

Dated Journal

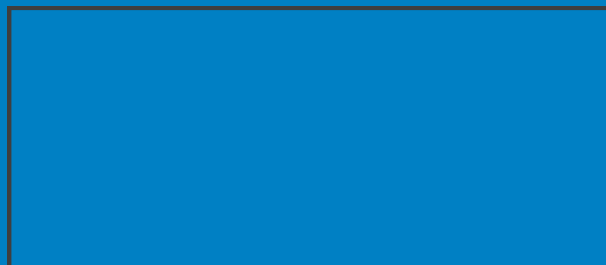
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Magazine of the American Society for Netherlands Philately

Volume 44/1



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NETHERLANDS PHILATELY

Magazine of the American Society for Netherlands Philately; Volume 44/1

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Editor's Message

September, 2019

Dear Fellow Collectors,

As the summer is coming to an end (although it will last a little longer here in Texas), we start a new volume of our magazine. Hopefully you will enjoy the variety of articles presented in this issue. But please notice that the five articles have been written by just three authors. We need a more diverse group, and I urge all of you to select one or more of your favorite stamps/covers to be the topic of a (short) article. I will gladly help you with writing!

Things have been quite here and I have had time to work on an exhibit of the 'Onbekend' forms I have written about in our magazine (and the Postzak, the magazine of Po&Po). I will be presenting the exhibit at the Greater Houston Stamp Show to be held later this month.

In my role as Secretary of the ASNP, I have been collecting the membership renewal fees. I was hoping that a notice in Netherlands Philately would be enough to get all to respond, but alas I had to mail out a substantial number of 'reminder' letters. I hope this is just a sign of failing memory and not an indication that many of you do not read the magazine.

Ben

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Advice to Authors

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

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The Crash of the DC-6 Queen Juliana

by Ben H. Jansen

The Douglas DC-6 PH-TPJ "Koningin Juliana" was the third in a series of eight airplanes of this type that were put into service by the KLM (Koninklijke Luchtvaart Maatschappij). It was registered as number 607 in the Dutch Airplane register on April 22, 1948. On that day, she began her service as "Prinses Juliana". Because of the ascension to the throne on September 4, 1948, the name was changed to "Koningin Juliana" (see Figure 1). All the DC-6's were named after members of the Royal family and flew primarily on routes to South Africa and South America. Between 52 and 70 passengers could be transported on these flights.



Figure 1: DC-6 "Queen Juliana."

The plane had left Johannesburg on Friday, March 21, 1952 heading for Amsterdam where it was supposed to arrive the next day, after stops in Cairo, Rome and Frankfurt-am-Main. It departed from Rome on March 22 at 6:38 am with a crew of 10 and 37 passengers. It was scheduled to land at Frankfurt around 11:00 am, but it crashed in the woods near Neu-Isenburg, half mile off-course and four miles from the landing strip (see Figure 2). All but three of the people on board perished during the crash, but one died a few days later of the wounds sustained; only one stewardess and one female passenger survived [1].

The plane carried mail, some of which survived the fire resulting from the crash. The mail destined for the Netherlands was forwarded by the West-German PTT to Amsterdam, where a label was attached by the Dutch PTT referencing the accident and subsequently delivered.

I was able to acquire one such piece at a recent Corinthia auction. The envelop

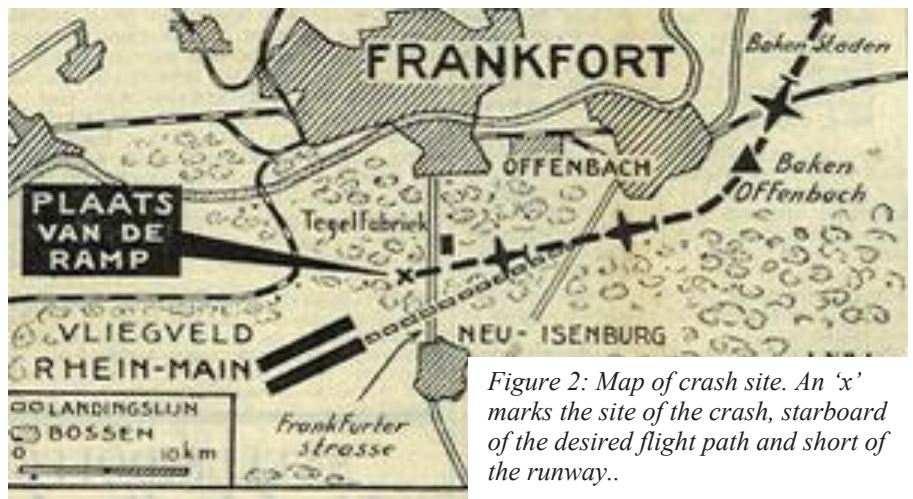


Figure 2: Map of crash site. An 'x' marks the site of the crash, starboard of the desired flight path and short of the runway..

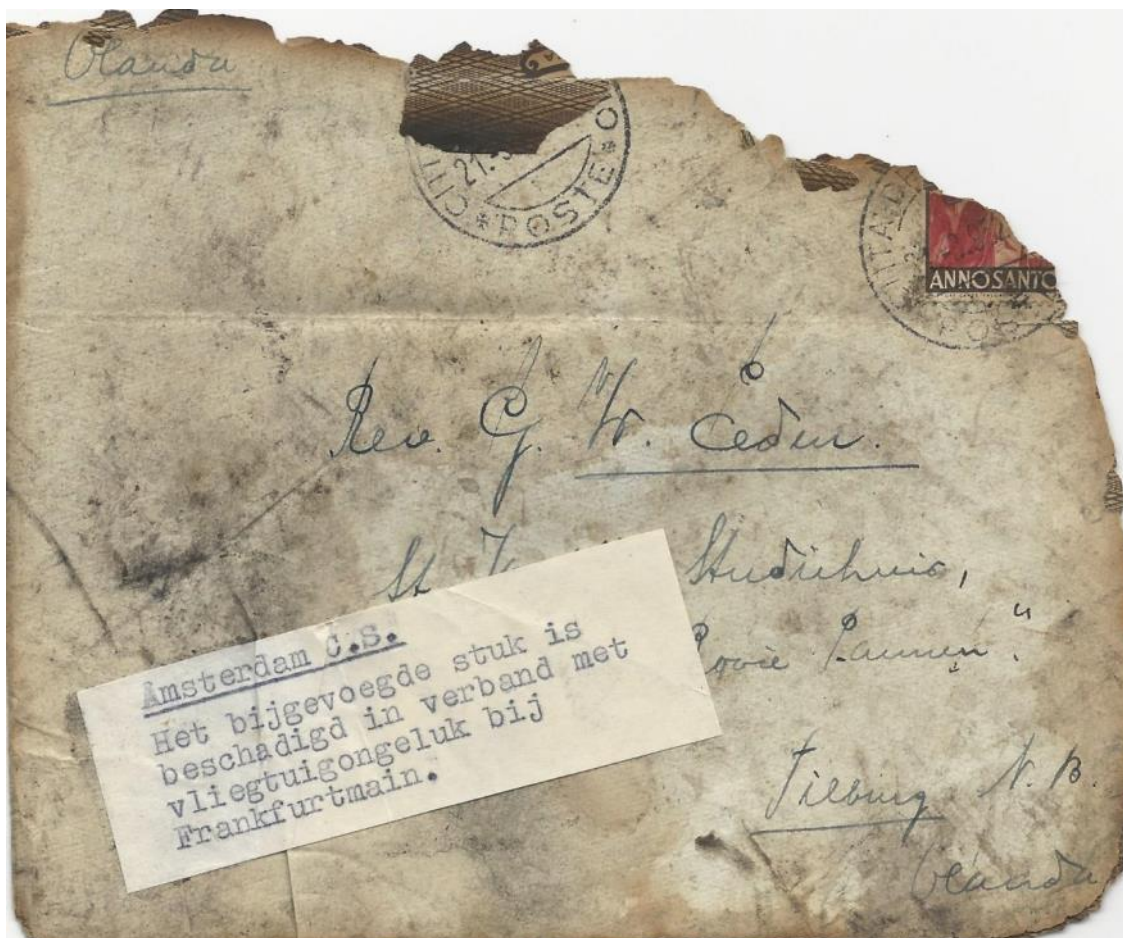


Figure 3: Mail recovered from the “Queen Juliana” crash.

shown in Figure 3 was posted in Rome on March 21, 1952 and is addressed to Rev. G. v/d Eden, in the “St. Joseph Studiehuis de Rooie Pannen” in Tilburg. The label reads: “The enclosed piece has been damaged due to the airplane accident near Frankfurtmain.”

The address refers to the monastery of the Fathers of Mill Hill on the Dr. Ahausstraat, with its characteristic red roof tiles (referred to in Tilburg as ‘rooi pannen’) [2]. It was built in 1914 after a design by Jan van der Valk (Figure 4), and the monastery served as the ‘klein’ seminary (essentially four years of post-elementary school education for boys called to the priest hood) for 12 to 20-year old boys.

The partially-burned envelop has its original content (more about that later). It was folded and enclosed in the PTT service (“Dienst”) envelop shown in Figure 5. This was mailed from Amsterdam on March 26, 1952 and it has a purple, boxed marker with the text ‘POSTOFFICE AMSTERDAM Department Lettermail CENTRAL STATION’ and is addressed to Rev. G.W. Eden. Apparently, the writer misread ‘v/d’ (Dutch abbreviation for ‘van de (r)’) for a ‘W’. The address has been struck out by two red lines and ‘Sanatorium “Klokenberg”’ has been written in red ink on it. A Tilburg cancel, probably with the date March 27, suggests that the letter was forwarded indeed.



Figure 4: The St. Joseph House in Tilburg.

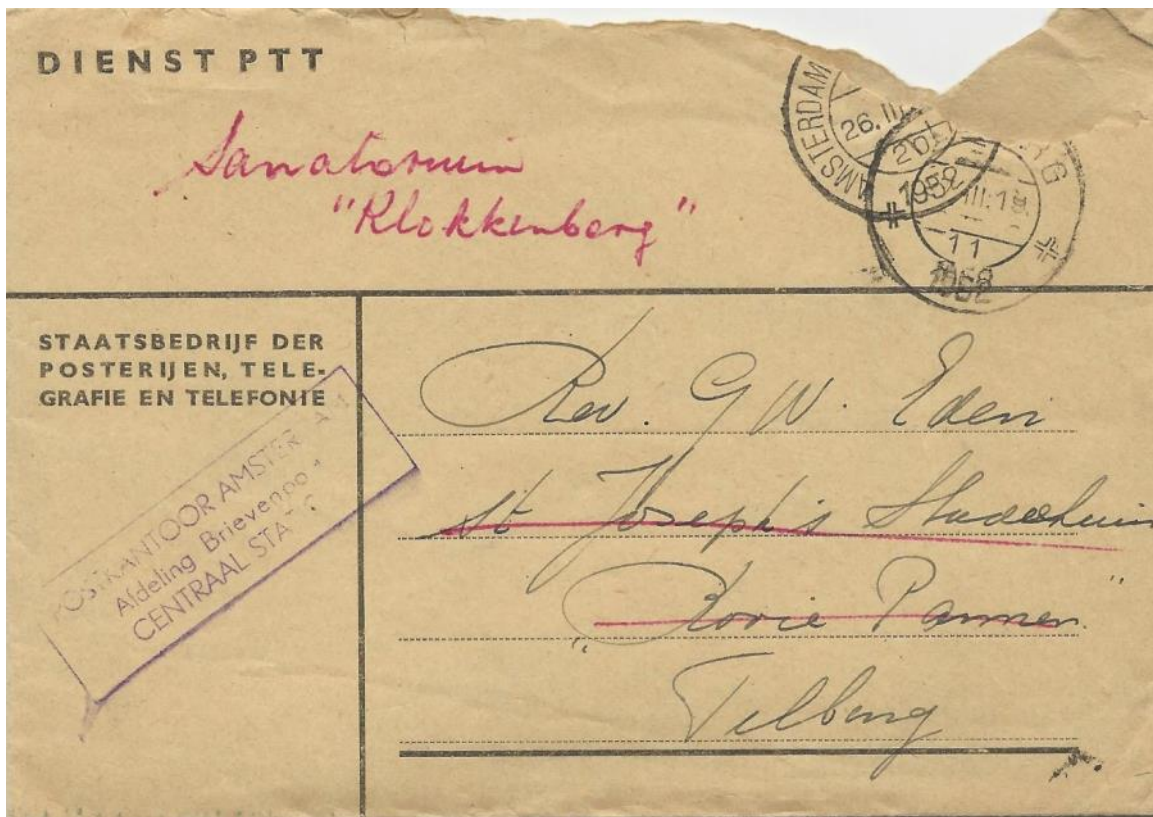


Figure 5: Service envelop used to mail the cover shown in Figure 3.

The Sanatorium De Klokkenberg was housed in the 'Mariahof' at the Bredaseweg 570 just west of Tilburg from 1945 till 1953 [3]. Here an institute with the name 'Piusoord' (named after pope Pius X) was located [4,5]. The main building of Piusoord was referred to as the 'Mariahof' and served as the monastery of the Brothers Penitents following its dedication in 1938 by Mgr. Diepen. The Franciscans of Veghel started to work there on March 26, 1945, providing medical care to lung patients (tuberculosis). The sanatorium, and the Franciscans, moved to a new building in Breda in 1953.

The envelope contained one sheet of letter head paper, somewhat singed at the edges. The top part is shown in Figure 6. The letter head is that of the 'Missionari Oblati di Maria Imm.' and includes the address 'Via Vittorino da Feltre, 5' in Rome.

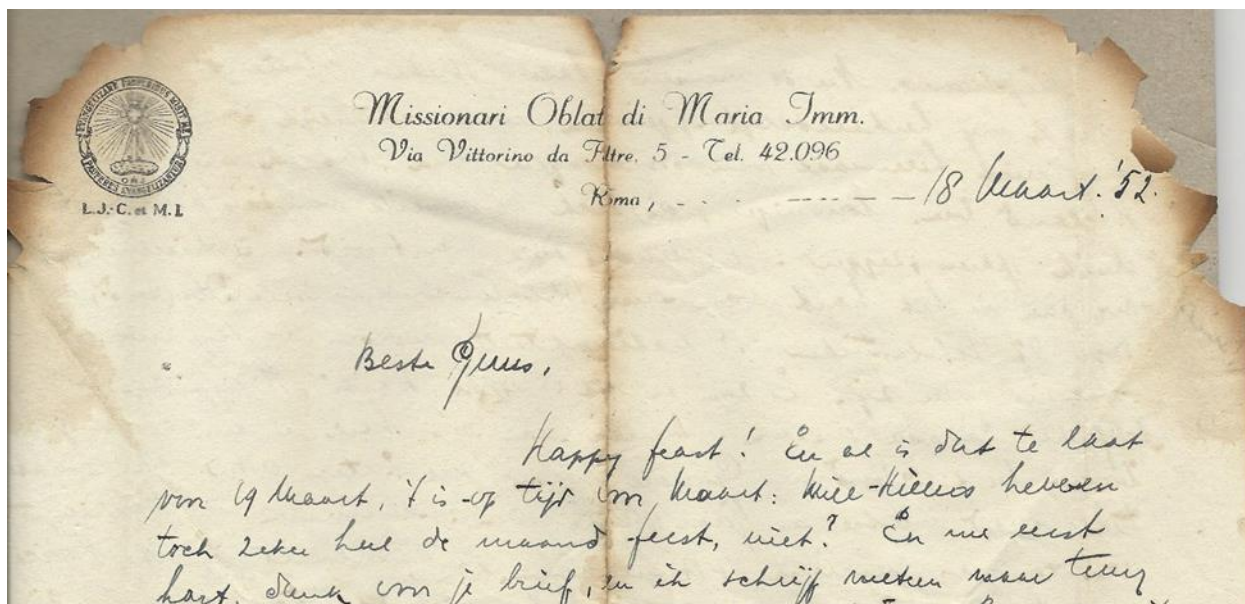


Figure 6: Top of the enclosed letter.

This refers to the Missionary Oblates of Mary Immaculate (O.M.I.), a missionary religious congregation in the Catholic Church. It was founded on January 25, 1816, by Saint Eugène de Mazenod, a French priest born in Aix-en-Provence in the south of France on August 1, 1782 [6]. The congregation was given recognition by Pope Leo XII on February 17, 1826. The congregation is composed of priests and brothers usually living in community.

On the 9th April 1887, the O.M.I. community took possession of a newly built house near the Colosseum on a street later named Vittorino da Feltre, where they would remain till 1966, when they moved to another building in Rome [7]. The building at Vittorino da Feltre (see Figure 7) housed the International Scholasticate and the mis-

sionaries that were studying there or at the Pontifical Gregorian University.



Figure 7: International Scholasticate of the O.M.I. at Via Vittorino da Feltre in Rome.

Now the content of the letter from Rome. The letter was written by 'Piet' on March 18 to his friend and colleague 'Guus.' It appears that the writer had been a 'Mill-Hiller' before becoming a member of O.M.I. and that he had been in Rome for a relatively short period of time when he wrote the letter. The letter is in response to an earlier one by 'Guus' and starts by congratulating him, perhaps with his birthday on March 19. Piet describes the origin of the O.M.I., which apparently was not well-known in The Netherlands at that time. In fact, he writes (Figure 8), that the name 'Oblates' has a sheep-like connotation in The Netherlands ('blah' is the Dutch version of the sound made by sheep). He also mentions that the Flying Father Schulte visited Rome last week.

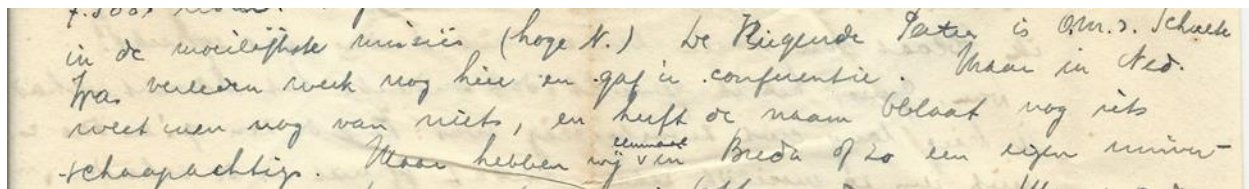


Figure 8: Section of the letter describing the visit by the 'Flying Priest.'

Paul Schulte OMI (1896 – 1974), was a German priest and missionary [8], known as the "Flying Priest", who founded MIVA ("Missionary International Vehicular Association") to provide automobiles, boats and airplanes for the service of missions throughout the world (Figure 9).

Schulte's training for the priesthood was interrupted by the outbreak of World War I. He was conscripted and served in the Prussian 4th Guard Grenadier Regiment. After 2½ years he was wounded. On his recovery he joined the Air Force to be trained as a pilot, and served in Palestine. Following the war he returned to his studies at the scholasticate in Hünfeld, and was ordained an Oblate Priest of the Missionary Oblates of Mary Immaculate in 1922. As a first obedience he was sent to South Africa as a missionary.

In 1925 his childhood friend and fellow soldier Father Otto Fuhrmann died in South-West Africa of pneumonia complicated by malaria. It had taken him five days to reach the hospital of the Protestant Finnish mission where he died. This led Fr. Schulte to found MIVA to provide training and modern vehicles for missionaries, especially in Africa, Asia and Latin America.

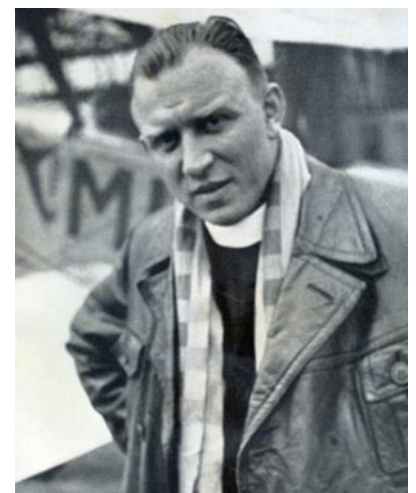


Figure 9: The 'Flying Priest' Paul Schulte O.M.I.

In 1936 Father Schulte flew to the US on the airship Hindenburg and with papal permission celebrated the world's first aerial Mass in memory of his brother Lieutenant Franz Schulte who had died of influenza in 1919 while a POW in Raikeswood POW camp, Skipton, West (now North) Yorkshire, England.



A 1937 newspaper report (Figure 10) relates that the 'Flying Priest' has crashed north of the Arctic Circle with three passengers on board, but none were injured [9].

Schulte continued his work with MIVA until his death in Swakopmund, Namibia, in 1975. He is buried beside his boyhood friend, Father Otto Fuhrmann.

Endnotes

The "Koningin Juliana" was supposed to carry Queen Juliana and Prince Bernard to the USA on April 1 for a state visit. They did make the trip but on a different plane.

When it crashed, the "Koningin Juliana" had a substantial amount of gold bars on board, some of which appeared lost for a while, but eventually all bars were recovered.

The same day that the "Koningin Juliana" crashed, a second KLM plane, the "Venlo" crashed and burned in Bangkok, but no lives were lost there.

Figure 10: Report on the crash by a plane piloted by the 'Flying Priest.' (De Zuid-Willemsvaart, April 26, 1937)

References

- [1] www.aviacrash.nl/paginas/juliana.htm
- [2] wikimiddenbrabant.nl/De_Rooi_Pannen
- [3] www.klokkenberg.nl
- [4] www.bhic.nl/ontdekken/verhalen/het-klooster-mariahof-klokkenberg-piusoord-in-tilburg
- [5] nl.wikipedia.org/wiki/Piusoord
- [6] en.wikipedia.org/wiki/Missionary_Oblates_of_Mary_Immaculate
- [7] irsomi.blogspot.com/p/en.html
- [8] en.wikipedia.org/wiki/Paul_Schulte
- [9] www.delpher.nl/

Letter(s) to the Editor

In reaction to *Great Britain Wrappers to Uncommon Destination Curaçao* by John K. Courtis, FRPSL in Netherlands Philately 43-6, 124-127, Richard Wheatley, one of our members in the UK, mailed the following comments: "The piece about wrappers going to Curacao was interesting, especially as half of the article was about Leeds. The last building that John Barron had built was a grand building, very ornate, which has now been converted into expensive offices. The other thing about the article was the mention of Jesurun, for in the middle of the 1800's he was in partnership in a shipping company called Todd and Jesurun, the vessels sailing from Puerto Cabello via LA Guaira to St. Thomas. When we were on a cruise ship we called in at the Venezuelan port of Puerto Cabello and found that the company was still operating, that was in 2008! For more info see Julsen & Benders pages 71 to 75."

Letter sent Feb. 21, 1916 from Sluis (Netherlands) to Rouen (France)

by Hans Kremer

Although the Netherlands was neutral during WWI that doesn't mean that there is no 'Netherlands' related philatelic material relating to this subject.

The cover shown in Figures 1 and 2 was sent in February 1916 from Sluis (Zeeland province) to Rouen (France).



Figure 1: Front of the cover sent February 1916 from Sluis (Netherlands) to Rouen (France).

Next we notice a "Geopend door de militaire autoriteit" (Opened by the military authority) label.

During the war, military sensitive border areas (such as the province of Zeeland) and places essential to the national defense were declared in 'state of siege', a phrase preceding the 'state of war'. The military were authorized to apply censorship to the mail. The censorship office for all mail sent from Zeeland was located in Vlissingen. In case there were complaints about censored letters the censor had to put his initials on the label.

Figure 2: Back of the cover shown in Figure 1.



The cover shows quite a number of markings, which helps to determine the route this letter took.

The publication in Reference 1 is the main source of information for this article.

The Sl(uis) large round cancel on the front shows a departure date of February 21, 1916. On the back one can make out a date of "25 (?)-" which most likely refers to February 25, 1916, accounting for a five day travel period over a distance of only 165 miles. Why did it take that long?

At the outbreak of the war direct mail exchange between the Netherlands and France was stopped. Letters were now sent via England. Also, France had a limited number of postal employees and material available.

On the back of the letter one notices (in red) what could be read as “UL” (upside down). The handwritten purple notation “France via England” was added, as well as the rectangular marker “COMMANDANT / IN ZEELAND / CENSUUR”.

In February 1916 alone about 87,000 (!) postal items were censored in Vlissingen. This too must have added to the long travel time for a letter sent from the Netherlands to France. The cover in Figure 1 should thus be considered quite common.

The mail sent through England was (until February 1917) transported by the mail boats of the Stoomvaart Maatschappij Zeeland (SMZ). The route was Vlissingen to Folkestone (England). These mail crossings were not without risks, due to the number of mines, German sub-marines and torpedo boats in the North Sea. Several of the SMZ ships were either damaged or sunk.

Since the cover in Figure 1 shows a French arrival marker we know it safely made the crossing to England and from there to France.

The French postal censorship was started in early 1915. For letters from foreign countries, such as the Netherlands, censorship was done by the “Commissions de l’interieur”. These censor/control offices were mainly located in border towns and close to main harbors. One of these offices was in Dieppe, where the incoming mail from the Netherlands was subject to censorship. The censors looked for information about espionage and for mail to Germany also to delay this mail as much as they were legally allowed to. Any delay would negatively affect Germany’s economy which would benefit Germany’s enemies. Censor mail in 1916 received an oval sticker “Ouvert par l’Autorité Militaire”. The front and back of the cover in Figures 1 and 2 show such a sticker with number “24”, which was one of the numbers 1 through 50 used in Dieppe. Mail coming from or going to the Netherlands through Dieppe usually received a number between 17 and 26. The marker “Ouvert ...” was applied after the letter had been opened (censored) and then closed with a “No. 509 Postes et Telegraphs” wrapper, before it was delivered to its final destination in Rouen.

References

- [1] John Dehé, Fons Simons, ‘Een zaak van landsbelang’, Nederlandse postcensuur in de Eerste Wereldoorlog. PO&PO, Posthistorische Studies # 31, 2014

N.E.I. The Postal Consequences of W.W.1, Part 3: The Stamp Sur-charges

by Richard Wheatley

By 1917 direct contact with the Netherlands had virtually been lost and so there were no fresh supplies of stamps. A local decision was made to surcharge in black ink some of the over-stocked stamp values when need arose. In due course just four values were surcharged at the State Printing Works in Weltevreden:

Value	surcharge	quantity	date of issue	earliest date	demonetized
2½ cent	½	3,500,000	July 1917	30 Aug. 1917	31 Dec. 1925
4 cent	1	3,000,000	July 1918	31 July 1918	31 Jan. 1930
22½ cent	17½	500,000	Nov. 1918	29 Nov. 1918	31 Dec. 1925
1 Gulden	30 cent	300,000	Sept. 1918	24 Sept, 1918	31 Dec. 1925

My 2006 NVPH catalogue states that all these surcharged stamps were demonetized on 31 January 1930!



Figure 1: Plate fault on the 22½ cent basic stamp.

The original stamps were well printed by Enschede and there is just one notable variety; on the brown and olive 22½ cent stamp there is a brown dot between the last E and the L of POSTZEGEL. This plate fault occurs on stamp 9 in the sheet of 100 stamps and of course it is to be found on the surcharged stamp (Figure. 1).

After these stamps were surcharged, the N.E.I. Postal Authority additionally hand-stamped an unknown quantity of each value diagonally SPECIMEN in 3 mm high serif letters in violet ink. Due to the black overprint, this hand-stamp does not show up very well, apart from on the 30 CENT (Figure 2).

As is the case with most surcharges, there are varieties to be found in the surcharge itself.



Figure 2: SPECIMEN hand-stamp on the 30 CENT surcharged stamp.



Figure 3a: Inverted 17½ surcharge on the 22½ cent stamp.


One sheet of 100 of the 17½ on 22½ cent stamps had the surcharge inverted (Figure 3a). My example came with a certificate (Figure 3b) saying that it was genuine, this having been signed by Hans van Dieten in 1959!

These surcharge varieties vary from value to value:

½ on 2½ cent stamp

Serif on the 1 of ½: this comes curved or flat (Figure 4) and the 2 of ½ appears broken at the thin part near the top and at the left

Figure 3b: NVPH Certificate No. 59204 dated 6 November 1959 and signed by Hans Van Dieten.





NEDERLANDSCHE VEREENIGING VAN POSTZEGELHANDELAREN
 KEURINGSKOMMISSIE

No. 59204 's-Gravenhage, 6 november 1959

Wij hebben bijgaande Nederl. Indie 1917
 17½ op 22½ c. met kopstaande opdruk
 no. 140 f ongebruikt
 onderzocht en onze mening is, dat:

de opdruk echt is.

De Secretaris: Namens de Keuringscommissie:

Deze mening wordt gegeven op grond van de aan achterzijde vermelde voorwaarden.

47752

7-



Figure 4: Serif on the 1 of the $\frac{1}{2}$ surcharge: top pair curved, lower pair flat.

1 on 4 cent stamp

There seems to have been four types of the 1 surcharge (Figure 5):

Type 1, slanting top and thick base line

Type 2, slanting top and thin base line

Type 3, flat top and thick base line

Type 4, flat top and stepped base line

17½ on 22½ cent stamp

Narrow 2 of $\frac{1}{2}$ or 2 of $\frac{1}{2}$ broken at the top (Figure 6). Also, the distance between the fraction bar and the 7 of 17½ differs, 1mm or 1.5mm.

30 CENT on 1 Gulden stamp

The surcharge is thick or thin (Figure 7).

Type 1



Slanting top
Thick base

Type 2



Slanting top
Thin base

Type 3



Flat top
Thick base

Type 4



Flat top
Stepped base

Figure 5: 1 on 4 cent surcharge, the four types.



Figure 6: 17½ surcharge on 22½ cent stamp: narrow (left) and broken (right) 2 varieties.



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Figure 7: 30 CENT on 1 Gulden stamp: the thick (right) and thin (left) surcharges.

A word of warning. As with most surcharges they are relatively easy to forge. Fortunately, just one appears in the book by Peter Van De Loo (Figure 8).

Apart from the 1 cent surcharge, the stamps were used as make-up values. The 1 cent on its own does pay a specific basic postal rate: the inland printed matter rate from 1 July 1902 to 31 January 1921 (Figure 9).

FORGERY OF: NETH.INDIES - 191/ OVERPRINT - 1A
NVPH No. 138; Scott No. 137

CHARACTERISTICS OF THE FORGERY:

1. The forged overprint has been applied to both used and unused genuine stamps (NVPH No. 103).
2. The color of the overprint ink is greyish, not deep black.
3. The drawing of the overprint differs greatly. Note especially the flag on the 2 and the slender 1.

Genuine

Forgery

<p>1</p> <hr style="width: 100%;"/> <p>2</p>	<p>1</p> <hr style="width: 100%;"/> <p>2</p>
--	--

Figure 8: 1/2 on 2 1/2 cent forgery illustration from book by P.F.A. van de Loo, *De vervalsingen van Nederland & O.G., Filatelistenvereniging Hilversum en Omstreken*, 1981.

Drawings enlarged about 8 times.



P.F.A. VAN DE LOO - PHILATELIC SOCIETY HILVERSUM - THE NETHERLANDS

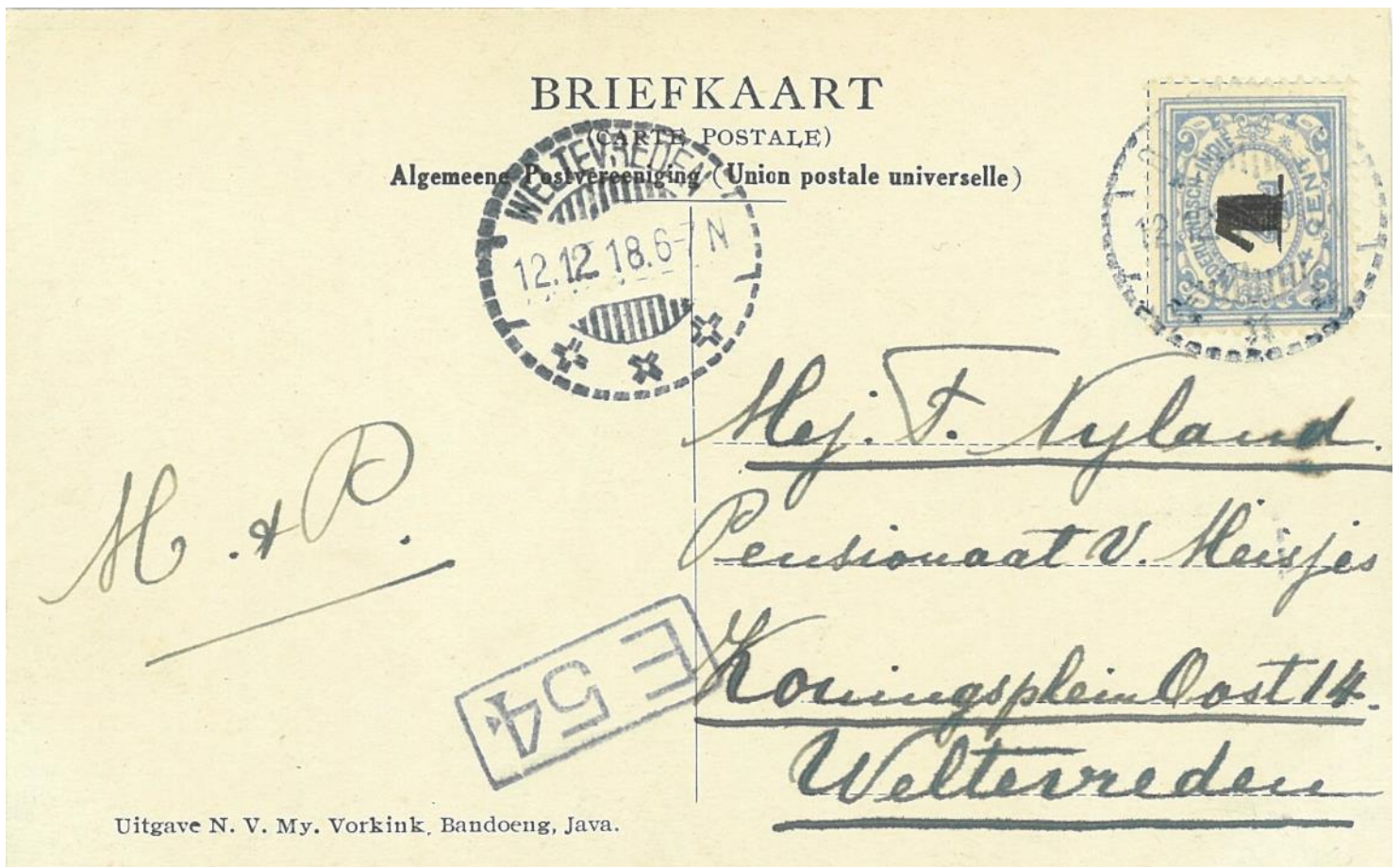


Figure 9: 1 on 4 cent surcharge used at the correct rate on a picture post card 12 December 1918. On reverse a black and white photo of Bandoeng Groote Postweg.

Interesting Websites

www.etsingnummers.nl

A website (in Dutch) dedicated to plate and etching numbers on stamps and selvage. Some parts still under construction.

www.frankeerstempel.nl/

Site for collectors of franking machine cancels. Need to become a member to fully utilize the site (in Dutch).

www.havirho.eu

Extensive overview of registration ('aantekenen') labels used in the Netherlands.

The “Amsterdam E” train markers

by Hans Kremer

When I saw the two covers (Figures 1 and 2) with “Amsterdam E” markers on them I checked Vellinga’s publication to see what he had written (if anything) about it. Vellinga shows types 57 and 121 (Figure 3).



Figure 1: Letter sent March 1901 from Iowa to Amsterdam with “Amsterdam E” marker on the back.



Figure 2: 1894 Postcard with “Amsterdam E” marker on front.



Figure 3: Vellinga Type 57 (left) and 121 (right).

Vellinga’s type 57, a small round cancel, was most likely first issued late September 1892 and has been seen as late as September 1903. The large round version (Vellinga type 121) was issued in January 1896 and has been seen till October 1908.

the Amsterdam E marker is dated 29th December 1892. The following information is available from P.J.A. Veen of Nijmegen as a result of statements made by a former train company employee handling the mail on board a train. The mail to and from England and to and from other countries via England, including the West Indies, which went via Vlissingen-Queenborough (according to PTT Service Order of 1st May 1894) was escorted to and

from Roosendaal by an Amsterdam official who sorted out the mail for Amsterdam and postmarked it – letters on the reverse side and postcards on the address side.

For this purpose an Amsterdam mark with the train character E was used since the time of arrival would not always be the same. This postmark replaced the normal marker used at arrival (in Amsterdam) of the mail.

This postmark was also used on the route Amsterdam – Vlissingen for mail posted at Amsterdam at the last moment, for mail lifted from the station box or found in the train box, so that the postmark also did service as a cancellation.

According to the DO. and M. in question the mail was carried both before and after 1st May 1894 respectively by the train E Rotterdam-Vlissingen and II Vlissingen-Rotterdam, so that the character E was not chosen at random. Later the train ran via Breda and Utrecht.

At the suggestion of Cees Janssen I contacted Kees de Baar, who is a well-known expert on the philatelic history of Zeeland, asking him what he knew about the Amsterdam E markers. Kees mostly agreed with what Vellinga wrote, however, Vellinga implies that the E possibly refers to the E Rotterdam-Vlissingen train, while Kees is of the opinion that the E refers to the E of the Express mail train, which ran from Vlissingen via Roosendaal, 's Hertogenbosch and Utrecht to Amsterdam. Kees also writes: Letters that were mailed aboard the North Sea ferry sometimes also received this cancel. They are also known as 'ordinary' Amsterdam arrival cancels and in some cases were used to obliterate letters from foreign countries when the stamp(s) was/were not canceled. Kees also mentioned that the markers/cancels are not particularly rare.

Express Train history

The Dutch government (which 'owned' the PTT and also controlled Staatsspoor (national railroad)) contracted with the Stoomvaart Maatschappij Zeeland (known as SMZ or in English as Zeeland Steamship Company) on October 3, 1876 for mail delivery between England and the Netherlands. After some hiccups, from 1887 on twice daily (once in the morning and once in the evening) mail service was established between Vlissingen and Queenborough, connecting with rail transportation of the mail to Dutch destinations.

To better understand what happened before this express train started its regular schedule on December 1, 1892 one has to look at the involvement of the Chamber of Commerce (C of C) in getting this express train going. Among the board of directors of the SMZ was a representative of the Amsterdam C of C. There was also a well-connected Dutch C of C office in London.

In October 1891 the Dutch C of C office in London sent a letter to the Dutch government pointing out that mail sent from London arrived too late at the Amsterdam Bourse for the merchants operating there to reply in a timely matter, so that a day would be lost (and more important, money) for such a reply to arrive back in London.

The C of C pointed out that by setting up an express mail train departing from Vlissingen and stopping only in Utrecht on its way to Amsterdam the mail could arrive in Amsterdam already at 10.40 in the morning, especially if mail could be sorted aboard the train instead of upon arrival in Amsterdam.

The government's reply was that it would cost at least fl 40,000 which it couldn't afford, but the Dutch C of C in London did not give up that easy and with the support of the Amsterdam C of C finally convinced the Dutch government of the positive postal revenue such an arrangement would bring, apart from the financial benefits to the merchants. A note in the newspapers of end July 1892 announced the approval of the express train starting with the winter train schedule(Figure 4).

It was followed end November 1892 with an announcement in the newspapers of the schedule of the express train starting on Dec. 1, 1892 (Figure 5)

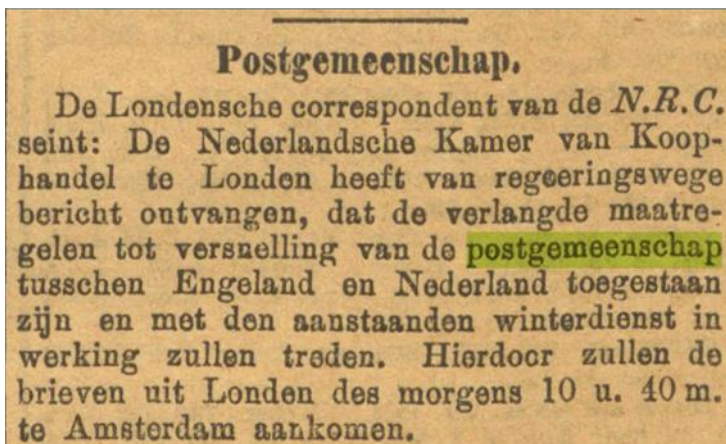


Figure 4: July 29, 1892 newspaper clipping announcing the approval of the express train later that year (*Algemeen Handelsblad*).



Figure 5: Announcement of the schedule of the express train.

The announcement (Figure 5) states that the train would leave Vlissingen (harbor) at 6.40 a.m., arrive in Utrecht at 9.36 a.m. and arrive at the Amsterdam Weesperpoort train station at 10.10 a.m. The schedule in the opposite direction is also given so letters on the Amsterdam Weesperpoort train of 6.20 p.m. would arrive on time in Vlissingen (9.48 pm) to be aboard the night ferry to Queenborough and on to London, arriving there early next morning.

I found it curious that the express train would stop at the Amsterdam Weesperpoort train station instead of going straight to Amsterdam's Central Station. It turns out that the Weesperpoort station was a 'terminus' (Figure 6), located at the end of the line coming from Utrecht, passing the Nieuwer-sluis – Loenen station. The locomotive pulling the train coming from Utrecht was replaced by a locomotive at the other end of the train, which then pulled the train cars in the opposite direction into the Central Station, where it arrived at 10.25 a.m. Here is where the mail was taken off the train and transported to Amsterdam's main post office, where it would

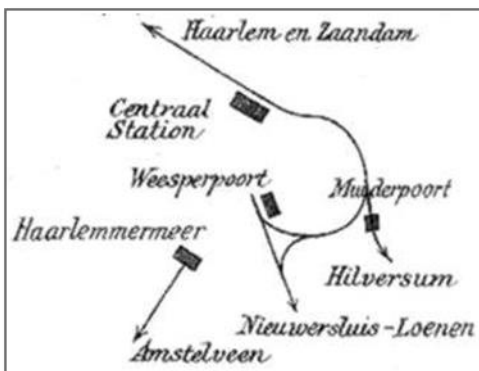


Figure 6: 'End Station' Weesperpoort.

be available to P.O.Box holders at about 10.40 a.m. (Figure 7).

Figure 7: Mail would be available at 10.40 a.m. for P.O. Boxes.



As of May 1, 1898 the English “Great Eastern Railway” took over the English mail destined for the cities of Rotterdam, ‘s Gravenhage, Leiden, Haarlem, and Amsterdam. Their route went via Harwich to Hoek van Holland. No “Amsterdam E” markers were used on that mail. However, mail coming from other countries going thru England on its way to the Netherlands still went via Vlissingen and it still received the “Amsterdam E” marker on it.

Note:

The general consensus is that the “E” stands for Expres. However, based on the fact that the Vlissingen-Amsterdam express train originally was created solely for mail to and from England makes me think that the “E” in “Amsterdam E” could very well stand for “Engeland”.

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Link to Volumes 1-43

As mentioned in Netherlands Philately, 43-5, page 114, Hans Kremer has created a spreadsheet that directly gives one access to the contents of all ASNP Volumes, published since its inception in September 1975.

It has now been made available on dlkremer.angelfire.com/ASNP.Vols.1-43.xls

You can scroll up and down the spreadsheet to see the titles of the articles printed in the various issues. If you see an article you would like to read, simply click on the blue button and the issue containing that article should open up. If you would like to see what is published about a certain subject you should first click on the small square with the triangle on the top left to highlight all data. Once the data has been highlighted, click on “Find&Select” in the toolbar and click “Find” again, which brings you to a screen says “Find what” where you’ll type in the subject you are interested in then click on “Find Next”. Once you have found what you are looking for, you can click on the Volume number in column B, and the corresponding magazine will appear after a few seconds as a pdf-file.

Missed the Boat

by Ben H. Jansen

My major collecting interests are mail pieces that could not be delivered and were returned to sender. Two such pieces are shown here, both addressed to persons aboard a ship.

The postcard shown in Figure 1 was mailed on March 29, 1902 from Amsterdam to Livorno (Italy) and addressed to 'L. v.d. Moer, Stuurman a/b S.S. "Helena" K.N.S.M. (Kapitein J. de Jong)' or to the First Officer of the steamer Helena (a ship of the Koninklijke Nederlandsche Stoomvaart Maatschappij) with Captain J. de Jong. The postcard was received back in Amsterdam on April 27, 1902, with an 'Al mittente' (back to sender) label and boxed marking, plus two imprints of the 'SCONOSCIUTO AI PORTALETTERE' (unknown to mail men) stamp, and it was delivered at the Prins Hendrikkade 161, which was then the headquarters of the K.N.S.M.



Figure 1: Postcard mailed on March 29, 1902 to Livorno, Italy.



The S.S. Helena (Figure 2) was built at Scheepswerf Rijke & Co., in Rotterdam as a cargo ship with accommodations for two passengers (and up to 32 deck passengers) in 1899 for the K.N.S.M. which owned the ship through 1922 when it was sold to a Greek company. In March 1941 an air raid caused the ship to sink at Tigani (Greece), it was raised and sunk again in September 1943 at Piraeus (Greece). Unbelievably, it was raised once more and sunk for a final time by a British submarine near Andros (Aegean Sea) on July 10, 1944.

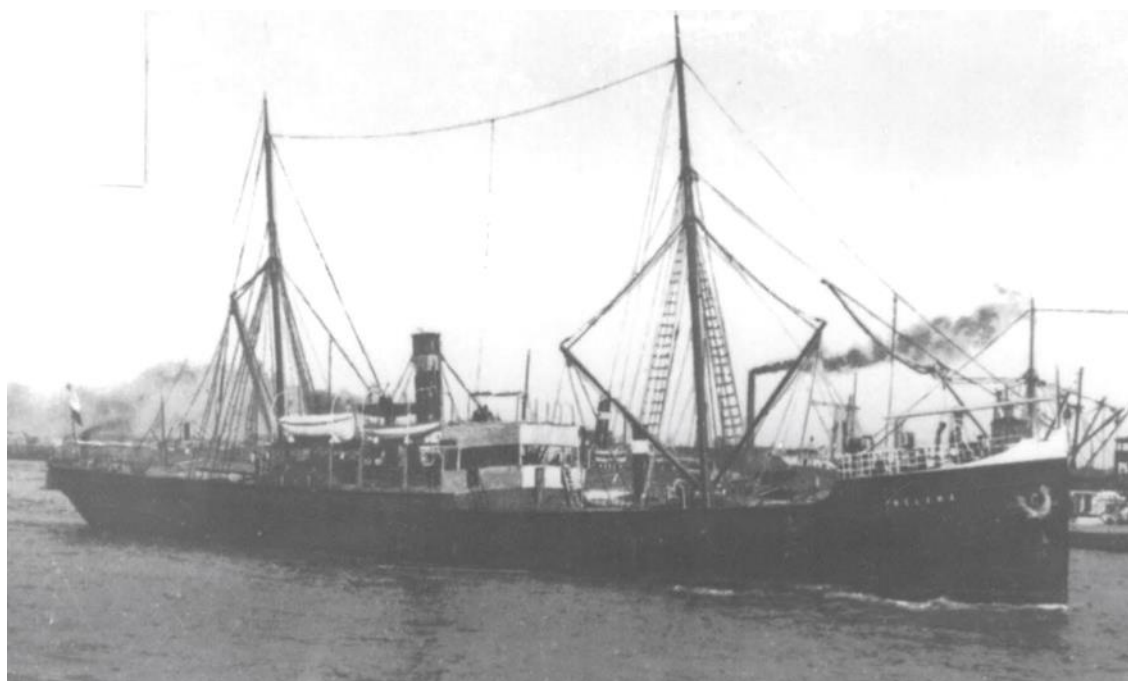


Figure 2: S.S. Helena.

Captain de Jong was the first captain in charge of the Helena.

A search through contemporary newspapers revealed the travels of the Helena during March and April of 1902. It had arrived in IJmuiden from Smyrna (present name Izmir), Turkey on March 9, with fruit and general cargo (Figure 4). The S.S. Helena left for Lisbon on March 22 (i.e., a week before the card was mailed), see Figure 5.

After stops in Seville (Spain) and Genoa

(Italy), it arrived in Livorno on April 13 (Figure 6). It departed from Livorno on April 16, heading to Naples (Figure 6). From there it made stops in Catania and Palermo on Sicily, and Meta (25 km southeast of Naples) before heading back to IJmuiden where it arrived on May 13 (Figure 7).

IJmuiden 10 Maart (3 n. v.m.) Wind NW. kleine koelte. lucht helder.
aangekomen
9 Lovisa, S. Stockholm
Minister Tak van Poort-
vliet, S. Hull
Mayland, S. Mobile
Helena, S. Smyrna
Haugesund, S. Newcastle
Drammen, S. Christiania
(11 u. 20 m.)
Glenwira, S. Leith

Figure 4: Algemeen Handelsblad, March 10, 1902.

Vertrokken
22 Mrt Vrijheid, st.
Goole
Vreede, st. Londen
Echo, st. Bristol
Gauss, st. Bremen
Eemstroom, st. Hull
Helena, st. Lissabon
23 Mrt Etna, st.

Figure 5: Rotterdamsch Nieuwsblad, March 25, 1902.

IJMUIDEN aangekomen
13 Mei Minerva, st. Spanje
Helena, st. Meta
14 Mei Neutral, st.

Figure 7: Rotterdamsch Nieuwsblad, May 15, 1902.

Genua.
— Het st. **Helena** arriv.
13 April te **Livorno** van
Genua.
— Het st. **Minerva** arriv.
13 April te **Malaga** van

Figure 6: Het Nieuws van de Dag, April 15, 1902.

Amsterdam.
Het st. **HELENA** vertr. 16 dezer van **Livorno** naar
Napels.
Het st. **MARS** vertr. 16 dezer van **Barcelona** naar

Figure 6: Het Nieuws van de Dag, April 12, 1902.

The 5 cent stamp on the card paid for the proper postage for foreign destinations, so it is likely that the card arrived in Livorno before the Helena. Possibly, the Italian postmen were confused about the amount of Dutch text in the address and did not realize that the ship would arrive shortly.

A second case of missing the boat is presented in Figure 8. It concerns a postcard mailed on October 6, 1922 from Leiden to a passenger aboard the S.S. Moerdijk, in Rotterdam.



Figure 8: Card from Leiden to Rotterdam.

The 7½ cent stamp paid the correct domestic fee for a postcard mailed between March 1, 1921 and September 30, 1916.

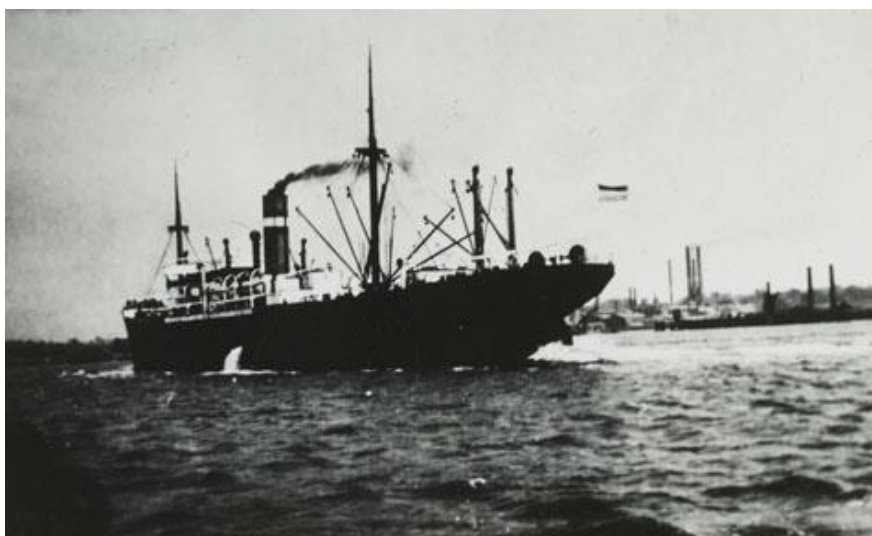


Figure 9: S.S. Moerdijk leaves Rotterdam harbor.

remained mothballed until the disagreement had been solved. The HAL won the case and the ship was transferred to Rotterdam in 1920 and re-christened the "Moerdijk". She made her first voyage, to South America, on June 30, 1920. She was sold for scrap iron on August 28, 1933.

The S.S. Moerdijk (Figure 9) was a ship of the Holland America Line, and was build by Joh. C. Tecklenborg AG schiffwerf Maschinenfabrik, Geestemünde in Germany and launched in 1914 as the "Denderah" for the Deutsche Dampfschiffahrt's Gesellschaft Kosmos from Hamburg (Kosmos Line). It was mothballed upon completion and subsequently purchased by the HAL. The ship remained mothballed for the duration of the war, but was registered as a Dutch vessel on August 28, 1915. Once the hostilities had ended in November 1918, the Allies demanded that the ship was handed over to them, because they did not recognize the legality of the 1915 agreement. The ship was transferred to the British Shipping Controller and re-

Announcements in contemporary newspapers show that the Moerdijk arrived in Rotterdam from Antwerp on October 5 (Figure 10).



Figure 10: S.S. Moerdijk arrived in Rotterdam from Antwerp on October 5 (*Voorwaarts*, Oct. 5, 1922).

A second announcement mentions that she departed from Rotterdam with destination the Pacific coast on October 7 (Figure 11). A later publication mentions that she left in the afternoon.

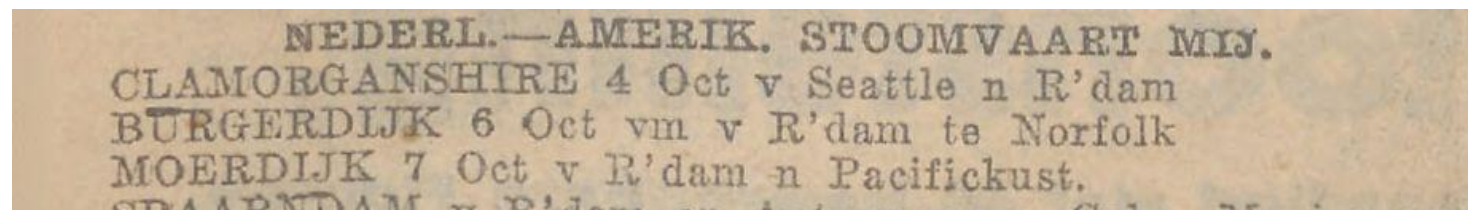


Figure 11: S.S. Moerdijk leaving Rotterdam for the Pacific coast on October 7 (*Voorwaarts*, Oct. 7, 1922).

She arrived in London on the afternoon of October 8 and on October 12 it is reported that she has left Gravesend at 7:30 pm October 11 for San Francisco (Figure 12).

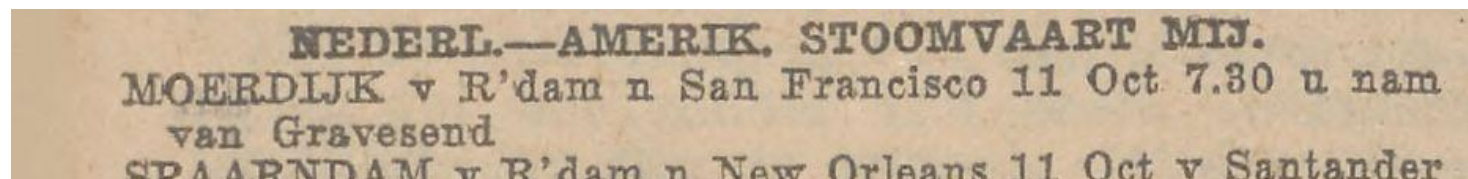


Figure 12: S.S. Moerdijk leaving Gravesend on October 11 for San Francisco (*Voorwaarts*, Oct. 12, 1922)

Back to the postcard. Upon arrival in Rotterdam, 'Rotterdam' was scratched out with purple pencil and someone added (faintly) 'Holland Amerika Lijn Antwerpen' with the same pencil and the card was forwarded to Antwerp. The proper fee for a card to foreign destinations was 12½ cent, so the Belgian post placed a 'T' to indicate that additional postage was due and attached a 10 c postage due stamp, canceled with an Antwerp October 9, 1922 14-15 circular imprint. Since the Moerdijk had left Antwerp on October 5, a white label with blue text 'Departed without indicating address' (in Dutch and French) was attached. Other mark placed by the Belgian post include 'undeliverable rebut' and 'back to sender'. The text 'Ruys & Co' was penciled to the left of the Dutch stamp, and refers to the ship owning company of that name. The deliverer cancel '40' probably indicates that the card was returned to the senders on the Rijnsburgerweg 14 (address written on the back).

Since the postcard was mailed on October 6, and Leiden is only about 36 km from Rotterdam it is hard to understand why the card did not arrive in Rotterdam on time. Most likely human error is to blame for not realizing that the S.S. Moerdijk was in port.

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Delpher.nl
www.verenigingdelijn.nl
www.marhisdata.nl
www.scheepsindex.nl

Magazine Reviews

by Hans Kremer

Po&PO De Postzak # 224, March 2019

There are a number of shorter articles as well as two longer ones in this issue.

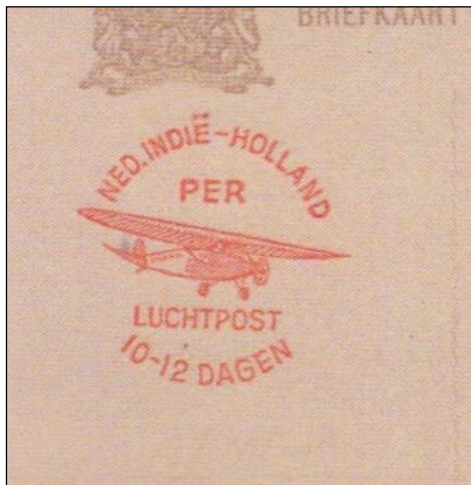
Ruud Verberne writes about a 1910 'Registration Automat', used in 's Gravenhage, which created Registration markers for already properly franked registered mail. Instead of waiting in line to get a Registration sticker added to your letter, an R-marker was applied to the letter by just inserting the letter into a slot of this machine. The machine, for various reasons, was not a success so finding a letter with such a marker should make your day.



Jos Stroom, in continuation of his article in Postzak#223, gives a very detailed description of the Dutch Columbia-machine cancels used on outgoing mail in Amsterdam and Rotterdam.

Website: www.po-en-po.nl

De Aero-Philatelist 2019-2



**NED.INDIE-HOLLAND / PER /
LUCHTPOST / 10-12 DAGEN**

Jacques Bot covers Dutch East Indies Airmail Propaganda (1930-32). Texts such as NED.INDIE-HOLLAND / PER / LUCHTPOST / 10-12 DAGEN were overprinted on four different pre-paid postcards, two pre-paid envelopes, and on one pre-paid letter sheet. - Paul Daverschot shows the difference between the Polish SP-AJU and the Dutch PH-AJU planes. Stanislaus Jakub Skarzynski 1933 flew the SP-AJU across the Southern Atlantic. The PH-AJU (Uiver) is famous for the 1934 London-Melbourne (Australia) Race. - Ronald Dijkstra discusses the history of the Boeing 747 and its use by the KLM. The first time KLM used a Boeing 74 was on February 15, 1971 on a flight from Amsterdam to New York. KLM is slowly replacing the 747s with the 787. This transition should be complete in 2021.

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

Nederland Onder de Loep # 213, Vol 2/2019, August 2019

Klaus Huber opens this issue with an article about 'Transit mail from the Netherlands to Austria and Italy thru Bavaria from 1817 till 1850'. The article is richly illustrated with 17 high quality scans of covers. With each cover comes a full explanation of all markings and breakdown of postage paid.



Brief 16: Franco Füssen in blau, hier verwendet in Arnheim
Einfacher Brief aus Delft nach Nice (Sardinien) vom 26.5.1850

Rückseite: **80 Cent** (25 Cent bis Arnheim, 55 Cent Weiterfranko an Preußen bis Füssen).

Der Kartenschluss Bingerbrück-Innsbruck lief im stillen Transit durch das taxissche Postgebiet und Bayern, wobei diese Postverwaltungen von Preußen entschädigt wurden.

Vorderseite: In Mailand wurde **T.A.3.** (TRANSIT AUTRICHIEN) gestempelt. Die Portobelastung für den Empfänger belief sich auf **20 Soldi (T.A.3. = 10 Soldi, Inland bis 235 km = 10 Soldi gem. Tarif 1844).**

Entsprechend dem Vertrag zwischen Österreich und Sardinien 1844 erhielt Österreich für seinen Transit 1,00 Lira pro Unze.

Adam van der Linden shows eight postage due covers explaining why postage due was paid for with regular stamps instead of the special postage due stamps.

Udo Zimmermann interviewed Wil Verbeek of the Vereniging voor Kinderpostzegels en Maxifilie who went over the history of the Child Welfare 'Thank You' cards. Traditionally Child Welfare stamps are sold every year by schoolchildren. The Thank You cards were later on sent to their teachers. Over time the Thank You cards were replaced by other items and additional products were sold as well. All for a good cause!

PostNL recently issued 10 stamps (Five different designs) showing various stand out Architectural designs. One of the designs shows the van Nelle (tobacco) Office in Rotterdam. If you take a close look at the text in the yellow boxes you will notice that it says "1923" in one of them and "1931" in the other. F.Y.I: 1923 is the correct date.

Website: www.arage-niederlande.de





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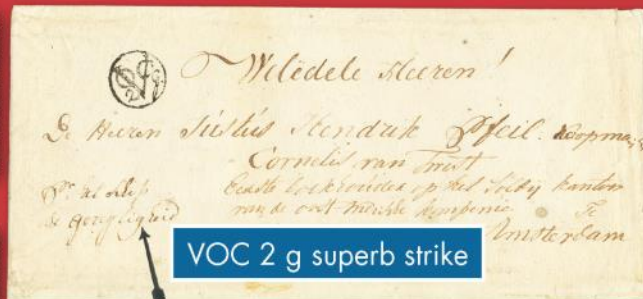
AUCTION 242-243

14 & 20-21 SEPTEMBER 2019

Incl. NETHERLANDS 1852 – The Gerard van Welie Collection



Coevorden mail coach



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HIGHLIGHTS

- "Postal services in rural areas of the Netherlands before 1850" – The Hotze Wiersma Collection
- "Netherlands 1852" – The Gerard van Welie Collection
- Netherlands Indies – Prephilately, classics and cancellations
- Indonesia and sub-areas with rare material and varieties
- Specialised Air Mail collection of Netherlands and former colonies
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