanov (Figure 6) was the daughter of Tsar Paul I of Russia and his wife, Sophia Dorothea of Württemberg. After refusing the amorous attentions of several other Royal suitors of the period, including Napoleon and the French Prince Charles, Anna became the wife of the Dutch Prince of Orange, Willem II in 1816, amid great pomp and circumstance. Queen Anna was a real party girl; Royal wedding ceremonies for this marriage were conducted in Russia, the Netherlands and in Berlin. On 7 October 1840, on the abdication of her father-in-law, William I of the Netherlands, she became Queen Consort of the Netherlands.



Figure 6: Anna Paulowna Romanov



Figure 7: Left: Margaretha de Graaf. Right: Maria Margaretha de Graaf.

Shown in Figure 7 are the sisters Margaretha and Maria Margaretha de Graaf. Margaretha was a teacher at the Anna Paulovna Bewaarschool (Kindergarten) in 1893. The card shown in Figures 1 and 2 is addressed to her. Her sister Maria Margaretha was Director at the school.

The school celebrated its 50th anniversary in 1893 (see Figure 8), at which time student attendance had increased to 225.

I acknowledge, with thanks, Hans Kremer for finding illustrations and information supporting this article from the Internet.

References and Sources of Information

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www.delpher.nl

metropostcard.com: Franz Huld, postcard publisher, New York, N.Y. 1900-1914.



Figure 8: This picture of the Anna Paulowna Bewaarschool was made on the occasion of the 50th Anniversary of the school in 1893. The Directress, Miss H.M. Schermer stands in the door opening (archiefeeland.nl).

Magazine Reviews

De Aero-Philatelist 2018-2

Paul Daverschot writes about the “First non-stop flight across the Pacific”, which took place in 1931. The crossing of the Pacific, undertaken by Americans Clyde Pangborn and Hugh Herndon Jr. came at the end of their trip that had started in New York on July 28, 1931, and went via London, Berlin, Moscow to Tokyo. From Tokyo they took the shortest route across the Pacific by flying to Alaska, ultimately ending their trip close to Portland, Oregon on October 5, 1931. The plane they were flying was a Bellanca J-300.

Jacques Bot has an article about a January 7, 1929 emergency landing of a LOT plane in Pohorelice/ Pohrlitz (Poland). Jacques has tried to find out if the aborted flight was flown with a Fokker F.VIIa, but strangely enough that information seems hard to get in spite of multiple sources mentioning the flight, but not which plane was used.

Although Mr. Boesman has long passed, the text of a presentation he made (in 1962?) about the history of the Zeppelins is printed here. It starts in 1900 with the first trial flight at the Bodensee (a lake on the border of Switzerland and Germany). A total of 119 Zeppelins were built in Germany. Other, similar types of aircraft, were made in the US and England.

De Aero-Philatelist 2018-3

Jacques Bot's article deals with the KNILM flights of 1928. The KLM sent four planes (Fokkers F.VIIb-3m) to the Dutch East Indies to be used by the just set up Royal Dutch East Indies Airline (KNILM). The original plan was to have them flown from Amsterdam to Batavia (Djakarta). The first two planes (H-NAFA and H-NAFB) reached the DEI without trouble but the other two (H-FAC and H-FAD) ran into trouble and ultimately made it to the DEI by boat. Over time the final destination of the first two planes changed from Batavia to Bandoeng. It turned out that both planes landed in Batavia, but then proceeded to Bandoeng the same day.

Paul Daverschot reports on the 1938 non-stop flight from Berlin to New York with the Focke-Wulf Fw200 Condor D-ACON Brandenburg. The flight took close to 25 hours.

www.de-vliegende-hollander.com

English: www.de-vliegende-hollander.com/start-eng.htm



Nederland Onder de Loep # 210, Vol 2/2018

This issue has a number of shorter articles. It starts with “The postal connection between the Netherlands and Great Britain via Belgium, 1844 – 1853”. The five covers shown explain the various routes and rates.

“The restauration of the Reims Cathedral in 1919/1920” shows the same label from various European countries, all with the text PAX/ Veritas/Libertas/Justitia. More than a million French francs was raised to bring the cathedral back to its old glory.

“1922 Registered, Express letter with Declared Value” breaks down the various components making up the 77 ½ cent franking.

“First airmail flight of the Caraibische Vliegdiens, August 1934” shows a cover flown from Aruba to Curaçao on August 28, 1934. Since it was underpaid by 6 cent, 12 cent postage was due, paid for with two 5 cent and one 2 ½ cent postage due stamps, totaling 12 ½ cent. No 12 cent postage due stamp existed at that time.

“Jewish Orphanage in Leiden” tells the sad story of its inhabitants (including 54 children) being transported to Westerbork and then on to Sobibor.

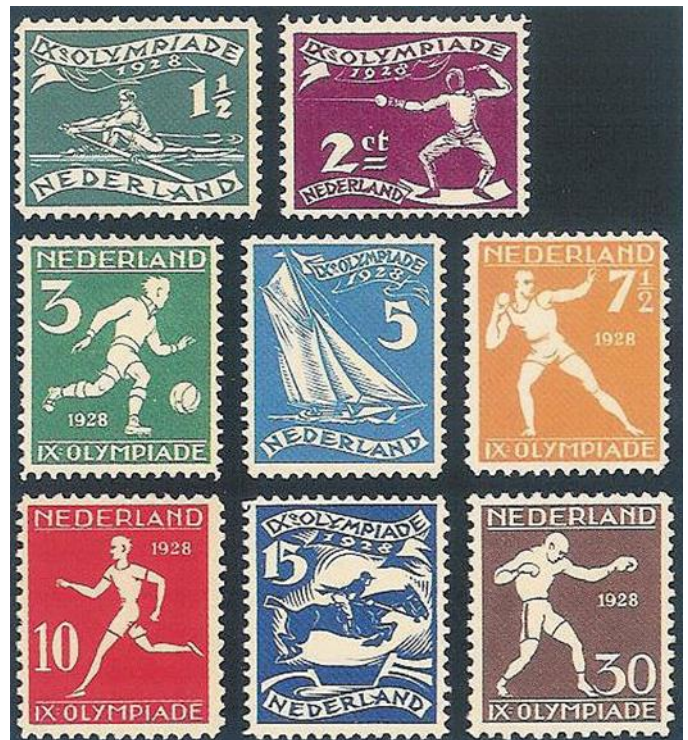
“The use of postage due stamps P 69 thru P 79” covers the period in the Dutch East Indies, after the Japanese surrender on August 15, 1945. Till December 13, 1945 letters could be sent to the Netherlands without having to apply any stamps. After that day, letters arriving in the Netherlands without postage were charged for the 30 cent postage (NVPH # P 78) due.

www.arge-niederlande.de

Nederlandse Academie voor Filatelie Notities # 57, Summer 2018

About everything you ever wanted to know about the Netherlands’ 1928 Olympics (held in Amsterdam) issue you’ll find in Pim van den Bold’s 76 (!) page, richly illustrated article (more than 100 covers are shown). The article goes into great detail how the various denominations were used, including over-and under franked items, and made to order covers.

www.nedacademievoorfilatelie.nl



Recent Issues

Remarkable Money - The Dutch Guilder

July 23, 2018

The stamp sheetlet features the development and history of the Dutch guilder. The first guilders were used in the Low Countries from around the year 1300, at a time when they were still coined in Florence. Somewhere between 1354 and 1356, the first guilders were coined within the borders of what is now the Netherlands. On 1 January 2002, the guilder was replaced by the euro. The stamp sheetlet Remarkable money - the Dutch guilder contains images of ten special guilder coins and guilder notes, originating from the National Numismatic Collection (NCC).

The ten stamps are marked with 'Nederland 1', the denomination for items up to 20g in weight destined for delivery in the Netherlands. .



Experience Nature - Mushrooms

September 17, 2018

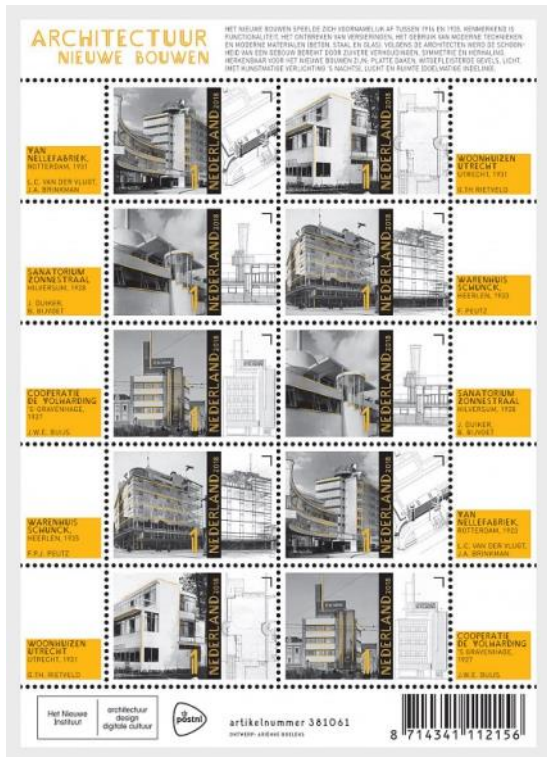
The sheetlet Experience nature–mushrooms contains ten stamps in ten different designs. The stamps are marked 'Nederland 1', the denomination for items up to 20g in weight destined for delivery within the Netherlands.

Depicted are ten mushrooms you could come across in the Netherlands. Mushrooms are the visible manifestations of fungi, playing an important role in how these organisms reproduce.

The following ten mushrooms are shown, each on its own stamp: *Pterula multifida*, fly amanita, Twig parachute, fragile brittlegill, bonnet mold (on top of a mycena), *clavaria argillacea*, crimped gill, *verdigris agaric*, bleeding fairy helmet, cauliflower fungus.

The design is by Frank Janse from Gouda, who used photographs of the selected mushrooms in their natural surroundings, often with a shallow depth of field.





New Construction Architecture

September 17, 2018

The stamp sheet New Construction Architecture contains ten stamps in five different designs. The stamps are dedicated to New Construction, a movement in architecture which was especially popular in the Netherlands between the two World Wars. The stamps feature black and white pictures of five buildings with different functions from cities across the Netherlands, designed by different architects. These five buildings are: the Van Nelle Factory in Rotterdam by Lendert van der Vlugt and Johannes Brinkman (1931), the Zonnestraal ("Sunbeam") sanatorium in Hilversum by Jan Duiker and Bernard Bijvoet (1928), the Coöperatie De Volharding office building in The Hague by Jan Buijs (1928), the Schunck Glaspaleis ("Glass Palace") department store in Heerlen by Frits Peutz (1933) and the houses on Erasmuslaan in Utrecht by Gerrit Rietveld (1931). Two pictures are shown of each building: a general view and a detail of the architectural drawing or floor plan. The stamps bear the denomination 1 for mail up to 20g destined for delivery in the Netherlands. The design was produced by Ariëne Boelens from Rotterdam.

What is the New Construction movement?

New Construction is a functionalist movement in architecture which emerged in the early twentieth century and peaked between the two World Wars. The design was not based on monumentality, but on the function of the building and the requirements of its users. Modern materials such as concrete and recently developed steel structures were used in efficient, hygienic buildings. The functional floor plan featured flexibly spaces that were easy to reconfigure to make the building look open and airy, in contrast with the traditional, closed building blocks. The aim was to create a healthy living environment with fresh air and lots of sunlight.

New Construction mainly played a role between 1916 and 1935. Its characteristics are functionality, a lack of decoration, the use of modern techniques and modern materials (concrete, steel and glass). The architects felt that the beauty of a building was achieved by means of pure proportions, symmetry and repetition. New Construction can be recognised by: flat roofs, white plastered façades, light (with artificial light at night), air and space (efficient layout). A prime example is the very well-known Rietveld-Schröder house in Utrecht, which has been shown earlier on Dutch stamps (the 'Summer' stamps of 1969, and the UNESCO sheet of 2014) and which did not make it onto the present sheet.

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

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



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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"



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