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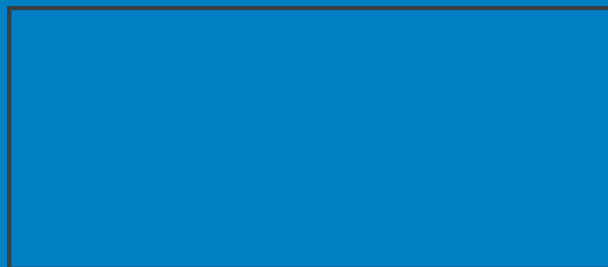
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Magazine of the American Society for Netherlands Philately

Volume 44/4



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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

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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
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hans@moesbergen.net

Webmasters

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Editor's Message

March, 2020

Dear Fellow Collectors,

This issue arrives in your e-mail box (and perhaps your mail box) a little earlier than usual, because I'll be 'Down Under' from the end of February to the middle of March.

It was quite a challenge to populate this issue, but hopefully the effort was worth it.

Several of our members are active exhibitors, and I would love to get scans of some (or all) pages of their exhibits, for display in Netherlands Philately. A copy of the synopsis would also be welcome. I believe this would be a great teaching tool to our fellow members who are considering to show their collections too. To start this off, I present in this issue my exhibit on the 'Onbekend' forms that were attached to undeliverable mail in the early 1900's.

Ben

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The Surinam 1945 Airmail Varieties.

by Robert Finder

On March 12, 1945, Surinam re-issued three of the older 1930 and 1941 airmail stamps with surcharged new values. Apparently they were running short of some of values that were needed, so they overprinted the 60 cent dark lilac with a 22 ½ cent surcharge, the 2 ½ gld yellow with a 1 gld surcharge and the 10 gld bistre with a 5 gld surcharge. Figure 1 shows the original stamps, and Figure 2 the surcharged ones.



Figure 1: The three airmails used for the surcharges, the 60 cent NVPH LP21, the 2 ½ gld NVPH LP17 and the 10 gld, NVPH LP19.

The NVPH gave the set the catalog listings of LP24-26. Forty year ago, in the Vol. 5.2 December 1979 Netherlands Philately (NP) magazine, there was an article with the headline about an unknown variety which had been found on one of these stamps (<http://asnpl1975.com/back%20issues/ASNPL.Vol.05.2.pdf>). The article went into some details about the different varieties.

The author of the article is not credited, so I am assuming it

was the Editor, Paul E. van Reyen. If some ASNP member knows definitely who it was, please let us know so we can give proper credit to the author.

This article will only discuss the varieties that the NVPH lists, as there are many different plate faults and varieties on all the three values of these stamps that are not listed. In this article we discuss and show images of two different examples of the elusive LP24fb stamp that the previous writer had not seen. The LP24fb stamp is very rare; some references state that only four stamps were surcharged with this variety.



Figure 2: The three surcharge airmails, 22 ½ cent on the 60 cent, NVPH LP24, 1 gld on the 2 ½ gld NVPH LP25 and the 5 gld on the 10 gld NVPH LP26.

The 1979 NP article mentioned that the rate for a single weight letter to the USA was 22 ½ cent, so the post office used the 60 cent to be surcharged, as there were many surplus 60 cent stamps in possession of the post office in Surinam. The writer of the NP article also hypothesized that because only 15,000 1 gld stamps and maybe only 2,000 of the 5 gld stamps had been previously printed, it was decided to overprint the 2 ½ gld stamps with 1 gld, and the 10 gld stamp with 5 gld surcharges, respectively, since these were infrequently used and also in surplus.

Dr. J. D. Riddell in his book, "Suriname - A Postal History (Postale Geschiedenis) 1700-1956, published in 1970 by H. Duerinck-Krachten NV., Kloosterzande, gives the number of the stamps that were surcharged as 50,000 of the 22 ½ cent stamp, 9,700 of the 1 gld stamp, and likewise 9,700 of the 5 gld stamp.

The 1979 NP article mentions that it was said that sometime during the first few days of sales two sheets were found of the 22 ½ cent stamp that had inverted surcharges (Figure 3). The NVPH lists this stamp as LP24fa. An article in “Stamps” magazine stated that the postmaster had sold only one each of the inverted surcharge stamps to different customers. The writer stated that if it was true that the postmaster only sold singles, then there could not be any pairs of the inverted surcharge of the 22 ½ cent surcharged stamp. As we will further learn in this article, it is not true that the postmaster only sold single inverted surcharged stamps, in at least one case. We also know of at least one of these LP24fa inverted stamp that was used on a cover (Figure 4). Did the



Figure 3: The 22 ½ cent surcharge airmail with inverted 22 ½ cent NPVH LP24fa.



Figure 4: Bottom: The inverted surcharged 22 ½ cent on cover. Top: Reverse at 65%.

user of that inverted surcharge on cover know that the stamp was an error?

Despite that at only 196 copies of NVPH LP24fa probably could exist (Why not 200, you might ask? We will see the answer as this article continues.), the NVPH lists the 22 ½ cent with inverted surcharge for only 400 Euros.



It was also quickly discovered that every sheet of the 22 ½ cent stamp had a printer's error with two stamps having the '1' upside down in the fraction ½ (Figure 5). These stamps are found in positions 9 and 51, according to the writer of the NP article. Since there were a total of 500 10 x 10 sheets printed of the 22 ½ cent surcharge, there could only be 996 (again maybe you ask, shouldn't there be 1000?) of these stamps in existence. This 22 ½ cent surcharge stamp with the inverted '1' in the fraction is given the listing LP24f by the NVPH and the catalog value is only 50 Euros.



Figure 5: The surcharged 22 ½ cent with the '1' in the fraction inverted (LP24f).

Then someone realized that there should be four stamps that had the inverted 22 ½ cent surcharge but with the '1' in the correct position! That fact answers the question of why one needs to subtract 4 stamps from the normal inverted surcharge, and 4 stamps from the one with just the inverted '1' in the fraction. There were 996 stamps printed with just the '1' in the fraction inverted. There were 196 stamps printed with the inverted surcharge with normal fraction, and 4 stamps printed with the inverted surcharge with '1' in the fraction in the correct position. This was because they were two in each sheet that had the '1' in the fraction inverted. The inverted surcharges with the correct '1' would have been found in positions 60 and 92 on the inverted sheets before they were broken up (Figure 6).

When the NP article was written in 1979 the author said that a copy of the type of inverted surcharge with the '1' in the normal position had not been seen in an auction for a least 11 years (1979). One copy recently came up in NPV's 2019 Spring auction (Figure 7). This stamp is listed by NVPH as LP24fb and is valued at 7,500 Euros in the 2020 NVPH catalog. This copy was one of the stamps in position 60.



Figure 7: The inverted surcharged 22 ½ cent with '1' in the fraction in the correct position, LP24fb from NVP Auction from position 60.

A different LP24fb, in position 92, (we know it was in position 92 because it was in a strip of three with the bottom margins of the sheet), was sold in the October, 2013 Corinphila auction (Figure 8).



Figure 8: The inverted surcharged 22 ½ cent with '1' in the fraction in the correct position, LP24f in a strip of three in position 92 from the Corinphila Auction.

One would think the catalog value from the NPVH for 24fb is too low compared to scarcity. The USA inverted Jenny airmail stamp had 100 stamps in a sheet and sells for 100's of thousands US\$ each. However, here we learn a lesson about supply and demand with these stamps from Surinam. Poor old Surinam just does not have the respect or demand for its stamps by collectors as do popular countries like the USA. The result is many rarities from Surinam sell for fairly low prices compared to their availability on the market as there is little demand of these stamps.

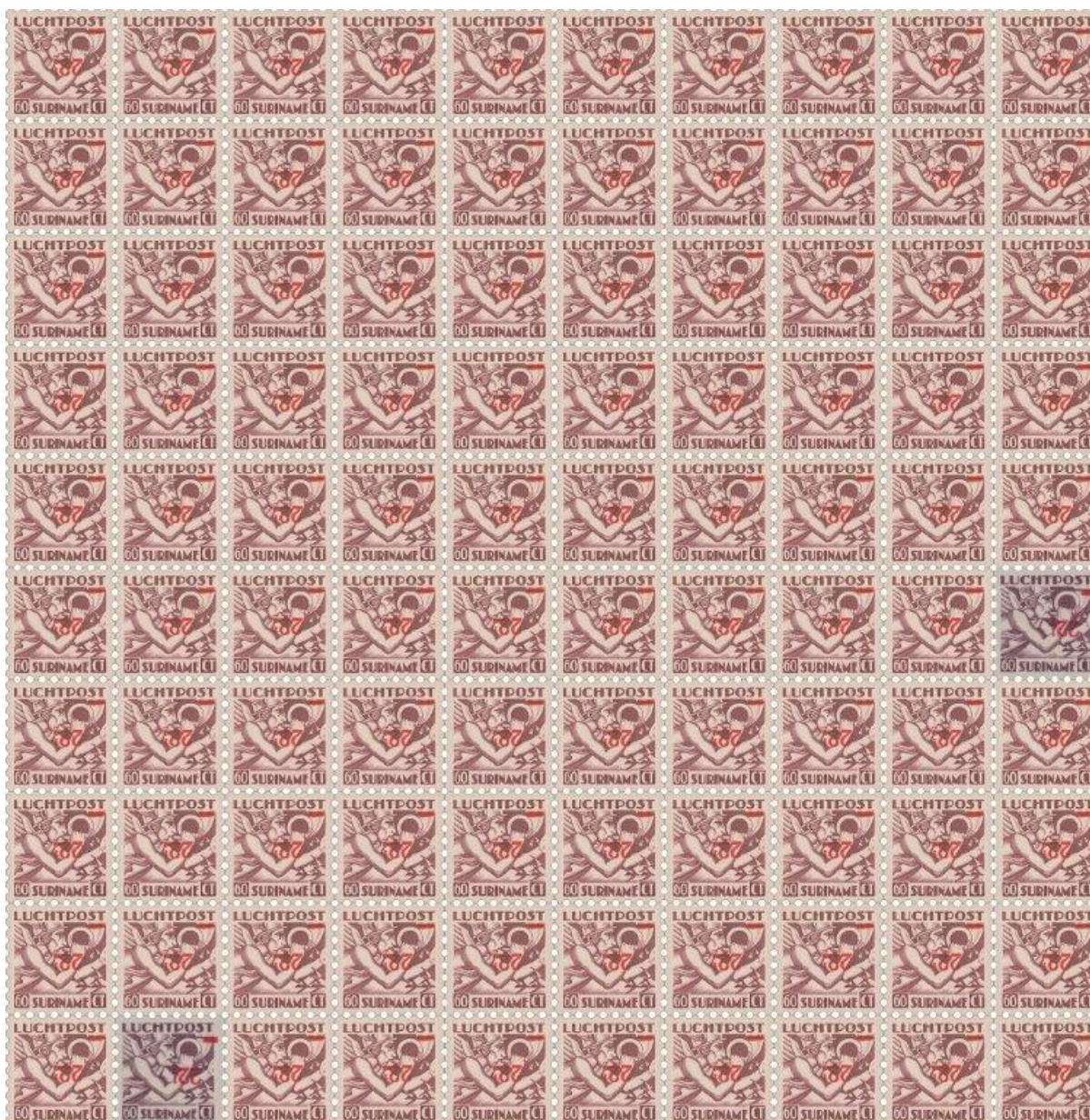


Figure 6: Simulated sheet showing the positions 60 and 92.



Figure 9: The 5 gld surcharge with a pointed ending of the curl in the 5, NVPH 26a.

There is one more variety listed by the NVPH in this series; the 5 gld surcharge on the 10 gld stamp with a pointed ending of the curl in the numeral 5 (Figure 9). It is listed by the NVPH as LP26a and valued at \$50.

One wonders why the authors of the NVPH picked this variety to list, as there are many other varieties as explained in the 1979 NP article on the surcharges of this series of airmails. In fact, there are so many different varieties of these three surcharges that I imagine a specialist collector could spend many hours analyzing them.

In addition to the NP 1979 article, Vol.7.2 December 1981 of Netherlands Philately contains a discussion of more details about the 1 gld surcharge (<http://asn1975.com/back%20issues/ASNP.Vol.07.2.pdf>).

Thanks is given to Ivo Spanjersberg for the graphics, and to Alex Nuijten and Hans Kremer for their help with information about these airmail surcharges

The World Class Banking Tycoon Widow Borski (1764-1846), Amsterdam.

by Hans Kremer

I bought the cover shown in Figure 1 for the cancel on the back: "Amsterdam E", pointing to transportation on the mail train from Flushing to Amsterdam on October 18, 1895.

Figure 1: Letter sent to Widow Borski, 1895.



The address on the front: "WidowWBorski, Amsterdam, Holland" intrigued me, so I Googled it and got quite a few hits, some with a bit of text, others with a lot of text.

To make it easy on myself I'm copying here what mainly Wikipedia comes up with.

Johanna Borski (1764 – 1846), was an influential Dutch banker. She was the director of the "Wed. Borski" bank from 1814 to 1846. She was born in Amsterdam on the Vijzelstraat to flax merchant Johannes van de Velde and Bruna Jacoba Schouten. She married the banker Willem Borski (1765-1814) on 19 December 1790 and they moved to the house Keizersgracht 566 which they bought in 1809. They had five daughters and three sons who lived to adulthood. Their summers were spent at their estate Elswout in Overveen, which they bought in 1805 and which at that time included Kraantje Lek (a very well-known pancake restaurant in Overveen, near Haarlem).

During her marriage she assisted her husband, who became a successful businessman and was contracted regularly by Hope & Co. to conduct transactions on the Amsterdam exchange. In 1812 he was the second richest man in Amsterdam. When he suddenly died in 1814 Johanna decided to continue his business under the name Wed. W. Borski, together with her husband's accountant Johannes Bernardus Stoop.

When King William I of the Netherlands founded De Nederlandsche Bank in 1814, 5000 shares were issued. There was no confidence in this new bank and only 3000 shares were sold. The widow offered to buy the remaining 2,000 shares for 2 million guilders, on the condition that King William I would not issue additional shares in the first three years. She was confident that the price would rise and that she would be able to sell her shares at a high profit. This is exactly what happened.

Another successful deal was helping another bank, the Nederlandsche Handel-Maatschappij. When that bank ran into problems due to its involuntary advances to the same William I, she granted a credit of NLG 1.5 million - the largest part for her personal account - at the then attractive rate of 4.5 %.

In 1832 Stoop left the firm to join Hope & Co. and her son Willem Borski II (1799-1881) took his place in 1832. Her company continued until 1884 when the name changed to Van Loon & Co. The name Wed. W. Borski continued to exist until 1966 in the form of an administrative office, which was dissolved in 1959.

Johanna Borski died in Amsterdam in 1846 and was buried in the Nieuwe Kerk there, along with all family portraits. However, earlier a nephew had a replica made of an original painting by Nicolaas Pieneman, which currently hangs in the van Loon Museum in Amsterdam (Figure 2).

The name Borski returned to Amsterdam when bridge 41



Figure 2: Johanna van de Velde – Borski painting by Nicolaas Pieneman.



Figure 3: Johanna Borski Bridge in Amsterdam.

across ‘Belvédère,’ his property near Overveen. In the end, after he was threatened with expropriation, he conceded, but not until he was promised direct access by stairs to the Overveen train station from his estate. Over time the stairs had deteriorated badly but in 2011 the stairs were restored. The lower part was left off, to discourage people from crossing the railroad tracks to get on them (Figure 4).

was renamed the Johanna Borskibrug in 2016. The bridge is located where the Vijzelstraat crosses the Keizersgracht.

Another indirect reminder of Johanna Borski are the so-called Stairs of Borski at the Overveen train station. In 1881 the railroad running from Haarlem Bolwerk to Zandvoort was opened, but not after some negotiations with Willem Borski III (Johanna’s grandson). Mr. Borski did not feel like having the railroad cut



Figure 4: Borski Stairs at the Overveen train station.



A plaque at the Overveen train station relates to the history of the stairs (Figure 5).

A second agreement was that there would not be a 'drinking location' at the station, although there is a small restaurant as of 1996.

When the rail road was constructed at last, it made a wide turn around Borski's property after all as can be seen on the map (Figure 6).

Figure 5: Plaque at the Overveen train station.



Figure 6: Map showing the railroad going around the Borski property.

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The New-Guinea Question.

by Ben H. Jansen

Indonesia, the former Dutch East-Indies, declared its independence on Friday, 17 August 1945, only two days after Japan, which had occupied the DEI since 1942, surrendered. Although Queen Wilhelmina of The Netherlands had promised autonomy for Indonesia during a radio speech in December 1942, there was much resistance against this rapid declaration of independence. Troops were sent over to restore the calm, and to protect the (Indies) Dutch, Chinese and Dutch loyalists from being murdered by Indonesian militia. However, due to international pressure, The Netherlands accepted Indonesian independence on 27 December 1949. Only the western half of New-Guinea remained Dutch (Figure 1). The treaty stipulated that The Netherlands would maintain sovereignty over New-Guinea for one year, and to reopen negotiations afterwards.

The Indonesian government based its claim on New-Guinea on the fact that it had always been part of the DEI, and that the Republic of Indonesia was its legitimate successor. Bilateral negotiations were not successful and Indonesia turned to the United Nations to gain support for its claim to New-Guinea.

On 26 November 1957, an Indonesian resolution was put to the vote but failed to gain a two-thirds majority. In response, Indonesia took retaliatory measure against Dutch interests in Indonesia.

On 5 December 1957, the Dutch living in Indonesia were declared enemies of the state, and were strongly advised to leave the country. This event is referred to as 'Zwarte Sinterklaas' (Black Santa Claus), because it spoiled the traditional Dutch feast of Sinterklaas, also held on December 5. Rather than unpacking (gifts) one had to start packing. Dutch firms were nationalized and almost 50,000 Dutchmen left in the subsequent months.

The card shown in Figure 2 was mailed by one such departee aboard the m.s. Johan van Oldenbarnevelt, and addressed to a (young) lady 'via B.B.M.Z. The Hague'. The card was written on March 6, 1958, and the date cancel reads March 18. The logo in the top left corner suggests that the card was purchased on board.



Figure 1: Map of Indonesia. New-Guinea is on the right (with flag).



The addressee had left Indonesia most likely on an earlier boat, as the address refers to the office of Special Social Care (Bijzondere Maatschappelijke Zorg). The label covering the address mentions that the addressee is unknown at BMZ (Bijzonder Maatschappelijke Zorg = Exceptional Social Care).

The BMZ started as the DMZ (Dienst Maatschappelijke Zorg = Service Social Care). It was part of the Ministry of Foreign

Figure 2: Postcard mailed aboard the m.s. Johan van Oldenbarnevelt on March 18, 1958.

Affairs till 1952, when it received its new name and became part of the Ministry of Social Work. This office was responsible for the relocating the refugees through contracts with guest houses and it maintained five reception centers (camps).

Many of the people fleeing Indonesia were unable to arrange for housing in The Netherlands before they boarded the repatriation vessel. BMZ personnel on board the ships interviewed the refugees and forwarded the interview forms and reports by airmail from Aden to The Hague. A week before the ship's arrival, a meeting was held there to decide who to place at what guest house, taking into account factors such as religion, employment opportunities and availability of regular housing. The latter was limited as The Netherlands was still recovering from the destruction brought about by World War 2.

The card is franked with a 40 cents Queen Juliana stamp. This would cover the 20 cents fee for a postcard plus a separate 20 cents air-mail fee. However, the card does not show any indication of having travelled by air. It is also unclear from where it would have traveled by air as the last stop before reaching Amsterdam was Port Said on March 15, while the date mark is March 18. Two Transorma marks are visible, partially obscured by the address.



Figure 3: m.s. Johan van Oldenbarnevelt in IJmuiden in 1950.

The m.s. Johan van Oldenbarnevelt (Figure 3) made its maiden voyage on May 6, 1930 as part of the Stoomvaart Maatschappij Nederland (Steamship Company Nederland). For nine years, it maintained a passenger service between Amsterdam and Batavia via Southampton, Algiers, Marseille, Genua, Post Said, Colombo, Sabang, Belawan Deli, and Singapore, transporting up to 770 passengers (in four classes) at a time.

Right before the start of World War 2, the ship was chartered by the Holland-Amerika Line, and registered in Batavia, DEI to be used as a cargo carrier between Batavia and New York. On 20 January 1941 she became an allied troop ship under the control of the British Ministry of War Transport Organisation and was reconfigured to carry 4,000 troops at a time.

After the war, she was remodeled as a passenger ship in Amsterdam and returned to service by the SMN to serve on the Dutch Indies route once again. However, because of the Indonesian independence struggle, she served as troop carrier for the military participating in the so-called 'police actions' and, following Indonesian independence, to repatriate the Dutch citizens and former KNIL military. Another remodeling in 1950 made her capable of transporting 1414 passengers, all in one class of service, to transport emigrants from The Netherlands to Australia. Through 1958, she frequently called on Indonesian ports on her way back to Amsterdam.

Regarding the postcard shown in Figure 2, the m.s. Johan van Oldenbarnevelt had left Amsterdam on 8 January, 1958 with 923 emigrants (Figure 4), heading to Free-mantle, Melbourne and Sydney (all in Australia). On its return trip, it would call on Soerabaja, Semarang and Tandjong Priok (port of Jakarta) to pick-up repatriates.

Contemporary newspapers report that the ship arrived in Soerabaja on February 24. Its next stop was Semarang (February 26) and arrived in

Tandjong Priok on February 27, where it left the next day heading to Amsterdam with around 1300 evacuees on board. It departed Port Said on March 15, and arrived in Amsterdam on Monday, March 24 at 10:30 am, two days earlier than planned (Figure 5).



Figure 4: The 'Trouw' reports on 9 January 1958 that the m.s. Johan van Oldenbarnevelt has departed for Australia the day before.



Figure 5: The 'Volkskrant' of 25 March 1958 reporting on the arrival of the m.s. Johan van Oldenbarnevelt in Amsterdam.



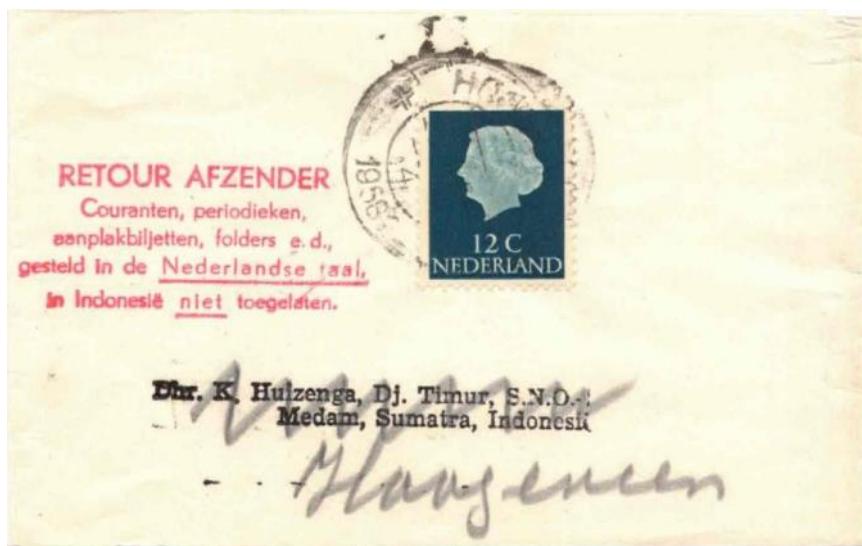
Figure 6: Passengers list showing the author and his wife of the postcard of Figure 2.

Among the passengers arriving in Amsterdam, 1130 were taken in by Social Work, likely including the writer of the postcard and his wife Mr. J. Vlug. The passengers list (Figure 6) shows the married couple among the people that were aboard.

Interestingly, the Dutch artist Johan Rudolf Bonnet (30 March 1895, Amsterdam - 18 April 1978, Laren) was also on board. He lived much of his life in the town of Ubud on Bali, but was expelled after refusing to finish a portrait of President Sukarno.

The wrapper shown in Figure 7 shows more evidence of the tense situation surrounding the New-Guinea question. It was mailed on 3 February 1958 from Hoogeveen to Medan on Sumatra. The Dutch postal service placed a red marking indicating that newspapers, periodicals, posters, folders etc. written in Dutch were not allowed in Indonesia, and returned the mail to sender.

Figure 7: Wrapper mailed from Hoogeveen on 3 February 1958.



Red marker:

BACK SENDER

Newspapers, periodicals
posters, folders, id.

written in the Netherlands language
in Indonesia not allowed

Indonesia broke off all relations with The Netherlands on 15 August 1960. This also resulted in mail interruptions as shown in Figures 8 and 9. The printed matter shown in Figure 8 carries a marking indicating that the mail was returned because 'mail traffic has ceased.' The printed matter piece shown in Figure 9 has a label attached by the district's office in The Hague with the text that 'PTT traffic with Indonesia has ceased.' Given that the card shown in Figure 8 was addressed to the General Post Office in Djakarta suggests that it was mailed by a collector. That may also be true of the card shown in Figure 9, as I have seen several varieties of this card.

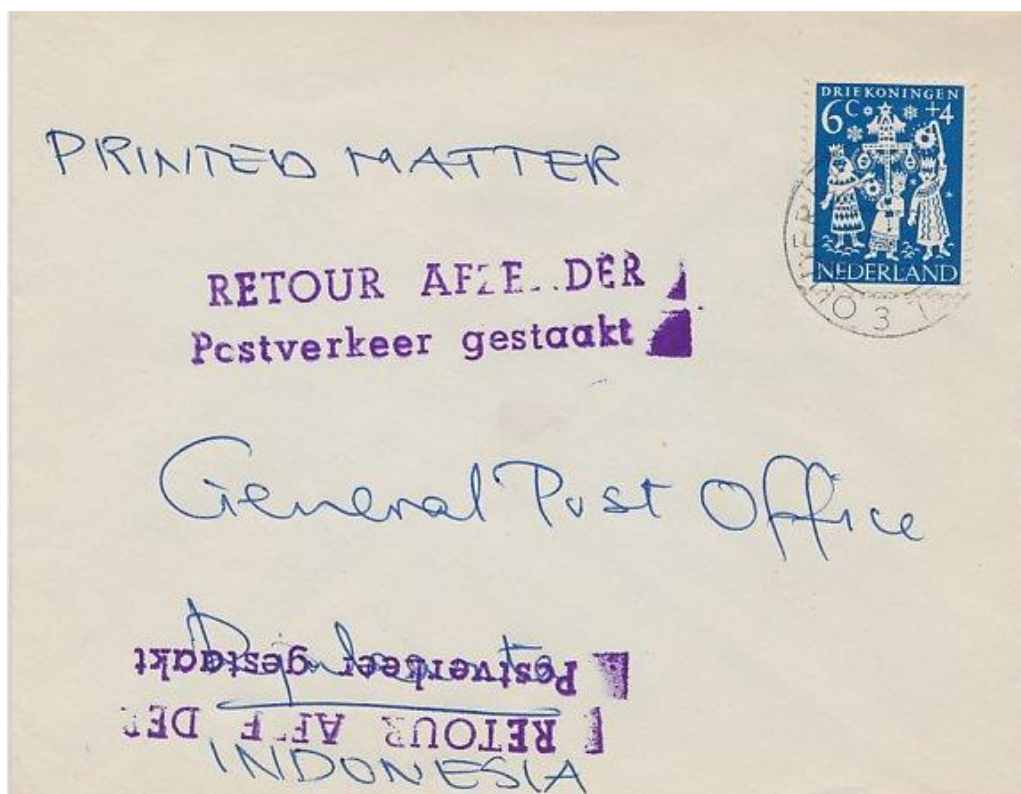


Figure 8: Printed matter from Ouderkerk to Jakarta, 4 January 1962.



Figure 9: Printed matter from The Hague, 12 February 1962.

Secret negotiations between The Netherlands and Indonesia, under the direction of the American diplomat Ellsworth Bunker, resulted in the 'New York Agreement' which was signed by the parties involved on 15 August 1962. It stipulated that New-Guinea would come under the auspices of the United Nations Temporary Executive Authority (UNTEA) on 1 October 1962. This gave rise to New-Guinea postage stamps overprinted with 'UNTEA' (Figure 10). Subsequently, the territory would be transferred to Indonesia on 1 May 1963, and a people's referendum regarding New-Guinea's independence was to take place in or before 1969. This 'Act of Free Choice' did take place in 1969, but chieftains and village heads were asked to vote instead of the people. Integration with Indonesia was approved and the New-Guinea question was resolved.

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Paulien Schuurmans, Tussen wal en schip. Ervaringen van Indische Nederlanders bij de repatriëring [Between quay and ship. Experiences of Indies Dutchmen during repatriation], Skript Historisch Tijdschrift, 25:1, 32-45, 2014.

Postscript

The m.s. Johan van Oldenbarnevelt was sold to the Greek Lines on March 7, 1963 and renamed the 'Lakonia'. On 19 December 1963 the Lakonia departed Southampton for a cruise to Madeira, Tenerife, Las Palmas and Le Havre, with 643 passengers and 385 crew members. A fire broke out in the hair salon on 22 December 1963 at 23.30 pm, which spread rapidly. The ship was abandoned, and 128 persons lost their lives. While being towed, the wreck capsized and sank 250 miles from Gibraltar on 29 December 1963 (Figure 11).



Figure 11: Left: The Lakonia after the fire was extinguished. Right: The Lakonia about to capsize while being towed (boat in background).



Figure 10: UNTEA overprint on New-Guinea postage stamp.

Exhibit: Post office forms attached to undeliverable Netherlands' mail from 1902 to 1930

by Ben H. Jansen

Here I present the synopsis and the title page (reformatted to fit the page) of my exhibit on the 'Onbekend' forms of The Netherlands. Critique is welcomed at jansenbenh@gmail.com.

Synopsis

Purpose and Scope: This postal history exhibit provides hitherto unknown details regarding the variety, and period and place of usage of forms that were attached to undeliverable mail between 1902 and 1930 by several of the large cities in the Netherlands. These forms were used as a service to the sender of the undeliverable mail, to document that a serious effort was made to locate the addressee. The forms appear to have been produced by the local post offices in Amsterdam, Rotterdam, Utrecht and the Hague. Forms from these cities, attached to undeliverable mail, are shown to document their variety.

Treatment: The exhibit starts with explaining the type of carrier, supervisor and sorter marks seen on the forms, and to illustrate why the forms were needed. Next, twelve different forms used in Rotterdam, which appears to be the first to introduce them, are presented in chronological order. These are followed by nine forms of The Hague, again in chronological order, and one each of Amsterdam and Utrecht. The disproportionate number of forms from Rotterdam and The Hague arises from the fact that very few forms from Amsterdam and Utrecht appear to have survived. A detailed census and a brief exposé of what happened after the forms were no longer used conclude the exhibit.

Key and important items are highlighted with bold red text.

Importance: The subject of this exhibit is mostly unexplored territory in (Dutch) philately. A few philatelic publications have briefly mentioned the existence of these forms. However, their variety, period of usage, and even the towns in which they were used remained largely unknown. The collection shown here is probably the largest and most varied in existence world-wide.

Knowledge, Study and Research: Personal research by this exhibitor has led to two publications: Netherlands Philately 41(1):13-15, 2016. This English-language magazine is published by the American Society for Netherlands Philately. This article is the first in a philatelic publication giving a detailed description of the forms. A pdf of the article is attached.

De Postzak 223:105-112, 2018. This is the premier Dutch journal on issues related to postal markings and mail pieces.

Through responses to these articles, conversations with fellow collectors, and information derived from auction catalogs, the existence of 55 of these forms has been established, representing 22 main varieties.

Using a classification scheme, proposed by the exhibitor and based on the appearance of the header text (font and wording) and the number of districts accommodated, 22 main varieties can be identified. Otherwise identical forms may have a different foot text when a new printing run was made, resulting in 12 sub-varieties.

The census conducted by the exhibitor sets the period of usage for Rotterdam between 7/16/1902 and 8/20/1926, and for The Hague between 9/8/1912 and 10/28/1930. The Amsterdam forms date from 1910 and 1918, and the one form used in Utrecht is from 1918.

Rarity and Condition: Much undeliverable mail could not be returned to sender due to lack of a return address. In those cases, the postal authorities destroyed these pieces after three months. The pieces that were returned to sender were most likely re-mailed with a corrected address. Consequently, few of the forms survived, as evidenced by the fact that only 55 forms have been found after five years of searching.

Most of the forms presented are at least one century old and some of the material presented shows wear and tear. Given the paucity of material available, the exhibitor has no realistic option to find better quality material.

Three or fewer examples are known to exist of most of the forms presented here. Especially significant items presented are:

- Only known form from Utrecht (page 30).
- Two unique forms from Rotterdam (page 11 and 18).
- Last recorded use in The Hague (page 28), which is also a unique form.
- First recorded use in The Netherlands (page 8).
- One of two known forms from Amsterdam (page 29).

POST OFFICE FORMS ATTACHED TO UNDELIVERABLE NETHERLANDS' MAIL FROM 1902 TO 1930

Post offices in larger Dutch cities used (and produced) special forms between 1902 and 1930 that were attached to undeliverable mail before it was returned to sender. A typical example of such a form is shown here. Like all

forms, it has the text 'ONBEKEND' (= unknown) at the top and sometimes one line of text at the bottom, probably referring to printing details. The name of the town where the form was used, here The Hague (known as 's-Gravenhage or Den Haag in The Netherlands) was often, but not always included. The dimensions of the forms and the font used were changed frequently. All forms provide a list of districts ('Wijk') with space for marks by mail carriers from each district.

The **purpose** of this *postal history exhibit* is to provide hitherto unknown details regarding the variety, and period and place of usage of these forms.

The **scope** of the exhibit is restricted largely to covers and postcards to which these forms have been attached. Research by the exhibitor has uncovered the existence of 54 pieces of mail with the forms, comprising 22 main varieties of which 21 are shown here.

The **outline** followed here progresses from explaining the type of carrier, supervisor and sorter marks seen on the forms, and to illustrate why the forms were needed. Next, forms from Rotterdam, The Hague, Amsterdam and Utrecht are shown. A detailed census and a brief exposé of what happened after the forms were no longer used conclude the exhibit.

Form used in The Hague (known as 's-Gravenhage or Den Haag in The Netherlands) in March 1919.

Black-framed boxes provide background information.

Unique items are indicated by **bold, red text**.

OUTLINE OF THE EXHIBIT

1. INTRODUCTION
2. FORMS
 - 2.1 Rotterdam
 - 2.2 The Hague
 - 2.3 Amsterdam
 - 2.4 Utrecht
3. CENSUS
4. POST-FORM PERIOD

ASNP Treasurer's report over 2019

by Hans Kremer

Starting Balance 1-1-2019 \$ 12,552.15

In		Out	
Dues	\$ 1,559.36	Magazine	\$ 2,271.81
Ads	\$ 1,200		
Donations	\$ 150		
Interest	\$ 92.12		
Total In	\$ 3,001.48	Total Out	\$ 2,271.81
Gain			
(In-Out)	\$ 729.67		

Ending Balance 12-31-2019 \$ 13,281.82

Another year is behind us and as you can see we ended up with a gain of \$ 729.67.

Income from dues increased by \$ 121.72 compared to last year. The eight \$1,000 CDs brought in \$ 92.12 in interest, donations \$ 150 (thanks!), plus the \$ 1,200 income from the advertisers (thanks to Advertising Manager Meindert Mossels' diligence) accounts for the positive outcome. Please consider our advertisers when dealing with philatelic matters. Without our advertisers we would have a loss of about \$ 470.

Since the balance is about \$ 13,280 we do have a bit of a cushion and I see no need to increase the dues this time.

However, we have to keep an eye on how the membership dues reflect the actual costs.

The membership dues of \$ 1,559.36 did not cover the cost of the Magazine (\$ 2,271.81).

Of the \$ 2,271.81 Magazine cost \$ 1,410.44 was for printing and \$ 861.37 for postage.

We are printing 50 copies per issue and since we are publishing six issues per year the cost of printing was \$ 1,410.14 / 300 = \$ 4.70 per copy each issue, or \$ 28.20 for the entire year. Average mailing cost per issue was \$ 861.37 / 300 = \$ 2.87 or \$ 17.22 for the entire year. Add mailing and postage and you get an average total Magazine cost of \$ 45.42 per year. It is clear that the 'digital members' subsidize the hardcopy members.

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

Book Review

The Group Post Mechanization issued the book *'Under the spell of UV-light, marks and code bars'* (In de ban van UV-licht, merktekens en codestreepjes) on the occasion that they were founded 50 years ago, on 15 February 1969. Initially known as the 'Ultra Violet The Netherlands, Study Group for Post Mechanization,' the members decided to join the 'Nederlandse Vereniging van Poststukken en Poststempelverzamelaars' (Po&Po) on 1 January 2020 as the Group Post Mechanization. The Group has no formal membership; any member of Po&Po can participate in the Group's activities. About 20 Po&Po members do so at the moment.

In de ban van UV-licht, merktekens en codestreepjes



50 jaar
posttechnische filatelie
1969–2019



Po & Po Groep Postmechanisatie

The book has 256 pages and is divided into two parts. The first is titled 'Postal Technique' and has five chapters (plus two contributions of a more personal nature). This part deal with the technical developments through the years related to positioning, canceling, coding and sorting of the mail. The chapters are:

1. Facing-cancelling machines of The Netherlands and their machine cancels.
2. Dutch coding– and sorting systems and their effect on mail pieces.
3. Coding location markings and coding ribbons in Amsterdam 1979-1999.
4. The NS-10 winnowing-facing machine of Nippon Electric Company.
5. Help! My mail has been PIMed!

The second part is titled 'Widening and Deepening' and also has five chapters (plus three more personal contributions). Specific topics from Part 1 are discussed here in more detail:

1. Luminescence colors with post mechanization.
2. An L-shaped bar on the Van Gogh-stamps, why?
3. Autopsy of an image mark.
4. Marks and coding bars: a comparison of American and Dutch pieces of mail.
5. Victims of mechanization.

The book offers a wealth of information on all aspects of automated mail processing. For example, did you know that TNT Post added 'franking

hooks' to postage stamps to facilitate the automated recognition of postage stamps? The size of these marks indicate whether the stamp covers mail to domestic (Nederland 1 and 2) destinations, qualifies for a reduced December rate, or that it pays for European or World wide destinations.

The only negative aspect of the book that it is in Dutch, thus limiting the international readership. However, I have contacted Po&Po to seek permission to translate the book and have it published in Netherlands Philately. Stay tuned!



Recent Issues

Typically Dutch—Smoked Sausage ('Rookworst') January 2, 2020

The sheet with 6 stamps shows a typically Dutch food: the 'rookworst' (smoked sausage). This sausage typically accompanies pea soup, sauerkraut, kale or 'stamp pot.' The variety shown here is the 'Hema' sausage.



Experience Nature—Birds of Prey and Owls January 2, 2020

The sheet of ten stamps shows birds of prey and owls seen in The Netherlands. Most of the birds shown are endangered and have been placed on the Red List of breeding birds in The Netherlands, or on the Red List of migrating/wintering birds in The Netherlands.



XL stamp January 26, 2020

The XL stamp is used to mail large-size letters weighing no more than 2 kg. Mail larger than C4 format (32,4 x 22,9 cm) that still fits through the mail box slot can be mailed with the XL stamp. The stamp can also be used for smaller mail weighing between 350 g to 2 kg. The stamp costs Euro 4.40, and is cheaper than attaching five (domestic) stamps, and you can put the mail directly in the orange mail box. Stamps with the XL code can still be used when the rate increases.

See also <https://www.postzegelblog.nl/categorie/uitgiften-nederland/>



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2-4 APRIL 2020

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PREVIEW:



Undercover Mail



Cancellations Vliegtucht and star
on one cover!

War of the Austrian Succession 1740-1748
AHOL on disinfected letter 1745

New find! Plate II
9th known ex.

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HIGHLIGHTS

- Netherlands pre-philately with extensive departementstempels
- Netherlands Indies and Indonesia with (imperforate) proofs
- Exhibition collection of WW2 Postal History - The Kees Adema Collection
- Collection of Netherlands Field Post
- Collection of (early) Netherlands Air Mail
- Collection of Bosnia incl. many proofs
- Original country collections incl. German and British Colonies, Egypt

All single lots for the Spring Auction 2020 will be able for viewing at our Super Booth at the large **HERTOGPOST 2020** stamp exhibition in the Brabanthallen in 's-Hertogenbosch (NL) on 19-21 March 2020.



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