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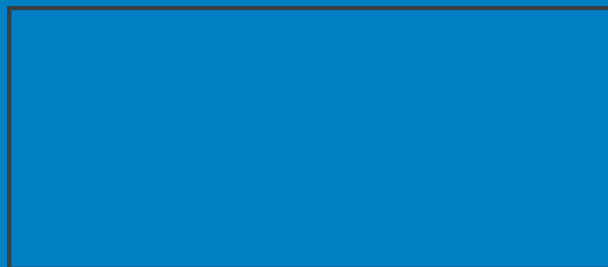
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# Netherlands Philately

Magazine of the American Society for Netherlands Philately

Volume 44/3



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# NETHERLANDS PHILATELY

## Magazine of the American Society for Netherlands Philately; Volume 44/3

### Magazine Editor

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

### President

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

### Vice President

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

### Treasurer

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

### Secretary

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

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### 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

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

### British Representative

Richard Wheatley

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Tony Schrier  
tschrier@aol.com

### Editor's Message

January, 2020

Dear Fellow Collectors,

Happy New Year; the year of perfect vision has begun!

The Magazine contains a variety of articles, hopefully 'Voor Elck Wat Wils' (G.A. Bredero). However, lack of articles forced me to again cut the size to 24 pages instead of the customary 28. The reduced size leads to significant reduction in mailing costs, which our Treasurer likes a lot, but I prefer more copy. In this context, I want to draw your attention to the article on pages 61/62. It is based on an e-mail from David Steensma in reaction to my 'House Destroyed' article which appeared in the previous issue. Starting from David's findings, I was able to uncover some additional information and some editing resulted in the 1.5 page article. I'll be happy to assist other members expanding short notes on interesting postal items into longer articles.

My wife and I visited the Netherlands in November of last year, where I had a chance to meet our member Willem Pasterkamp (posthistorie.nl) and his wife and daughter in Urk, who treated us to a lunch to die for.

In March, I hope to meet two of our members 'down under' when we visit Adelaide on our way to Ayer's Rock (Uluru) and Melbourne. As a consequence, issue 44-4 may be late.

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 Senf Brothers in Leipzig.

by Hans Kremer

The postcard shown in Figure 1 was sent in 1905 from Curaçao to the Senf Brothers in Leipzig, Germany. The last name of the person sending it is obliterated, by I'm sure it reads Maduro, a very prominent family in Curaçao. The card was sent Via New York on the s.s "Zulia".

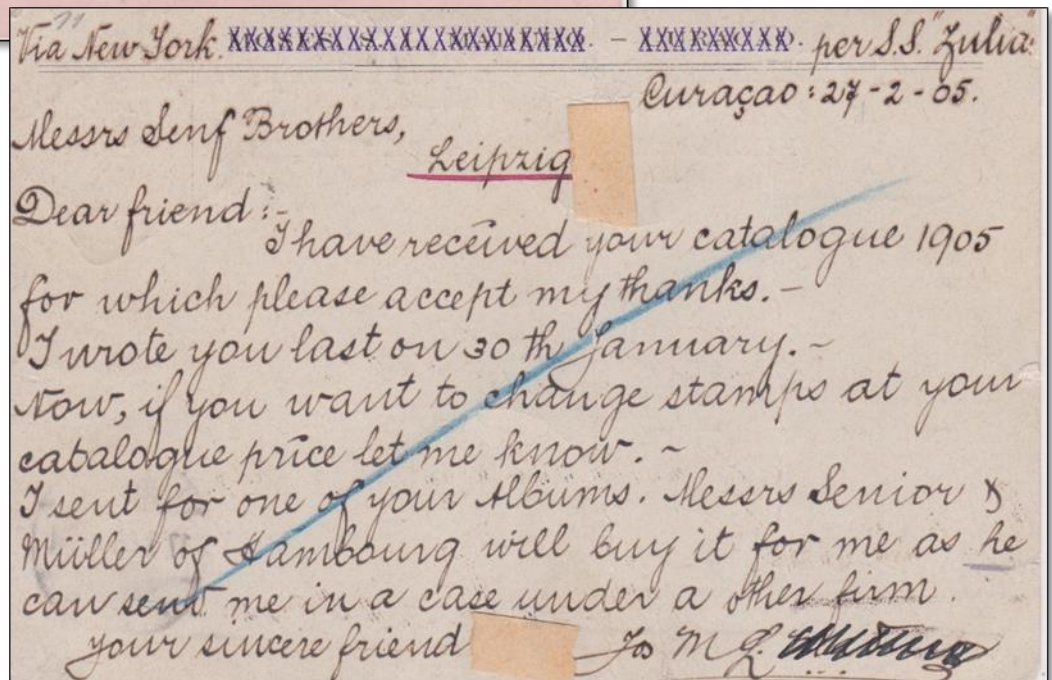


The message on the back of the card expresses thanks for the 1905 Brothers Senf's catalog received, and a query to see if the addressee wants to (ex) change stamps at the prices as listed in the catalog. The sender has also ordered an album from the Senf brothers, to be picked up by an acquaintance from Hamburg.

Figure 1: Left: Front of 1905 postcard sent from Curaçao to Leipzig. Bottom: Back of card.

In 1872, at the tender age of 17, Richard Senf opened a stamp shop in Leipzig. He soon began to produce philatelic publications. In 1874, his brother Louis took over the stamp and publishing businesses. Then, in 1880, Richard came back into the business, taking over responsibility for the publishing side. Louis continued with the stamp trade, and, among other things, opened a department for inspecting stamps.

Richard was a good researcher and editor and from 1892 he published an annual illustrated catalogue. This catalogue was the World's best in its time and there were many editions. The copy shown in Figure 2 is the 1905 catalog referred to on the back of the postcard.



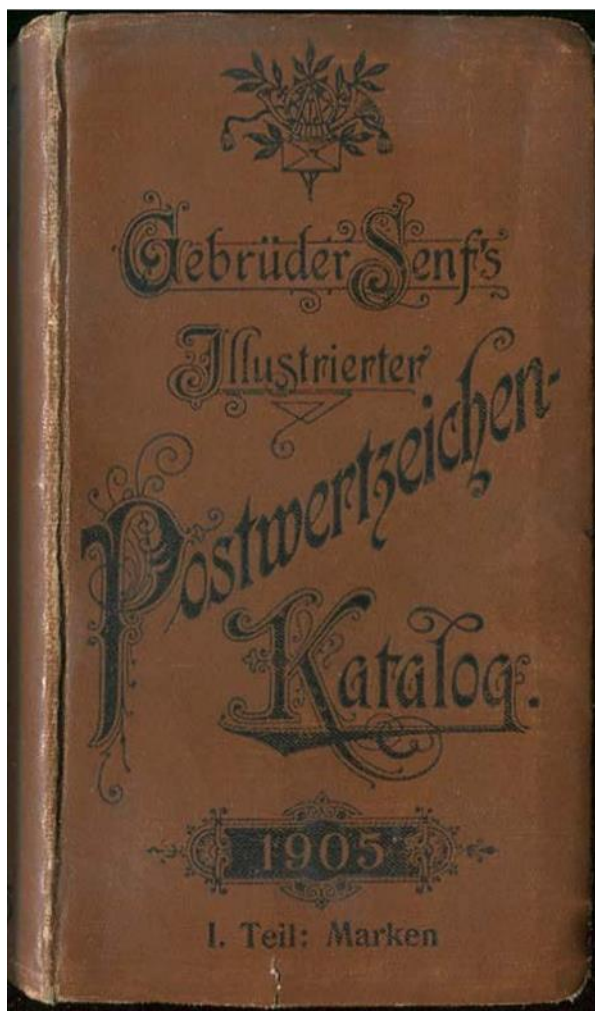


Figure 2: 1905 Brothers Senf's Catalog.

The fact that this catalogue was a real success is demonstrated by the following recorded circulation figures:

1892: 16,000; 1893: 21,000; 1894: 25,000; 1895: 25,000; 1896: 25,000; 1897: 25,000; 1898: 25,000; 1899: 23,000; 1900: 20,000; 1901: 20,000; 1902/03: 18,000; 1904/05: 22,000; 1905: 25,000; 1906: 28,000; 1907: 27,000; 1908: 32,500; 1909: 31,000; 1910: 30,000; 1911: 33,000; 1912: 36,000.

The s.s. Zulia (Figure 3) was owned by the Atlantic and Caribbean Steam Navigation Co., commonly known as the Red "D" Line as they flew a white house flag with a large red D in the center (Figure 4).



Figure 3: s.s. Zulia in Curaçao

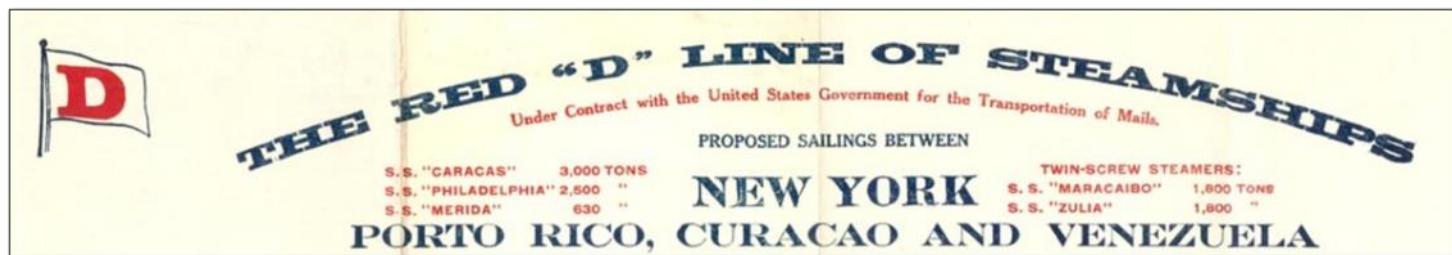


Figure 4: Red "D" line advertisement

The shipping line was originally founded by John Dallett with his brother, Thomas in 1820 in Philadelphia. The 'D' in the house flag reflected the primary partner in the company which was the Dallett family. The formation of the Atlantic and Caribbean Navigation Co. in 1881 occurred when operations formally moved from Philadelphia to New York. The s.s. Zulia sailed from New York to Mayaguez (Porto Rico), La Guayra (Venezuela), Curaçao and back to New York.



# N.E.I. The Postal Consequences of W.W.1.

## Part 5: Disruption of the Mail Routes.

*by Richard Wheatley, FRPSL*

The Netherlands and its Colonies were neutral in World War One and partly because of this, overseas mail was disrupted. To add to this, the Netherlands had a long common border with Germany, which the Allied Powers viewed with suspicion, fearing that non humanitarian supplies would cross over the border.

Before the war, mail to the Indies took between four and five weeks to arrive. This depended upon whether it was sent over land to Marseille (4 weeks), or if sent Zeepost (Sea mail) on a Dutch ship around the Iberian peninsula (5 weeks). During the war six or eight weeks was fast, although lengthy delays were more the norm.

Table 1 shows the mail routes of the Dutch boats sailing to the Indies during the war.

*Table 1: Mail routes during W.W. 1 between The Netherlands and N.E.I.*

<i>Routes</i>	<i>Means</i>	<i>Period</i>
Suez Canal	Dutch mail ships	1914 Aug to 1915 Dec 23 1916 Nov 15 to 1917 Jan 17
Cape of Good Hope	Dutch mail ships	1915 Dec 23 to 1916 Aug 23
Suez Canal	Dutch cargo ships	1915 Dec 31 to 1920
Hong Kong hub	Dutch mail & cargo ships	1915 to 1919
India & Suez Canal	Local and P&O ships	1914 Aug to 1917
Suez Canal	French MM ships	1916 Jan 2 to 1919 Jan
Suez Canal	British P&O mail ships	1916 Jan 2 to 1919 Sept

Some time ago I found a small bundle of envelopes which had been sent by various family members to a seaman sailing with K.P.M. (Koninklijke Paketvaart Maatschapij). K.P.M. had a large fleet of various size ships that kept all parts of the Indies in touch, carrying passengers and cargo on a regular schedule. It even sailed as far as East Africa, India, and Hong Kong! The seaman was named A.J. Vegter and he was an engineer on the K.P.M. ships.

Up until early 1919 the letters were addressed to him care of K.P.M. at Weltevreden (Java), after then, to him at the K.P.M. office at Bandjermasin (Borneo) up to at least August 1920. The last item I have to him is dated January 1926, which is addressed to him again, care of K.P.M. Weltevreden.

When the letters reached the office in Weltevreden the staff looked at their schedules to find which ship he was serving on and where it was, the letters were then forwarded to him.

Just one of the K.P.M. ships mentioned here deserves a special comment. The ss “Rochussen” (see Figure 5) was requisitioned by Britain on 21 March 1918 in accordance with the “Right of Angary”. This refers to the right of a state at war, in circumstances of necessity, to seize or destroy property belonging to a neutral state. At this time in the war the Allies were in dire need of shipping, for so many of their ships had been sunk by mines or torpedoed. Therefore, the warring parties “borrowed” ships and their crews from neutral countries. The “Rochussen” was returned to K.P.M. in 1919.

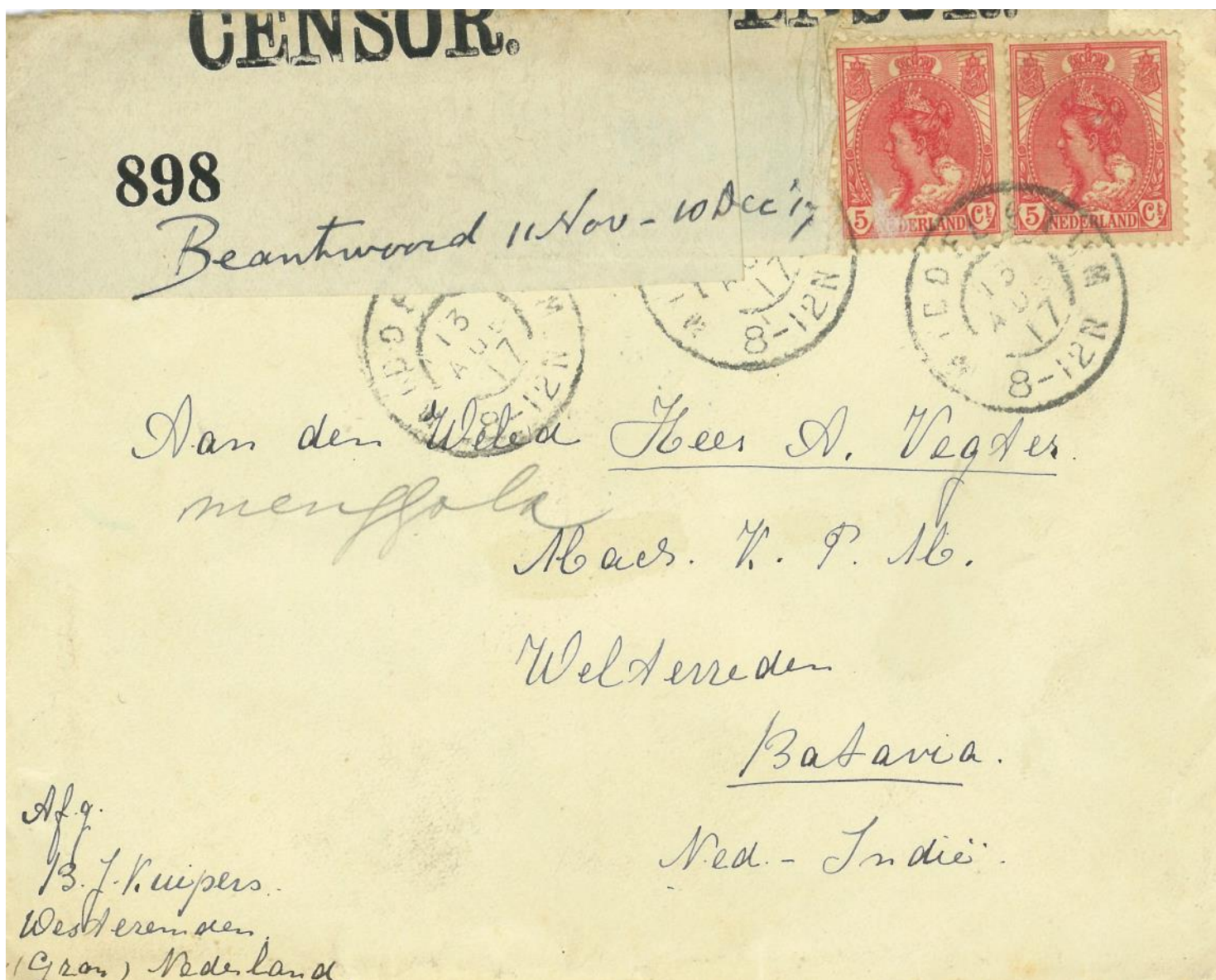


Figure 1: By Dutch ship, 10 cents postage, the 2nd step Zeepost letter rate 1907 to 1919). Transit 12 weeks.  
Posted Middelstum 13 August 1917. At Weltevreden endorsed in pencil "Menggala" – the name of the K.P.M. ship that he was serving on.



Figure 2: By Dutch ship, not censored. 12½ cents UPU letter rate. Transit 11 weeks.  
Posted Appingedam 16 December 1918. Endorsed at Weltevreden "ss Sampit / Soerabaja Oedjoeng" The Oedjoeng post office was at the entrance to the Soerabaja commercial harbor.





Figure 3: By P & O ship to Singapore, 12½ cents UPU letter rate. Transit 10 weeks.  
Posted s' Gravenhage 17 February 1919. On reverse N.I. POSTAGENT SINGAPORE transit cds. Forwarded to Bandjermasin  
(Borneo) by K.P.M ship.

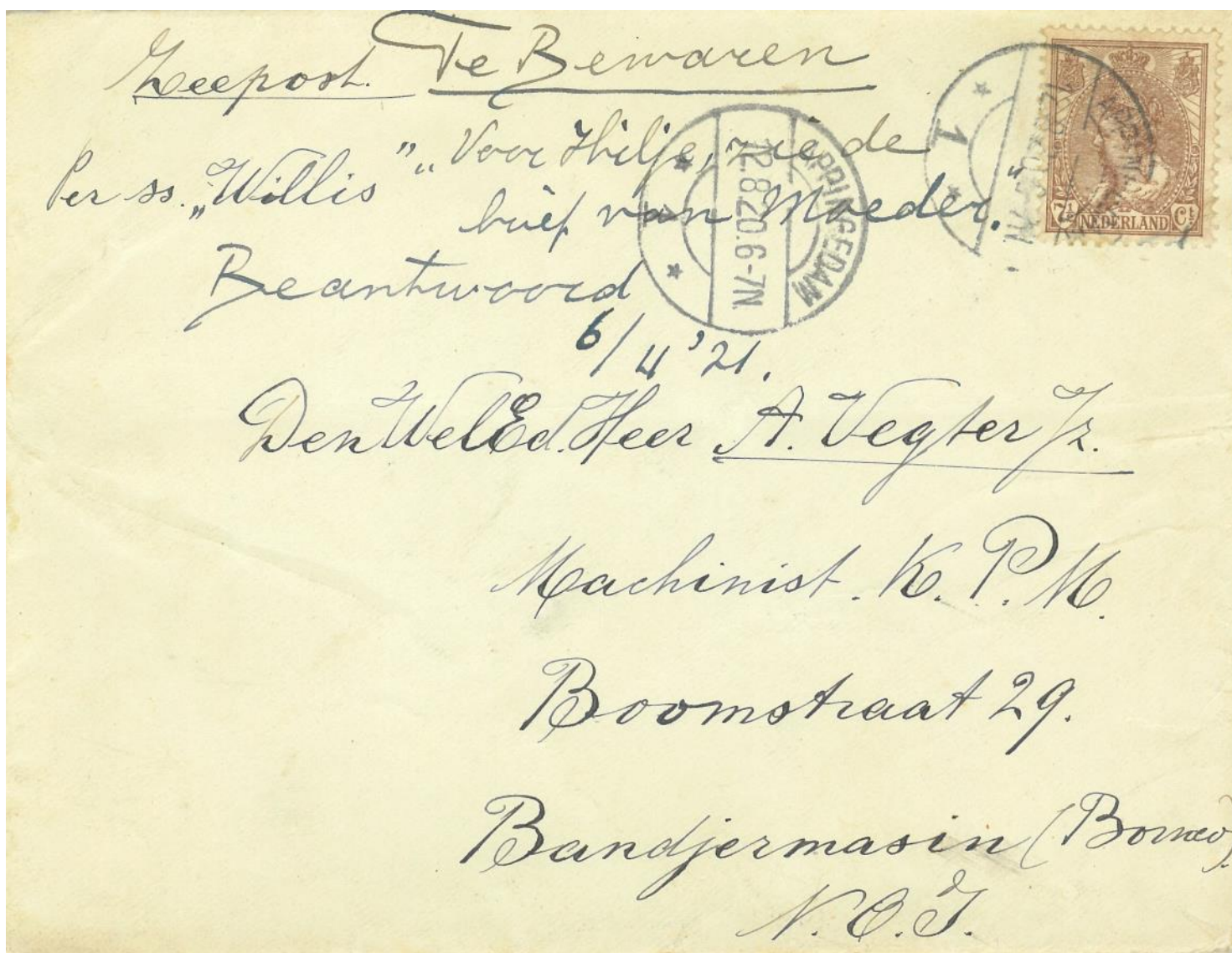


Figure 4: By Dutch ship, 7½ cents postage the reduced Zeepost letter rate (1919 to 1921). Transit 6 weeks. Posted Appingedam 12 August 1920. Now the war is over and things are gradually returning to normal.





Figure 5: By Dutch ship, 15 cents postage for 2nd step Zeepost letter rate (1921 to 1937). Transit 6 weeks.  
 Posted s'Gravenhage 19 January 1926. Endorsed in pencil at Weltevreden "Rochussen" – the name of the K.P.M. ship that Vegter was serving on.

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## The 1956 Child's Welfare First Day Cover.

*by Ben H. Jansen*

First Day Covers are typically considered to be 'filatelistisch maakwerk' (philatelically produced). Yet, at times, interesting aspects are associated with them. Here I present one such case.

Figure 1 shows the front of a FDC issued in 1956 on the occasion of the release of the Child Welfare stamps. Three of the stamps in questions sport surcharges greater than 50% of the regular value, making them 'persona non grata' at international stamp shows. The total postage paid, exclusive the surcharge, was 39 cents, which more than covered the 7 cents port for a closed envelop and 20 cents registration fee.



Figure 1: FDC of the Child Welfare Stamps 1956.



The cover could not be delivered, and was opened by the PTT to determine the sender's address (written in red ink), resealed by a blue closing label, and returned. A large variety of these closing labels exist, with changes in the text and printing numbers. This one is Gv P 169 – o 441 – '55, suggesting it was printed in 1955.

A second example of the Child Welfare FDC is shown in Figure 2. This one has been registered as well, but was delivered without any problem.

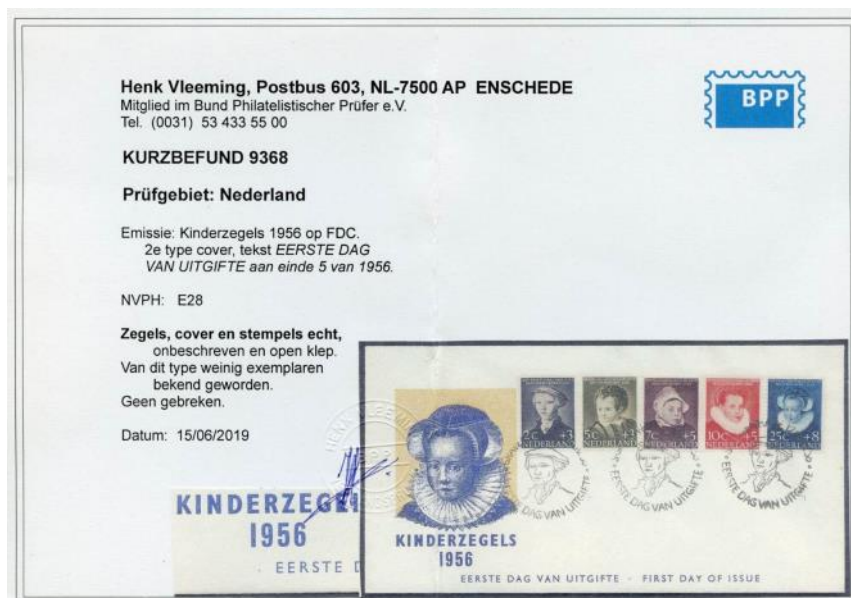


Figure 2: Second example of the 1956 Child's Welfare FDC.

One may ask why I would show two examples of the same FDC. Well, the reason is that they are not identical! In fact, the second example is a relatively rare variety, where the text 'eerste dag van uitgifte' starts at the end of the 5 in 1956. Figure 3 makes that clear.

I did not know this variety existed until I looked through the catalog of

Figure 3:  
(Top) 'EERSTE' starts before the 5 in 1956.  
(Bottom) 'EERSTE' starts at the end of the 5 in 1956.



Rietdijk's stamp auction 413, which took place in November 2019. There, lot 2319 was offered as a Child's Welfare FDC of a 'variety of which type few examples have become known.' The FDC comes with a certificate by Henk Vleeming which described it as no address and with open flap. In contrast, my cover has been closed and is addressed. Also, there is some water damage, so most likely it will fetch less than the Rietdijk version which sold for € 80 exclusive commission and expenses.

Figure 4: Certificate and FDC offered at Rietveld auction.

# Great Britain Postal Wrappers to C. Kersten & Co., Paramaribo, Surinam.

*by John K. Courtis FRPSL*

A Great Britain wrapper was sent from the Foreign Service Office in London in 1907 to the city of Paramaribo, Surinam (see Figure 1). The common FS postmark is listed in Fernau (figure 88) and can be found on a variety of mail sent from London. This usage of the wrapper can be dated from the squared circle arrival postmark PARAMARIBO 22 1907. The embossed-to-order indicium is the 1902 ½d blue-green King Edward VII (ES30). There is no indication of the name of the user that supplied this thicker cream paper to Somerset House for stamping. Part of the wrapper is missing, that shown being all that remains. There is a serrated address label to Messrs. C. Kersten & Co., Paramaribo, Surinam and the number 39 appears in the upper right section of the label. This number probably refers to its place in a sequence of numbered address labels mailed by this user.



Figure 1: Wrapper mailed from London to Paramaribo, Surinam, in 1907.

A second wrapper to the same addressee was mailed from East Central London (E.C/30) and is shown in Figure 2. This E.C. London postmark was intended for cancelling post office newspaper wrappers, the numeral 30 issued after 1862 with a circle of 12-14mm within a barred oval. Fernau records this type as figure 115. This 1902 carmine 1d King Edward VII post of-

fice postal stationery wrapper shows no sender, transit or arrival markings. These two GB wrappers are the only known recorded copies to this destination (Courtis).

## Surinam

The country, formerly known as Dutch Guiana, is located on the north coast of South America and is one of its smallest countries. A considerable part of the country (80%) remains covered with pristine tropical rainforest. Its economy is dependent on its extensive supply of natural resources, especially bauxite of which it is one of the top producers in the world.

It was acquired by the Dutch from the English in 1667, an arrangement made official in the Treaty of Westminster of 1674. Surinam was occupied by the British in 1799, after the Netherlands were incorporated by France, and was returned to the Dutch in 1816, after the defeat of Napoleon. Surinam was at that time a sugarcane plantation economy using slave labor.

The Dutch abolished slavery in 1863, although the freed slaves were required to continue their work on the sugar plantations on a contract basis and were not released until 1873. In the meantime, many more workers had been imported from the Dutch East Indies, mostly Chinese inhabitants of that colony, creating a Chinese Surinamese population. From 1873 to 1916, many laborers were imported from India, creating the Indo-Surinamese.



Figure 2: Second wrapper mailed to Paramaribo, Surinam.



## Paramaribo

Located 9 miles from the Atlantic Ocean Paramaribo sits on the west bank of the Surinam River. It is the largest city and capital of the former Dutch colony and is the chief port. It is built on a shingle reef 16 feet above the river at low tide. Access from the ocean is limited because of a sandbar. It originated as an Indian village and became a French settlement in 1640. It became the site of an English colony established by Lord Willoughby in 1651 but was later ceded to the Dutch under the Treaty of Breda (1667). Dutch colonial rule was interrupted by brief periods of British control (1799-1802 and 1804-15). The Paramaribo waterfront as it appeared circa 1899 is shown in Figure 3.



Figure 3: Paramaribo waterfront, circa 1899.

## C. Kersten & Co.

It is rare indeed when the addressee on a wrapper turns out to be a firm that was portrayed on a set of stamps. On 29 June 1968 the 200th anniversary of C. Kersten & Co. was commemorated on a set of three stamps (Figure 4): a 10c yellow and black missionary store in 1768, a 25c light greenish blue and black main church and store in 1868 in Paramaribo, and a 30c lilac rose and black issue of C. Kersten & Co. 1968 (Sc356-8). This company was partially owned by the Evangelical Brotherhood Missionary Society.

In 1754, two tailors were sent to Surinam by the Moravian Church as unsupported missionaries. They practiced their tailoring skills in order to earn a living and used their free time for missionary work. One of the tailors, Marcus Ralfs, was a poor bookkeeper and bill collector thereby causing the firm to eventually adopt a no credit policy. However, the firm founded by the missionaries in 1768, C. Kersten and Co., initially as a tailor shop, prospered and expanded into trading and merchandising, and became one of Surinam's largest commercial enterprises and the oldest trading company in the Western hemisphere. One of its diverse activities was as publishers of very fine black and white postcards of local scenes (Figure 5). The company served as a model for the integration of business goals and the missionary calling. Ironically the Moravians were also slave owners and their company employed slave labor. Excess proceeds were used to establish other Moravian Church businesses in the Caribbean and Europe.



Figure 4: Surinam postage stamps to commemorate 200 years of missionary work.



Figure 5: Missionary buildings of C. Kersten & Co., Paramaribo.

## The Route

According to the Post Office Guide circa 1907, mail from London would have sailed from Southampton to New York by the British Royal Mail Steamship Co. unless it was otherwise marked to travel via Amsterdam (actually Le Havre in France). The New York to Paramaribo route was established as early as 1888 by the KONINKLIJKE WEST-INDISCHE MAILDIENST (KWIM) Line, this wrapper arriving Saturday 2 February 1907. The route between 1897 and 1914 from New York included several stops: St. Marc, Port au Prince, Jeremie, Aux Cayes, Jacmel, Curaçao, Puerto Cabello, La Guaira, Guanta, Cumana, Carupano,

Port of Spain, Demerara and Paramaribo. Neither wrapper indicates ship markings so the identities of the vessels are not revealed. Some of the vessels that were available on this KWIM Line at the date of the wrappers were (Rego): Prins Willem III, IV and V, ships I and II having been sunk by the date of the wrappers. The KWIM service was operated fortnightly from New York. Both wrappers ended up at the Paramaribo post office.

## The Contents

Of course, it is not possible to identify and verify the contents. However, perhaps an educated guess can be useful. East Central District Office, London was one of largest post offices, central to the life of the business quarter and responsible for all kinds of printed matter mail from the stock exchange, branches of many banks and stock-brokers' offices. Many of the items sent were enclosed in newspaper wrappers. C. Kersten & Co. were general merchants by the time of the two wrappers, buying merchandise from London for sale in the Dutch colony. It is not unreasonable to assume that the contents could be a catalogue with price lists. The 1902 wrapper prepaid 1d means that the enclosure was between 2-4 oz. in weight.

The embossed 1902 ½d indicium is almost certainly from a different sender with requirements for a stronger paper and wider sleeve. Submitting paper to Somerset House for stamping would be a more expensive option for a firm than buying over-the-counter prepaid wrappers from the post office. However, the lower concessionary rate was for the first weight scale of up to 2 oz. so the contents could not have been more than a large sheet folded into four pages. This enclosure too is likely to have been a current prices list.

## Summary

Dutch Guiana, now called Surinam or Surinam is one of the smallest countries in South America. The capital and largest city Paramaribo is located 9 miles inland from the Atlantic Ocean on the banks of the Paramaribo River. There are only two known recorded GB postal stationery wrappers to this destination, one an embossed-to-order wrapper arriving in February 1907, the other a regular 1902 post office postal stationery wrapper. Sent by different users, they were both addressed to C. Kersten & Co., a firm which now has experienced more than 200 years of trading history. The firm, with its Moravian missionary roots, was the subject of a set of commemorative stamps issued by Surinam in 1968. The route from England was standard by this time, Southampton to New York by the Royal Mail Steamship Company, with Paramaribo, Surinam mail offloaded to the KWIM Line which left New York bi-monthly.



# House Destroyed: a Follow-Up.

by David P. Steensma

The final sentence of Ben Jansen's article 'House Destroyed' in *Netherlands Philately*, 44/2 reads:  
Unfortunately, I have not been able to find out more about the addressee and sender ...

This inspired me to do some digging, and I report on the results here.

The 1940 Census (Figure 1) lists a 51 year-old Eleanora Godin, born 11 Aug 1888 in the "Dutch East Indies", living at 6106 North Pointe in St Louis, Missouri – the return address on the envelope discussed in 'House De-

The image shows a snippet of the 1940 US Census, Population Schedule 452. It lists household members for Eleanora Godin, born August 11, 1888, in the Dutch East Indies. She is listed as the head of the household, married to W. L. J. F. Godin, born October 15, 1954. They have two sons, George and Victor, both born in St. Louis, Missouri. The census also lists other household members, including a daughter-in-law and a son-in-law, and their respective birth dates and places of birth.

Figure 1: Excerpt from 1940 Census.



Figure 2: Gravestone of Wilhelmus and Nora Godin.

stroyed'. Ancestry.com lists her as dying in February 1969 and married to (Wilhelmus) W. L. J. F. Godin who passed away in 1954. Their gravestone refers to Mrs. Godin as 'Nora' thus leaving no doubt that she is the sender of the letter.

They had two boys, George and Victor. I was able to find very little about George, beyond a 1978 lawsuit against the city of East St Louis. Victor HC Godin was born 1927, served in the military in 1946 and died relatively young in 1976 in St Louis.

"C Schadee" is more difficult to track down, although Schadee is an uncommon name. There are a variety of Cornelia Schadees in genealogy databases but none in The Hague at the right time. One possible candidate is Julie Wilhelmine Christine Schadee,

daughter of the prominent Hague architect Adam Schadee (active 1910-1927) and Suzanna van der Goes. She was born in Tiel in 1880 and lived in the Hague, but she died in Zwolle on July 11 in 1941 (Figure 3).

There is one more potential lead: Willem Hendrik Maurits Schadee was the director of the Deli Railways in Medan, Sumatra. The Deli Railway company was founded in 1883 and registered in Amsterdam. The headquarters was located in Serdang until 1890 and then moved to Deli, now Medan. The official company name was Naamlooze Venootschap Deli Maatschappij Spoorweg.

W.H.M. Schadee was chief in Medan and became a director in Amsterdam when he moved back to the Netherlands in 1912. He passed away on January 19, 1931 (Figure 4).



Figure 3: Death announcement of J.W.C. Schadee.



Figure 4: Death announcement of W.H.M. Schadee.

Among the family members listed in the death announcement, we find Julie W.C. Schadee, sister of W.H.M. Schadee. Parents Adam Schadee and Suzanna van der Goes had 13 children, seven of which ended up in the N.E.I. at some point in their life. Willem and three of his brothers followed a military training. One of the three was Aert who also lived in Medan as did his sister-in-law Suzanne, until Suzanne ate poisoned shrimp and died from doing so at age 28 in 1899.

Perhaps recipient C. Schadee is someone that Nora Godin met as a girl in Sumatra, maybe a child or other relative of one of the two Schadee brothers, though I can't find any evidence of that. There might also be a military connection as there are multiple announcements in N.E.I. papers about officers V.A.E. Godin and W.A. Godin (Figure 5).



Figure 5: Announcements in N.E.I. newspapers.

[This article is based on an e-mail by David Steensma to BHJ, plus some additional digging on Delpher.nl and Wikipedia by BHJ.]



Winterstamps

WINTERSTAMPS is a brand new stamp bourse to be held in Veenendaal in the 'Van der Valk' hotel on February 28 and 29, 2020. The theme of the bourse will be "The Americas". The Societies that represent this collection area in The Netherlands (KSP, LACA, USCA and ZWP) will be present.

#### Activities:

Feb. 28: 10.00 – 12.45.: Presentation "The America's"

- De teloorgang van het Surinaamse postbedrijf, Bert van Marrewijk (ZWP)
- Design Errors op Amerikaanse zegels, Hans van Gils (USCA)
- Amerika in de Spaanse Filatelie, Dik Bakker (KSP)
- Op zoek naar de Amerikaanse filatelist, Theo van de Caaij (USCA)
- "Generaal Prim en de Spaans-Cubaanse inval in Mexico 1861/62, Hans Vinkenburg (LACA)

13.00-16.00 Meeting of the Royal Philatelic Society London, also open to non-members, with presentations:

- Frans India, Henk Slabbinck, FRPSL
- De kruisbanden van Denemarken 1872 - 1946, Ton Steenbakkers.
- De zin en onzin van postzegels, - Surinaamse Postzegelboekjes
- Walhalla voor de plaatfoutverzamelaar, Gijsbrecht van Dommelen.

Entry fee: € 6,- including parking and unlimited coffee, tea and softdrinks

Opening hours: 2/28: 10.00-18.00 and 2/29: 10.00-17.00.

Address: Van der Valk Hotel Veenendaal: Bastion 73, 3905 NJ Veenendaal



## Recent Issues

### Day of the Postage Stamp

October 31, 2019

The stamp with the flying dove from 1924 is one of the icons of the Dutch postal history. Three years earlier, a similarly exceptional pre-decessor appeared: the airmail stamp with the gull. Almost 100 years later, the gull makes its reappearance on the postage stamp sheet 'Day of Postage Stamp.'

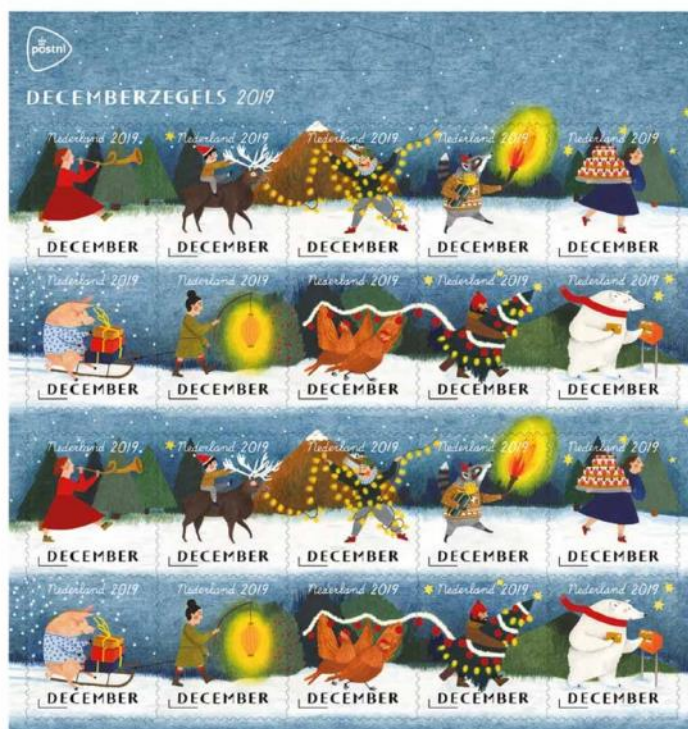
Both the dove and gull were designed by the versatile artist Chris Lebeau (1878-1945). Birza Design created, in homage to Lebeau and his work, surprising stamps on which the gull extends its wings as if it were reborn.



### December Stamps

November 3, 2019

The twenty stamps on this sheet can be used to mail Holiday cards at a reduced rate from November 4, 2019 through January 3, 2020. The stamps were designed by Lieke van der Vorst. She combined contrasting colors with sparkling light and snow, that crunches under your feet. Together the individual drawings on the postage stamps tell a story: a festive parade of humans and animals on their way to a place where they will celebrate Christmas. The parade ends with the polar bear standing next to a post box, posting cards to the ones who are not able to attend, making the story come together.



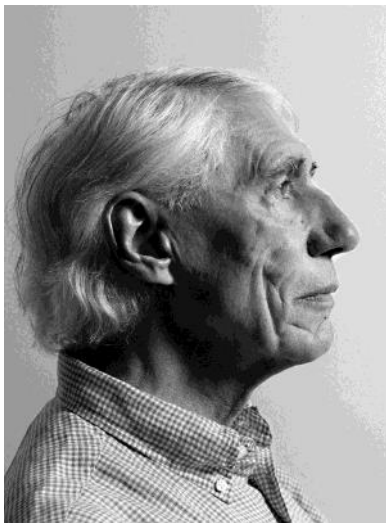
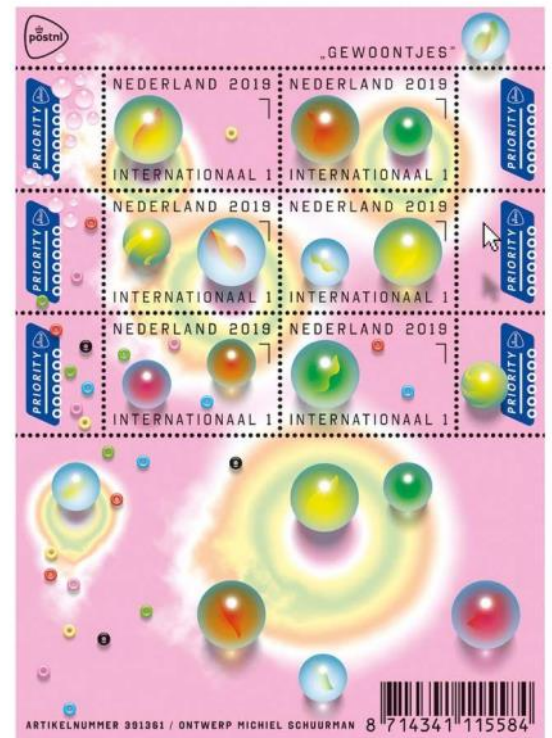
See also <https://www.postnl.nl/versturen/postzegels/postzegels-verzamelen/>

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

## Ordinary Marbles ('Gewoontjes')

October 18, 2019

The sheet with six stamps shows ordinary marbles, i.e., the ones with a diameter of 1 to 2 cm, used in a classic (children's) game. The stamps were designed by Michiel Schuurman from Amsterdam, and each stamp depicts one or two glass marbles, at times together with one or more beads, against a rose background.



The well-known graphic designer Wim Crouwel passed away on September 19, 2019, at the age of 90 years. Crouwel designed a large number of postage stamps between 1963 and 1995, including the stamp commemorating 100 years International Postal Consultation (1965), 400 years Wilhelmus (1968), Summer stamps (1979), 'De Stijl' (1983) and Mahler Festival (1995). Of course, he is most known for his 'Numeral' stamps issued 1976-2001 and often referred to as the Crouwel stamps.







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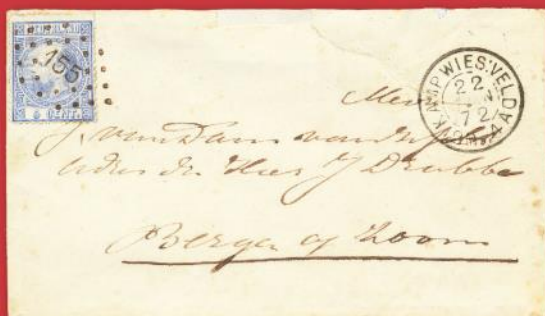
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Plate II  
9th known ex.

P.O. Box 601



War of the Austrian Succession 1740-1748

AHOL on disinfected letter 1745

ARM.DE FLANDRE on letter 1746

MNH

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