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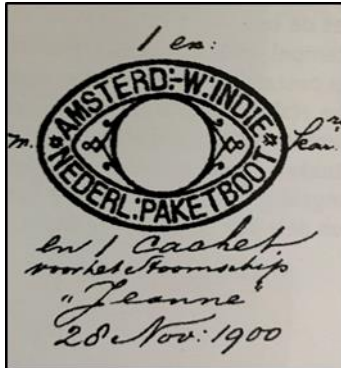
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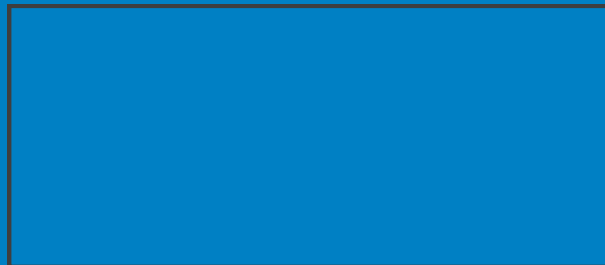
Netherlands Philately

Magazine of the American Society for Netherlands Philately

Volume 46/5



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NETHERLANDS PHILATELY

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Editor's Message

May, 2022

Dear Fellow Collectors,

I am in the curious position of preparing this issue a day before my wife and I will (hopefully) board a KLM plane at Houston's George Bush Airport for a two-week visit to the Netherlands, and returning too late to make any changes or additions to this issue. So I will not be able to share any of my experiences over there until at a later time.

The days before an overseas trip are always a bit hectic, so I will keep it short this time. Spring has arrived here, and summer temperatures are just around the corner. Covid is (almost) a non-issue over here, with life essentially back to normal. Let's hope that the rest of the world will reach that stage soon as well. Of course, Ukraine remains a concern, and I hope there will be a resolution soon.

Stay safe, and enjoy life,

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 300 dpi or better). Contact the Magazine Editor in case of questions.

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The Oval “AMSTERD:-W:INDIE / NEDERL:PAKETBOOT” Postmarks.

by Hans Kremer

The Koninklijke West-Indische Maildienst (K.W.I.M) was founded in 1882 with the purpose of monthly transport of mail, passengers and goods between the Netherlands and Suriname/Curacao. The Company was subsidized by the Dutch State. It was not until 1884 that the first three ships were delivered (the Oranje Nassau, Prins Willem I, and Prins Maurits). It was the Oranje Nassau that was the first one to depart from Amsterdam, on March 27, 1884. She arrived in Paramaribo (Surinam) on April 14, in Willemstad (Dutch Antilles) on April 23, and arriving back in Amsterdam on May 27.

What started as a monthly roundtrip became a roundtrip every three weeks in 1890, twice a month in 1897, and every other week in 1904.

The route itself was also extended, first to Haiti and finally to New York in 1888.

The postcard shown in Figure 1 was postmarked in Paramaribo on May 5, 1902. It is franked with 7 ½ cents, although the reduced rate of 5 cents would have been sufficient for postcards transported entirely by the K.W.I.M. (which was the case here).

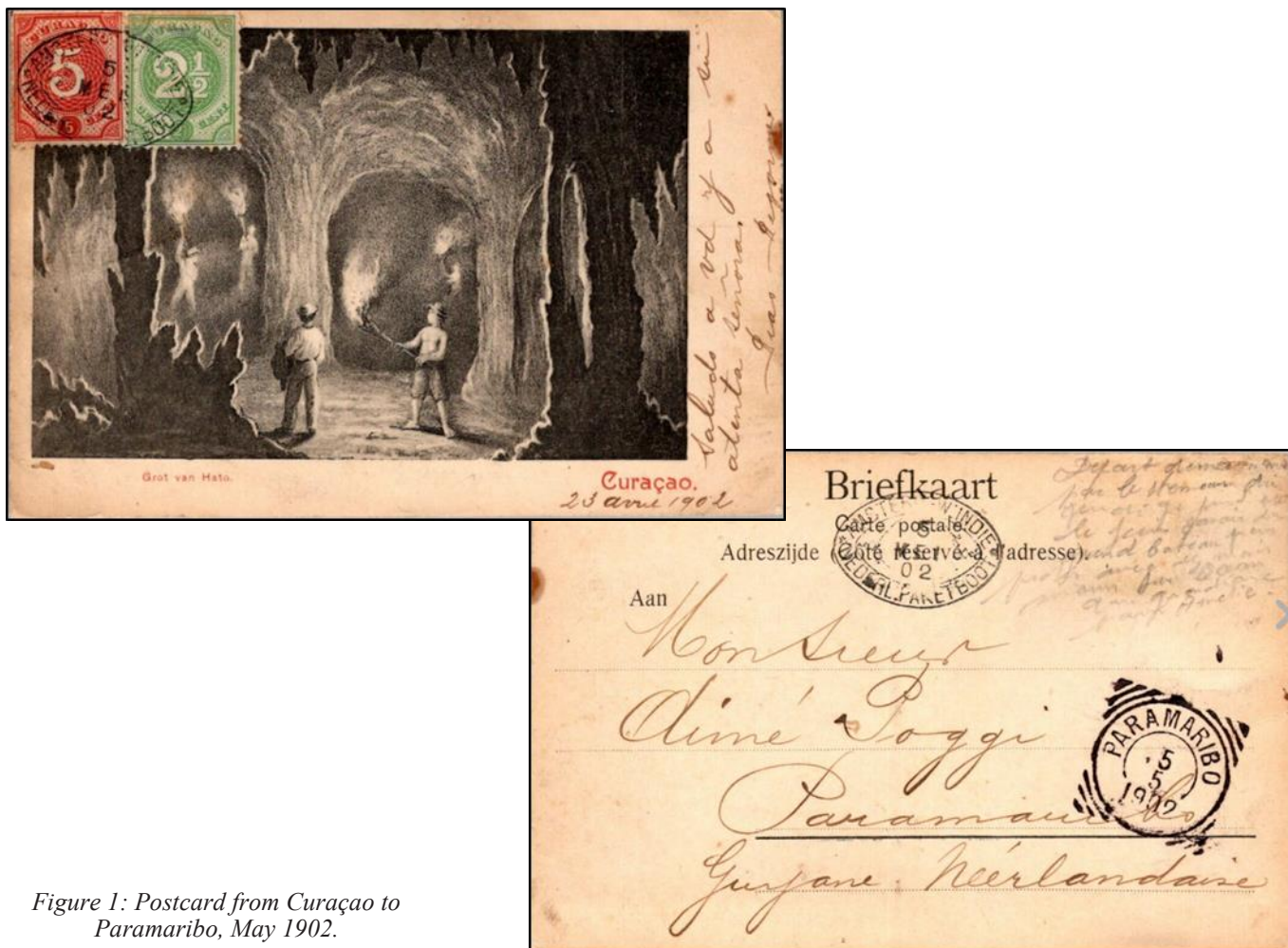


Figure 1: Postcard from Curaçao to
Paramaribo, May 1902.

There were clear K.W.I.M regulations on how to handle mail on board the steamships.

The regulations (see Riddell and Erfmann/Stuut) read:

“Article 127: Shortly before arrival at the port, the mail that was deposited on board by the passengers in the post box must be removed from that box. This mail must then be sorted and added to the mail already received in the bundles.

Article 128: Shortly before arriving at a port, the captain must open the bundles destined for that particular port. The mail in those bundles must be marked on the address side with a date marker and the stamps on this mail must be invalidated with the date marker. Mail that is insufficiently or not franked must be marked with a letter T.”

In 1902 eight steamships rotated on the route via Paramaribo and Curaçao to New York. On January 1, 1902, the Prins Maurits departed from the de Ruyterkade in Amsterdam, followed by Prins Willem I (15 Jan.), Prins Willem IV (1 Feb.), Prins Willem II (15 Feb.), Oranje Nassau (1 Mar.), Prins William III (15 Mar.), Prins Frederik Hendrik (1 Apr.), and Prins Willem V (15 Apr.), after which it was Prins Maurits's turn again on 1 May, 1902.

In 1902 the entire route went from Amsterdam to Paramaribo, Demerara (Guyana), Carupano (Venezuela), Cumaná (Venezuela), Guanta (Venezuela), La Guayra (Venezuela), Porto Cabello (Venezuela), Willemstad (Curaçao), Jacmel (Haiti), Aux Cayes (Haiti), Port au Prince (Haiti) ending in New York and then back from there. On the way back they stopped also in Le Havre to drop off mail. Such a home and away trip took a bit over 3 ½ months.

Via Delpher.nl I was able to find out which K.W.I.M. steamship arrived in Paramaribo on May 5, 1902. It was the Prins Willem II, who on February 15, 1902 had departed from Amsterdam and on the way back from New York visited Paramaribo on May 5, leaving for Amsterdam on May 7 (Figure 2).

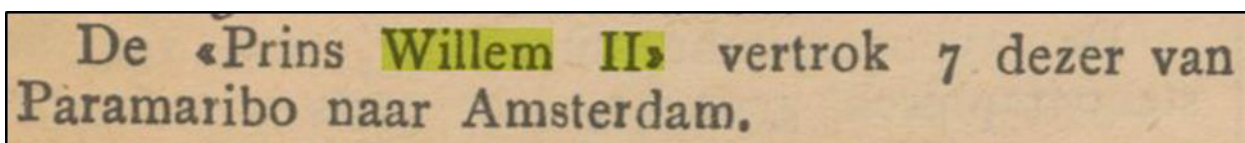


Figure 2: Surinam Newspaper announcement May 1902.

The postcard shown in Figure 1 was marked on the front and back on May 5 with the squared circle Paramaribo 5/5/1902 date cancel and the oval date cancel AMSTERD:-W:INDIE / NEDERL:PAKETBOOT / 5 / MEI / 02. The postcard was marked on the front and back on May 5 with the squared circle Paramaribo 5/5/1902 date cancel and the oval date cancel AMSTERD:-W:INDIE / NEDERL:PAKETBOOT / 5 / MEI / 02. Enlarged versions of these postmarks are shown in Figure 3 and 4, respectively.



Figure 3: Paramaribo squared circle date cancel 5 5 1902.



Figure 4: Oval K.W.I.M. cancel used on the Prins Willem II.

Benders (1978) has attempted to describe the characteristics of the various oval cancels, and he presents hand-made drawings showing details of the stamps used on board the Prins Maurits, Prins Frederik Hendrik, Prins Willem IV and Oranje Nassau (Figure 5).

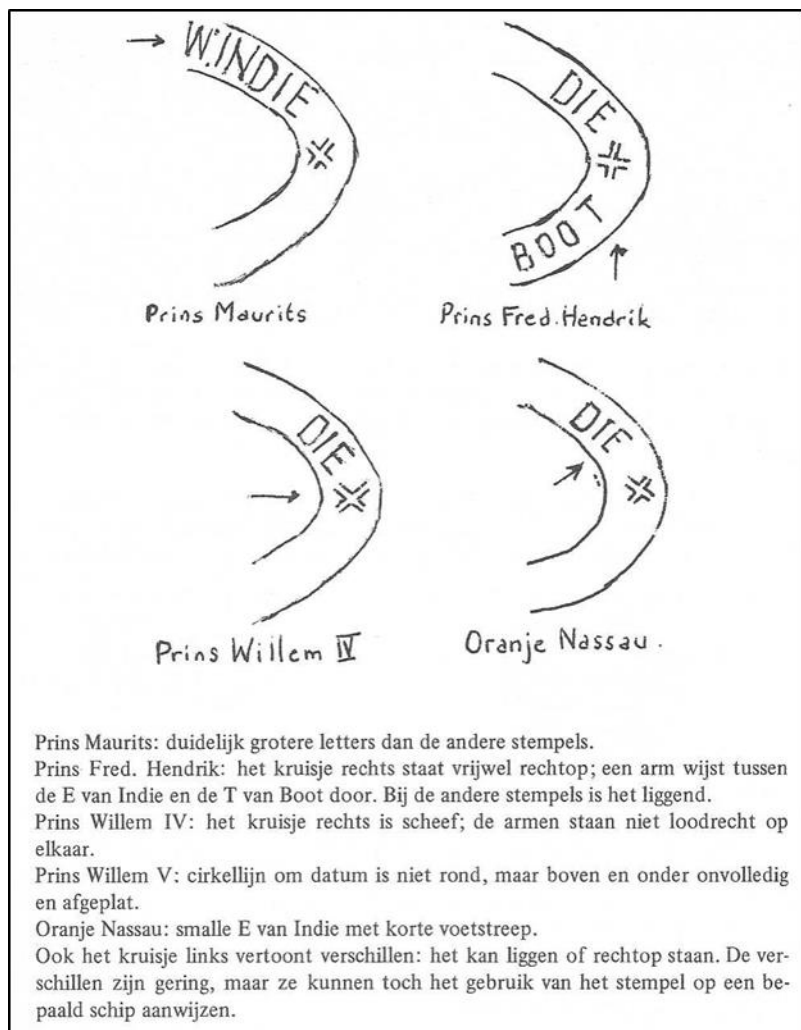


Figure 5: Drawing of stamp details.

Dutch text reads:

Prins Maurits: clearly larger characters than the other stamps.
Prins Fred. Hendrik: the cross at right is almost upright; one arm points between the E of INDIE and the T of BOOT.
Prins Willem IV: the cross at right is skewed; the arms are not perpendicular.
Prins Willem V: circle around date is not round, but incomplete and flattened on top and at the bottom.
Oranje Nassau: Small E of INDIE with short bottom line.
The cross at left shows differences as well: it can be lying down or upright. The differences are small, but can be used to identify the ship on which the stamp was used.

Rego (1986) writes: "The characteristics of the cancels that Benders depicts ... leave room for doubt". Rego then shows illustrations of the cancels (Figure 6) he identified of Prins Maurits (3/1), Prins Frederik Hendrik (I) (4/1), Prins William I (II) (5/1), Prins William IV (8/1) and Prince Frederik Hendrik (II) (14/1).

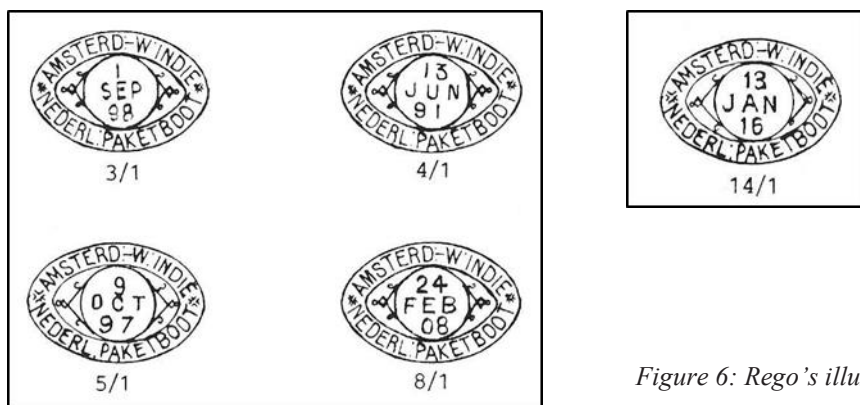


Figure 6: Rego's illustrations.

He further writes: "It is believed that the first 9 passenger ships of the K.W.I.M. each received an oval date cancel of this type. Later (?) these cancels were put into use on other ships of the fleet."

After I had identified the Prins Willem II as the user of the oval cancel of May 5, 1902, I came into possession of Delbeke's publication (2002) in which, among other things, a chapter is devoted to the K.W.I.M. (30 pages).

Delbeke's great merit is that he shows complete K.W.I.M. travel tables on pages 260 to 271 for the period from March 27, 1884 to the journey of Prins Willem V in the summer of 1907. If I had access to these tables earlier I could have saved myself a lot of time trying to find out which steamer arrived in Paramaribo on May 5, 1902.

Once my interest in these oval cancels was sparked I delved deeper into the literature and started looking for other interesting postal items with such an oval marker.

I quickly noticed that the majority of these postal items were sent from Haiti.

It turned out that sending mail from Haiti was faster with a K.W.I.M steamship than by alternative modes of mail transport. It was due to the frequency of the steamships of the various steam carriers calling on Haiti.

The letter shown in Figure 7 was dropped off in New York on the Prins Willem III who left on November 7, 1891 for Paramaribo, where she arrived on December 3, 1891.



Figure 7: New York to Paramaribo 1891.

The letter is of the second weight class (there is a handwritten blue "2" on the front of the cover). In 1891, 5¢ had to be paid for the first 15 grams for a letter to Surinam. For the second 15 grams another 5¢. Postage was 5¢ short. Postage due was doubled the shortage, so $2 \times 5\text{¢}$ is 10¢. Conversion factor from US \$ to a guilder was 2.5. Therefore the postage due penalty was $10\text{¢} \times 2.5 = 25$ Surinamese cents, paid for with five 5 cent postage due stamps. A manuscript "25" in blue was also added to the letter. This could refer to the weight of the letter (25 grams) or, more like to the amount of postage due.

To comply with the K.W.I.M regulations (Article 128), the letter "T" was applied the front of the letter.

The K.W.I.M. ships, over the years, encountered various mishaps:

1889 Prins Willem I (1)	Sunk in the English Channel after a collision
1899 Prins Maurits (1)	Sunk off Venezuela
1900 Prins Willem I (2)	Ran ashore near the Mariguana Island (Bahamas)
1903 Prins Frederik Hendrik (1)	Perished on Margarita Island (Venezuela)
1906 Oranje Nassau	Ran ashore in Curaçao en left behind
1910 Prins Willem II	Missing. Most likely sunk in the Gulf of Biscay. 73 people lost
1915 Prins Maurits (2)	Sunk in a hurricane. 49 people lost.

The lost ships' routes were temporary taken over by chartered vessels:

Prins Willem I (1)	replaced by the Borneo. The Borneo made one trip for the K.W.I.M.
Prins Maurits	replaced by the Dean. The Dean made three trips for the K.W.I.M.
Prins Willem I (2)	replaced by the Jeanne. The Jeanne made two trips for the K.W.I.M.

Delbeke (page. 281): "From the investigation conducted, the use of oval cancels on the chartered ships could not be verified."

However, the postcard shown in Figure 8 was sent on the Jeanne (one of the chartered steamships). She arrived on January 21, 1901 from Haiti in New York (Figure 9), where the oval stamp was applied.



Figure 8: January 1901 with the s.s. Jeanne from Haiti to Germany via New York.

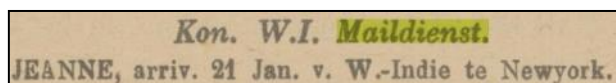


Figure 9: Dutch Newspaper of January 23, 1901 announcing arrival of s.s. Jeanne in New York..

The postcard was forwarded from New York to Wilhelmshaven where it arrived on February 1, 1901, from where it was redirected to Apen.

I am surprised the oval cancel is so bad. The cancel was sent to the K.W.I.M. on November 28, 1900 (Figure 10). The Jeanne left Amsterdam on December 1, 1900, in the direction of Paramaribo, with this completely new oval cancel on board.

I found it to be an interesting subject and I'm enjoying figuring out which K.W.I.M. ship a particular postcard/letter with an oval cancel on it was transported by.



Figure 10: Oval K.W.I.M. cancel issued to the Jeanne Nov. 28, 1900

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Nippon Electric Company's Culler-Facer-Canceler type NS-10, Part 1.

by Eddie IJspeerd

INTRODUCTION

The current sorting centers in our country date from around the turn of the century. They are the result of the “Briefpost 2000” (Letter mail 2000) project that aimed to centralize mail processing in six large sorting centers. In those centers Culler-Facer-Cancelers (CFCs) of Toshiba and Nippon Electric Company (NEC) were installed [1]. Also Alcatel and Siemens sorting machines for processing the different mail item categories came into use [2].

After years of continuous operation, problems arose with obtaining spare parts during maintenance on those CFCs. This was especially the case with electronic components. For this reason among others, the then TNT Post decided to replace the CFCs in all six sorting centers in the course of 2011 with the more advanced NS-10 machines from NEC. TNT Post also took this opportunity to start using the new CFCs to perform automatic postage checks on a national scale. Previously, this was done with only one single machine in the Nieuwegein sorting center: the ‘PortenInnenMachine’ (PIM, postage collection machine). This machine will be discussed in more detail in a future issue of Netherlands Philately.

FUNCTIONALITY OF THE NS-10 CFC

The main functions of the NS-10 CFC are shown in Figure 1.

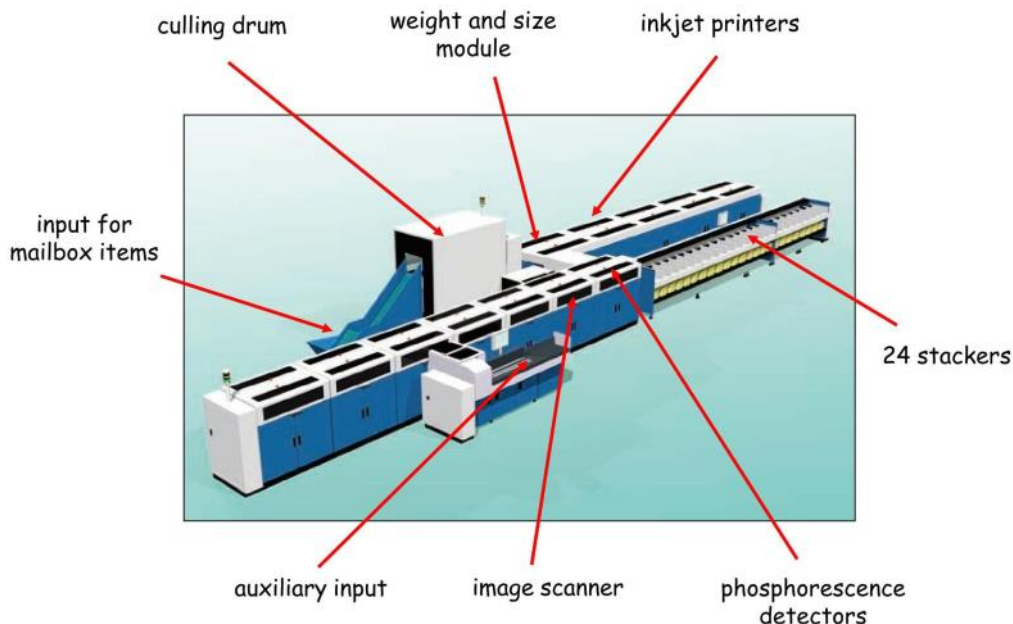


Figure 1: The main modules of the NEC NS-10 Culler-Facer-Canceler (CFC).

Mail piece input

Mail pieces enter the CFC in two ways. Letterbox mail is deposited on a conveyor belt. All kinds of ‘reject mail’ from other mail processing machines or from hand processing enters through an auxiliary entry on the side of the machine.

Culling

In a large rotating culling drum the letterbox mail is split into machine-processable and non-machine-processable mail. It's not necessary to split the mail from the auxiliary entry into formats. That has already been done during other processing stages (hand processing, reject mail from sorting machines).

The NS-10 CFC can handle mail pieces with sizes between 88 x 138 mm and 235 x 330 mm (Figure 2). The items fall out through slots in the culling drum. Pieces that are too large and/or too thick do not fall out but leave the drum at the back and are collected in a separate tray. This mail is processed by hand.

Image scanner

An image scanner creates a digital image of each letter. Through image analysis, the software 'reads' the address information (street, house number, city, country) on the letter, revealing the global destination of the letter (**domestic** or **foreign**). The software also searches the digital information for the presence of one or more stamps.

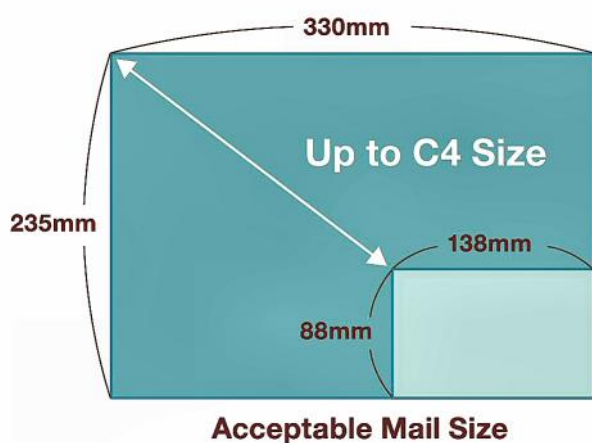


Figure 2: The machine-processable mail formats of the NEC NS-10 CFC.

An important external tool is a database with digital images of all still valid Dutch stamps, except for the personal stamps, because the image on those stamps has been chosen by the customer.

The software compares the digital image of the stamp found with the database data and tries to find a match. To help the stamp-recognition process to come to a faster result, TNT Post created the '**sorteerhaak**' (sorting hook). This is a small black hook by which the software can recognize the **rate type** of the stamp (Figure 3 and Figures 4a/b).

Phosphorescence detectors

After the postage check, the postal items enter a section where they are exposed to UV light, causing the phosphorescent bar on the stamp to light up. After the UV light is extinguished, the phosphorescent bar continues to light up for a short time. This afterglow is detected and the stamp, once arrived at the inkjet printer, is devalued.

The front side only of the letters is illuminated in the NEC NS-10, but over its entire letter surface. Where the stamp is located on the front side (top right or bottom left) does not play a role in the stamp detection process; the detectors scan the entire letter surface. If the stamp is on the unexposed reverse side, no detection follows and the letter is led to the reversing station. There the letter is rotated around its vertical axis and passes again the UV detectors. Comparable systems of automatic stamp detection have been described by Jos Stroom [1].

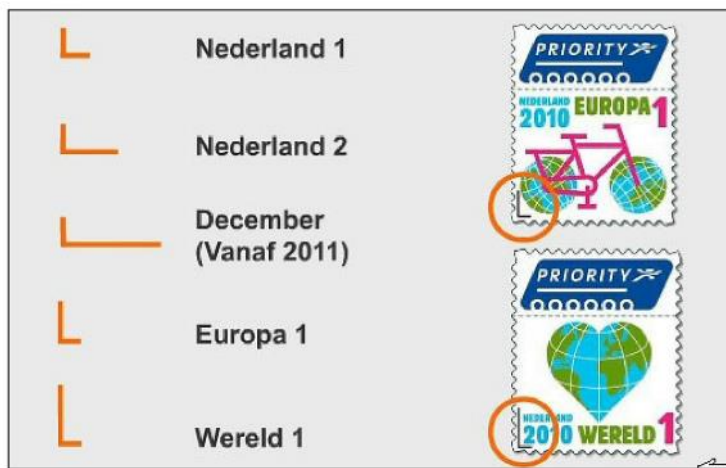


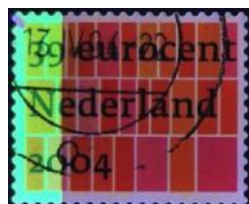
Figure 3: The different hook types. The hook for December stamps was introduced in 2011.



Figures 4a/b: A hook on a regular rate 1 stamp (left) and on a December stamp (right).

The type of stamp (regular stamp or December stamp) is also determined on the basis of the phosphorescence color. Since the last few years, regular Dutch stamps contain a chemical compound in the shape of a vertical or an L-shaped bar that lights up green under UV exposure and produces a brief afterglow after the exposure has stopped (Figures 5a/b).

December stamps have a vertical or L-shaped phosphorescent bar that lights up orange-yellow under UV illumination and also produces an afterglow after the exposure has stopped (Figures 6a/b). Using special optical filters placed in front of the detectors, the two stamp types are distinguished from each other by the color difference of the bars.



Figures 5a/b: Stamps with a vertical bar (left) or an L-shaped bar (right) that lights up green under UV illumination.



Figures 6a/b: December stamps with a vertical bar (left) or an L-shaped bar (right) that lights up orange-yellow under UV illumination.

When a December stamp is detected by this color recognition process, the mail piece is led to a separate output stacker of the CFC and 'stored' for some time because mail pieces with December stamps may take a little longer to be delivered.

Weighing and measuring

The NEC NS-10 CFC is equipped with an accurate in-line weighing system. The weight of the mail piece plays a role in the automatic postage check. Length, width and thickness of the mail piece are also measured for culling purposes in the NEC NS-10 itself.

Having arrived at this point in the CFC, the software has collected all kinds of data from a mail piece which is stored in a digital buffer.

Inkjet printer

The next module, contains an inkjet printer with a dual job: de-valuing the stamp and possibly applying an administrative imprint if there is not enough postage present to meet the tariff. This aspect of the CFC will be described in a future issue of Netherlands Philately.

During the test phase of the first NEC NS-10 CFC in 2011 in Rotterdam, certain measurement data were printed on postal items (Figure 7).

The meaning of the measurement data in Figure 7 is:

- 9.6 = weight of the mail piece in grams
- 163.0 = length of the mail piece in mm
- 114.0 = width of the mail piece in mm
- 1.0 = thickness of the mail piece in mm
- P = Phosphorescence of the postage stamp recognized
- 81C0 = hexadecimal number indicating the 'address' where the digital information is stored in a database
- 1 = output stacker into which the mail piece has ended up.

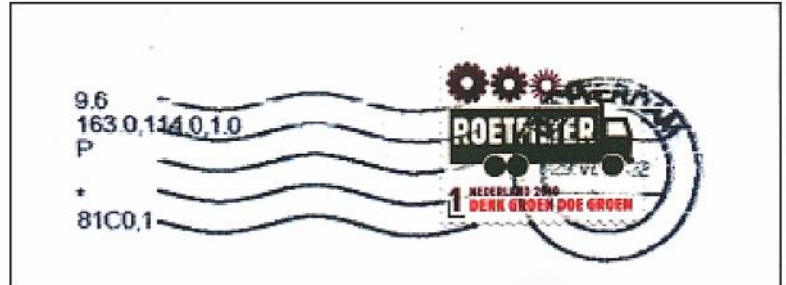


Figure 7: The measurement data of an NEC NS-10 CFC, printed on the mail piece.

For the first time in our country, stamps are no longer canceled (impact system) but devalued by spraying ink in very small droplets on the stamp (inkjet technology) (Figure 8). We are now no longer dealing with a machine cancel but with a **machine print**.



Impact machine cancel
There is contact between the envelope and the cancel die



Inkjet machine print
There is no contact between the envelope and the inkjet nozzles

Figure 8: The difference between an impact machine cancel and an inkjet machine print is clear to see.

NOTES

1. Jos M.A.G. Stroom, The Facer-Cancelers of the Netherlands and the corresponding machine cancels. Netherlands Philately 45-1, 45-2, 45-3 and 45-4.
2. Eddie IJspeerd, Dutch coding- and sorting systems and their effect on mail items, Netherlands Philately 45-5, 45-6. 46-1 and 46-2.
3. In the Dutch Jubilee book, an error has occurred: CFC 103 from Amsterdam was not mentioned in the review of the CFCs. In this article the error has been corrected. Figure 14 (in Part 2) has also been adjusted.

[This is the first part of the fourth chapter of 'In de ban van UV-licht, merktekens en codestreepjes.' Future issues of Netherlands Philately will have subsequent (parts of other) chapters of this book issued upon the 50-year jubilee of the Post Mechanization Group of Po & Po.]

Mail Route Blockaded.

by Ben H. Jansen

Two covers offered at René Hillesum Filatelie: Sheraton & Peel #62 auction drew my attention. Both were mailed by the 'Rotterdamsche Bankvereniging N.V.' from Rotterdam to the Shantung Traders Co. in Chefoo, N(orth) China. Both were returned to sender with the marking "MAIL ROUTE TO DESTINATION / BLOCKADED RETURN TO SENDER."

The Rotterdamsche Bankvereniging, or Robaver, was the name of the 'Rotterdamsche Bank' between 1911 and 1947. The Rotterdamsche Bank was established in 1863 by a group of merchants and bankers. Through several mergers it became the AMRO Bank in 1964 and after yet another merger is now known as the ABN-AMRO bank, headquartered in Amsterdam.

Chefoo, now known as Yantai, is a seaport on the north coast of Shandong province (see Figure 1 for a map). The origin of the name Chefoo derives from the name of the island (actually, a peninsula) that protects the city's natural deep-water harbor. Yantai means 'Beacon Tower' and refers to a lookout as part of the 15th-century defense system against (Japanese) sea pirates.



Figure 1: Map of the area being discussed.

The covers were mailed on 15 October 1945 and 26 March 1947, respectively.

The 1945 cover is shown in Figure 2. It has a Francotyp machine franking (machine 656) of 12.5 cent, the correct rate for a letter of the first weight class to a foreign destination per the tariff of November 1, 1928.

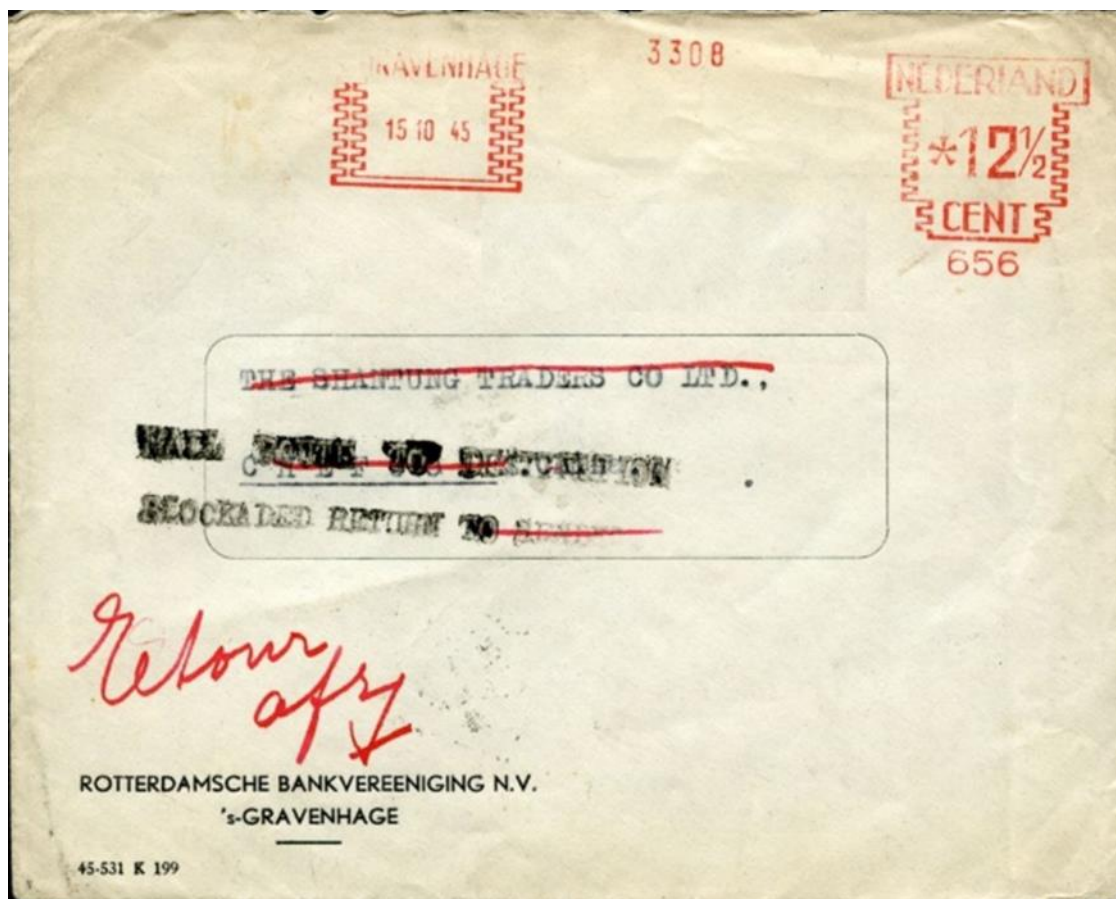


Figure 2: October 15, 1945, The Hague to Chefoo, North China.

The lower left corner shows the printer mark 45-531 K199. K-numbers ('kenmerk' numbers) were a unique identification code for all commercial printers. These identifiers had to appear on all printed material, as mandated by the German occupiers of the Netherlands, starting July 22, 1941. The numbers served to maintain control due to the scarcity of paper during World War 2. K199 refers to Elsevier in Amsterdam, and it is likely that the envelope was printed early 1945.

Black ink was used for the blockade marking and a handwritten 'return to sender' was added, likely when the cover made it back to the Netherlands.

The second cover (Figure 3) is franked 20 cents, using the same Francotyp a machine franking, and is the correct rate for a letter abroad of the first weight class per the tariff of November 1, 1946.

The marking in the upper left corner states that the senders is permitted to mail items closed, and pertains to the control of in- and export permits and currency controls.

The two blockaded markings have been placed with blue ink, but seem otherwise identical to the black one seen on the 1945 cover.

The mail was returned to sender at an unknown date, but handwriting in the upper center of the envelope is dated 18 November 1950. The text reads: "Is being sent, but at sender's risk. Mail travels via the Soviet Union. Per post office." Below it, in pencil, is written "try", suggesting that remailing was attempted. Since there are no markings on the cover showing that it was mailed twice, it is likely that the content was put in a different envelope.

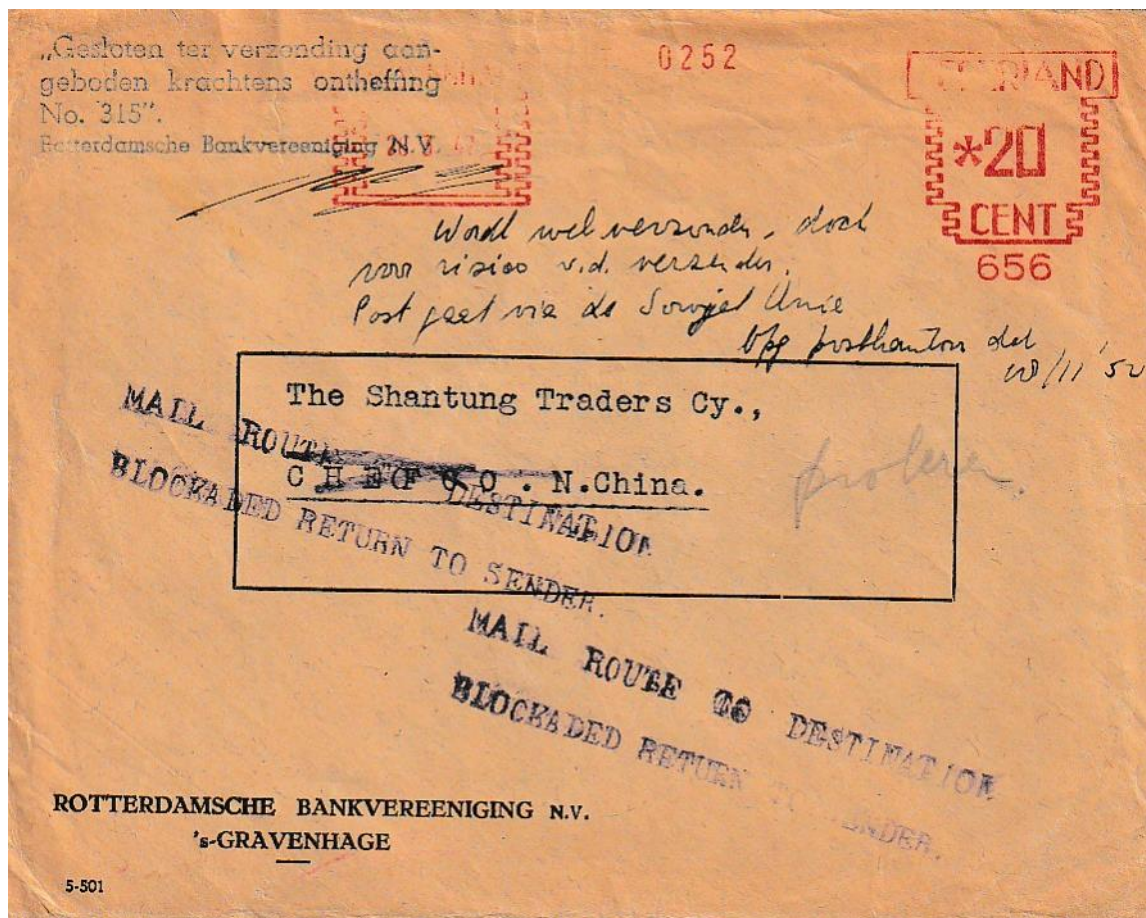


Figure 3: March 26, 1947, The Hague to Chefoo, North China.

The two-fold question remains: who caused the blockade and who placed the marking?

First a bit of history.

Mail to North China likely traveled through Manchuria. The situation there and in other parts of China around that time was chaotic, due to the resumption of the Chinese Civil War and events during the last phases of World War 2.

The Chinese Civil War was fought between the Kuomintang (KMT)-led government of the Republic of China (ROC) and forces of the Chinese Communist Party (CCP) lasting intermittently from August 1927 to 1949. From 1937 to 1945, hostilities were put on hold to fight the Japanese invasion of China.

On August 8 1945, Soviet forces launched the huge Manchurian Strategic Offensive Operation overpowering the Japanese Kwantung Army in Manchuria in just three weeks and the remaining Japanese troops surrendered to the Soviets on August 20.

Upon the formal surrender of Japan on September 2, 1945, over 630,000 Japanese and Korean military personnel and civilians were still in China, and in need of repatriation. Since the Chinese government did not have the resources to repatriate the Japanese and Koreans, President Harry Truman sent over 50,000 United States Marines of the III Amphibious Corps (IIAC) and the 7th Fleet to northern China as part of Operation Beleaguer.

The marines were ordered to accept the surrender of the Japanese and their Korean former subjects, repatriate them, and help the Nationalists reassert their control over areas previously held by the Japanese. The Marines were not to take sides in the fighting, and were only allowed to engage in combat if fired upon first.

The IIIAC arrived in Hebei Province on September 30, with most of the Japanese military personnel surrendering to the Allied forces within days.

The situation in Shantung Province was different, as Communist troops had taken control of Chefoo and large parts of the province, and they were not cooperative with the Americans. Therefore, the marines had to land at Tsingtao instead on October 11.

Nationalist troops were airlifted by the 14th Air Force to Beijing in October where half remained. The remainder, joined by troops that had been stationed in Hebei and Shantung Provinces, moved into Manchuria in late 1945 to prevent a CCP takeover of Manchuria following the scheduled Soviet departure. In the winter of 1945–46, Joseph Stalin gave orders to Marshal Rodion Malinovsky, the commander of the Soviet Red Army in Manchuria to give Mao Zedong most Imperial Japanese Army weapons that were captured. Also, despite repeated requests from Chiang, the Soviet Red Army continued to delay pulling out of Manchuria, while its Marshal Malinovsky secretly told the CCP forces to move in behind them.

As Chiang Kai-shek's forces pushed into Manchuria, the Communists initiated an offensive on the Shandong Peninsula that was largely successful, as all of the peninsula, except what was controlled by the US, fell to the Communists.

Full-scale war between CCP and KMT forces broke out on 26 June 1946, with the CCP controlling most of Manchuria and the Shantung Province (Figure 4). China then entered a state of civil war that lasted more than three years.

American troops were withdrawn from Hebei Province between April and May 1947. After that, efforts to evacuate American and other foreign nationals were centered around Tsingtao. All American troops were withdrawn by the end of May 1949.

Back to the question of who and where. Given that the Communists were not cooperative with the Americans ('hostile' may describe the relationship better), and at war with the Nationalists, it is not unreasonable to assume that mail entering Manchuria destined for Shantung Province would find its way to American forces in Tsingtao. Since most of Shantung Province was under control by the Communists, there was no connection to Chefoo, mail for Chefoo had to be returned. Thus the 'blockaded' marking was most likely applied by American personnel, explaining its English wording.

The Chinese Civil War was over by the end of 1949, and explains why the 1947 letter has the 1950 note saying that mail can be delivered again at sender's risk.



Figure 4: Are under communists control by the end of 1945.

References

Much of the history surrounding the Chinese Civil War, Operation Beleaguer, and facts about Chefoo, were obtained from Wikipedia.

Censored postcard sent October 1915 from N.E. Belgium to Roermond in the Netherlands.

by Hans Kremer

The postcard shown in Figure 1 was sent October 20, 1915 from Bocholt-Loozen (N.E. Belgium), to Ruremonde (Roermond) in the Netherlands. Bocholt-Loozen is located just across the Dutch border. The sender had been asked to come to notary Strens's office in Roermond to talk about the settlement of the estate of his father in law.



Figure 1: Front and back of October 20, 1915 postcard.

He replied that he couldn't come because his request for a passport was denied. He suggested that maybe the notary could try to get him a passport through the German authorities.

The postcard first went from Bocholt-Loozen to Cologne (Aachen) in Germany, where it passed the German censorship and from there to Roermond, where it was subjected to the Dutch censorship. The indirect route from Bocholt via Aachen to Roermond was more than 100 km long. Bocholt straight to Roermond would have been only 27 (!) km.

The cover, apart from the Belgium stamps overprinted "Belgien 5 centimes", has a couple of markings: a German circular "Auslandstelle Freigegeben Aachen" (Foreign Office Approved Cologne) and an oval "Mil. Censuur" (applied in Roermond). The German occupiers required that correspondence between the occupied parts of Belgium and the Netherlands passed through Cologne (Aachen) and that either the French or German language was used. The text on the postcard shown here was in French, although Bocholt-Loozen was in the Dutch speaking part of Belgium.

The Dutch had declared neutrality when WWI broke out. This not only meant that they could not favor any of the warring parties but also that the border had to be closed and that a passport was needed in order to be let into the country legally. For those parts of the country that were closest to the border a state of emergency was declared. These were the parts that saw a big increase in money laundering and also possible espionage. This was the reason a number of mail censor offices were opened, one of which was located in Roermond. Each censor offices had a 'black list', containing the names of individuals and businesses who were suspected of illegal activity.

Although Notary Stress to which the postcard was addressed, received an unusual large amount of mail, his name did not show up on the black list.

The censor offices were run by the Dutch military and, for practical purposes, were situated in the local post offices. Each censor office had its own set of censor markers.

Roermond had two such censor markers, which at first glance look quite similar. The main difference is the heavy lettering and rougher and heavier appearance of the oval ellipse of type 2 (Figure 2).

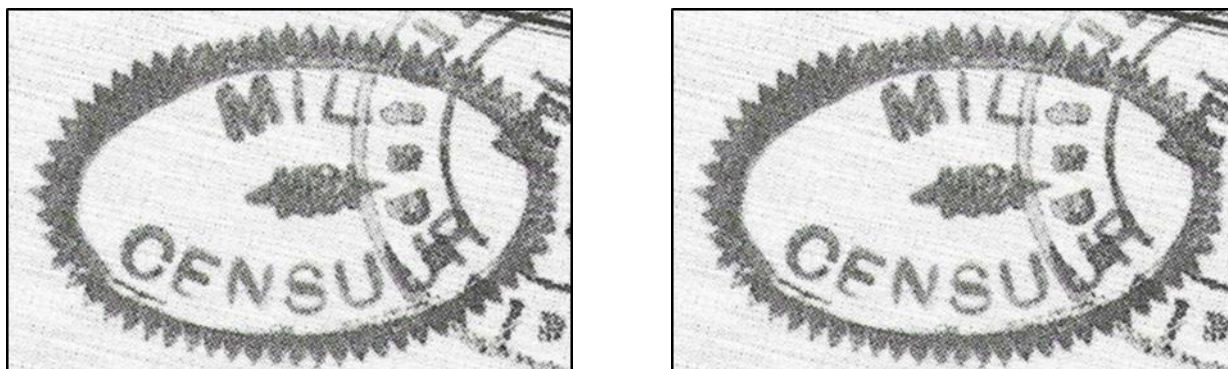


Figure 2: Roermond Censor markers, type 1 (left) and type 2 (right).

Type 1 is known from August 1915 through December 1915, while type 2 has been seen from September 1915 thru April 1916. The cover shown on the previous page appears to be type 2, while type 1 can be seen on the cover shown in Figure 3.



Figure 3: Roermond Censor type 1 marker on a December 1915 postcard.

References

John Dehé and Fons Simons, Een zaak van landsbelang, Postal History Study # 31, PO&PO, 2014.

Recent Issues

Still Lives in the Maurits House February 21, 2022

The sheet with six stamps shows famous still lives in the Maurits House. This museum houses a world-famous collection of 17th-century paintings.



Experience Nature: Nieuwkoopse Plassen February 21, 2022

The sheet with six stamps pays attention to the peat bogs of the Nieuwkoopse Plassen, in the center of South Holland Province. These shallow lakes are near the settlements of Nieuwkoop, Noorden and de Meije. The small moor river the Meije runs along the southeast border of the area.



Delft-ware tulip vases March 21, 2022

Six different stamps depict tulip vases from the collections of Dutch museums. The production of these exceptional vases made of glazed pottery reached their high point around the end of the 17th century.



Typically Dutch: Field hockey

March 21, 2022

Field hockey is a very popular in the Netherlands, and the national teams have won (and continue to do so) major tournaments.



Typically Dutch: Cycling

April 7, 2022

There is nothing more typically Dutch than the bicycle, and the Netherlands has produced quite a number of famous cyclists.

See also <https://www.postzegelblog.nl/>

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