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Netherlands Philately

Magazine of the American Society for Netherlands Philately

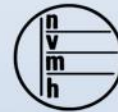
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Editor's Message

July, 2024

Dear Fellow Collectors,

This issue contains two more articles related to the Curaçoa and Suriname special issue, and two unrelated articles from my 'Supply' bin, which is actually well-filled for a change.

In August, I will be at the Greater American Stamp Show, which will take place in Hartford, Connecticut. I will show two three-frame exhibits. One deals with the 'ONBEKEND' forms, which were attached to undeliverable mail that was passed from one mail carrier to another to see if anybody knew the addressee. As proof that the carrier had seen the piece, he had to place his carrier mark ('besteller stempel') on the form. These forms were used between 1902 and the 1930s.

The second exhibit shows more recent material, as it presents the development of label P4582. This label, introduced in 1970, was affixed to undeliverable mail when returned to sender, and it contained a list of common reasons for return, which the mail carrier could tick.

Hopefully, the exhibits will be received well by the jury!

Ben

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With Hanging Hair, Part 3.

by Jan Verster

River Boat Services

As Surinam is covered by jungle, the only practical way to travel was by river boat. The Beneden Commewijne cancel was used on the river boat line that went from Paramaribo up the lower Commewijne River as far as Sommelsdijk. There were two types of cancels used on this service (Figure 32). The first is the small double round which was used up until the end of July 1903, and the other is the squared circle cancel which was used from then on. There are two major varieties of the small double round cancel. On one the bottom arc has been cut into five segments. This is the most common river boat cancel, but is still scarce, as I have only recorded 25 copies of the small double circle cancel and 15 copies of the squared circle cancel on this issue in my database.



Figure 32: The two types of small double circle and the squared circle cancels used on the lower Commewijne River.

The Cottica cancel (Figure 33) was used on the river boat line which went from Sommelsdijk along the Cottica, the Upper Commewijne, and the Perica Rivers. The squared circle cancel was introduced at the beginning of 1904. This cancel is rare and this is the only example on this issue I have in my database. There also is a small double round cancel of Cottica which was used from 1899 to 1903, but I did not observe any examples on this issue.

The Boven Para line went from Paramaribo to the Para River and up as far as plantation Hanover. In 1902 the boat went upriver on Friday, and returned the next day. The small double circle cancel was in use until the end of 1903 and the squared circle cancel was introduced at the beginning of 1904 (Figure 34). The example below (20 February 1904) is the earliest known use of this cancel. These cancels are rare and these two are the only examples I have in my database on this issue. I will admit that the first example is questionable but in the only other two cancels it could be (Boven Saramacca or Boven Suriname) the second word would be visible.



Figure 33: Squared circle cancel used on the Cottica River.



Figure 34: Cancels used on the Para River.

The cancel Ferry Dienst (Figure 35) was used on the line between Paramaribo and Fort Amsterdam, and from Paramaribo up the Suriname River as far as plantation Guinesche Vriendschap. The small double circle is known used from February 1901 to November 1903. There was a squared circle cancel used from 1904. These cancels are rare, as I have only two examples of the double circle and one example of the squared circle on this issue in my database.

The cancel SURINAME-BRITSCH GUYANA was used on the government steamboat which left Paramaribo every Monday for Demerara via Coronie and Nickerie. In this case the S.S. Parmaribo left Paramaribo for Demerara on Monday 18 April 1904. This cancel is known from 11 January 1904 and is rare on this issue as I only recorded six examples in my database. Of these six, three have the same date (Friday 4 March 1904) and so may be favor cancels. Before 1904 this line did not have its own cancel, see figure 36.



Figure 35: Small double circle cancel used on the Suriname River.



Figure 36: Squared Circle used on the coastal line between Paramaribo and Demerara.

There are three other river boat cancels known (Upper Suriname River, Lower and Upper Saramacca River), but I did not see them on this issue. They are rare on any issue.

Paquebot

The only paquebot cancel that appears with any frequency is the oval one used on ships of the KWIM (Koninklijke West-Indische Maildienst) which occurs 23 times in my database (Figure 37). This was a regularly scheduled run which left Amsterdam on the 1st and 15th of each month for New York via Paramaribo (and other places) and back again. The round trip took about four months and used a total of eight ships. A lot of mail to foreign destinations was transported on these ships, but only mail posted directly on board received this oval cancel. These cancels were used from 1886 until well after the end of the Princess Wilhelmina issue.



The cover in figure 38 was posted on the government steamer S.S. Paramaribo either while it was in harbor in Coronie or Nieuw Nickerie or by a passenger on that ship. The S.S. Paramaribo left Paramaribo on 20 December 1897 and would have arrived in Demerara by 22 December. There the letter was transferred to the *Prins Willem III* which left Paramaribo 21 December and arrived in Demerara a day or two later. Shortly before the *Prins Willem III* arrived in New York 16 January 1898, the agent on the ship would have cancelled the cover with the oval cancel which reads AMSTERD:-W.INDIE/ NEDERL:PAKETBOOT. In New York an arrival mark dated 16 January 1898 was placed on the back of the cover. Although the cancel says (18)97, this must be incorrect based on the arrival cancel.



Figure 37: Cancel used on KWIM ships.

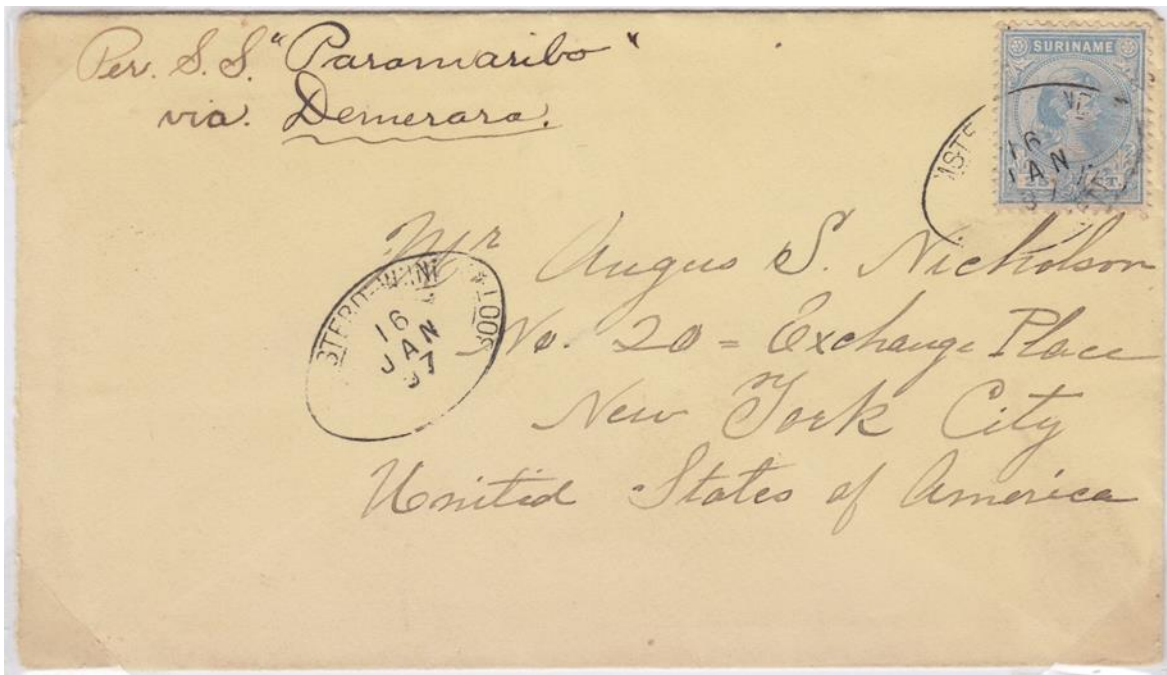


Figure 38: Cover mailed on S.S. Paramaribo and arriving in New York 16 January 1898. As explained in the text, the year in the cancel is incorrect.

The book [PC80] claims that you can sometimes tie a postmark to a particular ship based on minor differences in the cancel.

There are many other paquebot cancels possible but all are rare. Figure 39 shows two examples. The one on the left is from Georgetown, British Guyana, and the octagonal one on the right from the French line Cayenne a Fort de France. I also observed an example from Barbados.

Mysteries

There were cancels I was unable to identify. On the left in Figure 40 is an example cancelled with a 12 in a circle with bars. I have not had any luck in determining where this cancel was applied. In the book [RP09] by our late member Richard Phelps, on the 33rd page there is a cover dated 19 September 1892 with a Venezuelan stamp cancelled with this cancel. It has a Curacao transit mark and is addressed to New York. Is it a Venezuelan cancel or a New York cancel? I did write to him and ask him about this cover, but he was unable to supply any more information. Nobody I have asked has known any more.

The cork cancel at right in Figure 40 will probably remain unidentified, assuming it is even legitimate.



Figure 39: Paquebot cancels.



Figure 40: As yet unidentified cancels.

Reminders

In Paramaribo on 25 November 1908 there was a public auction of used postage and postage due stamps and post-cards. These were reminders of obsolete issues and included the Princess Wilhelmina issue. I previously wrote about this sale in [JV16].

In the Netherlands, the first report of this sale appeared in *Nederlandsch Tijdschrift voor Postzegelkunde* in 1909. On page 42, (March 1909) there is a report by J.E. Bohlmeijer (in Amsterdam) dated 1 March 1909 that the Surinam issues of 1892 and others were now being offered by the hundreds (all at a minimal price), but with a cancel that read "Paramaribo 2.9.1908" which was more than a year after the end of validity (1 August 1907). He adds that the cancel was weakly inked, and often difficult to read. See Figure 41 for two examples.



Figure 41: Two blocks from the 1908 sale of reminders

In the next issue (April 1909) beginning on page 57 there is a long article about the to-do caused by the reported cancel dated 1908. An important point made is that the date had been initially misread by J.E. Bohlmeijer (and several others) and that it actually read "Paramaribo 2.9.1906". There is more follow-up in the next issue on pages 97 and 98.

This explains why Paul van Reyen [PvR89] was unable to find any examples dated 1908, they never existed. Still, more than one reference repeated the 1908 date without noting the retraction one month later. To be fair, if you look at Figure 41, you might easily misread the date as 1908, when in fact it is 1906.

These reminders are extremely common on the 20 and 30 cent values and less common on the 15 and 25 cent values. They are rare on the 10 and 12½ cent values which is not surprising as stock of these values had run out years earlier.

Although easy to recognize in blocks, on single stamps you only get a quarter of a cancel. Any neat quarter cancel should be considered suspect.

If you look closely at the 25 cent value in figure 42, you will notice that the letters M, A, and R are damaged on their left sides (see Figure 43 for an enlargement). This damage is on all the remainder cancels, and I wondered if this damage could help date when the remainder cancels were actually applied to the stamps. When I tried to identify the hammer used, I discovered that it was not one of the four described in [WE11].



Figure 42: Other examples of remainder cancels.



Figure 43: Damaged letters M, A, and R.

This new hammer, which I call Type E, is similar to Type D which is why it has been unrecognized until now. Figure 44 shows the two hammers.

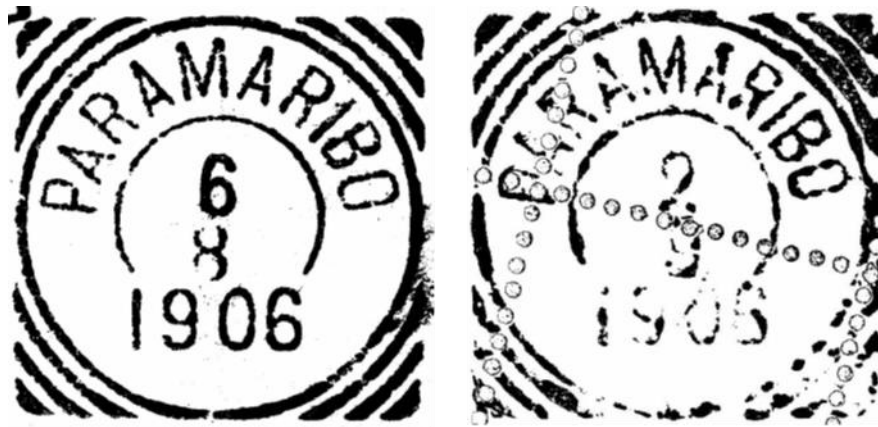


Figure 44: Type D hammer (left) compared to Type E hammer (right).

Some of the differences between these hammers are summarized in the table below.

Description	Type D	Type E
Inner Circle Diameter	12 mm	12.5 mm
Paramaribo Span	170°	163°
Letter "O"	left side extended misses outer arc	Left side extended touches outer arc
Letters "IB"	at an angle	parallel

In addition, the Type E hammer suffered damage during the summer of 1908. In particular, the lower left end of the inner circle was broken off, there was a break in the inner circle between the A and the R, and the damage to the M, A, and R occurred (Figure 45).



Figure 45: Left, Type E cancel with no damage (23 April). Center, damage to inner arc but not to R (8 August). Right, damaged as on remainder cancel (23 August).

From the sequence of cancels in figure 45 it can be seen that the remainder cancels could not have been applied before August 1908.

Thus the original article by Paul van Reyen was incorrect as there are no cancels dated 2 September 1908 and it was also correct in that the remainder cancels were probably applied in September 1908.

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- [PC80] Philip Cockrill, J.P. Traanberg, Netherlands and Colonies, Maritime Markings & Ship Cancellations (1793-1939), Series Booklet No. 12, ca 1980.
- [WE11] W.K. Erfmann and E.B. Stuut, Posthistorie van het Rijksdeel Suriname 1650-1975, Nederlands Vereniging van Poststukken- en Poststempelverzamelaars, 2011.
- [RP09] Richard A. Phelps Curacao, An Identification guide for Cancels, self published, 2009.
- [SP06] Specialiteiten Catalogus 2006-2011, N.V.P.H., 2005.
- [PvR89] Paul E. van Reyen, Surinam 1892: Queen Wilhelmina with Long Hair, Netherlands Philately, Volume 14, No. 3, pages 50-52.
- [JV16] Jan F. Verster, The 1908 Sale of Remainers in Paramaribo, Surinam Netherlands Philatelists of California, 47½ Year Anniversary 1969-2016, pages 63.

[*To be continued*]

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Update to Collecting the Gray and Yellow Red Cross Envelopes of the Netherlands East Indies.

by *Marinus Quist*

First, please note that in my recent article (*Netherlands Philately*, Vol. 48/2 pp26-35) about the Red Cross envelopes of the Netherlands East Indies (“NEI”), my given name was misspelled: It is “Marinus”, not “Martinus”. (I sure don’t know how that typo crept in!)

Second, since that article was published, I acquired a most curious yellow Red Cross envelope (see Figure 1). As described in the referenced article, the yellow Red Cross envelopes, which came into use in the fall of 1940, were to be used exclusively by German Internees held at Koetatjane (men’s camp at Alasvallei in North Sumatra) and Banjoebiroe (women’s camp near Ambarawa in Central Java). The first curiosity relating to the cover in Figure 1 is that it has no camp marking, only a straight-line date marking (8 JAN 1941). The second curiosity is the fact that the cover is franked over top of the free franking indicia with a 35 c Kreisler definitive stamp, which was cancelled at Batavia Centrum on 10-1-41.



Figure 1: Yellow Red Cross envelop.

As discussed in my previous article, internees could mail these Red Cross envelopes to Geneva, Switzerland by surface mail free of charge; or they could opt for much faster service by franking the envelope with 20 cents to pay for the airmail surcharge. So why was this envelope franked with 35 cents and did the sender intend for the stamp to cover up the postage free indicia? Perhaps the envelope was “properly” mailed (but overfranked) by a female internee, in the Banjoebiroe camp where the camp commandant applied a straight-line date cancel instead of the normal circular date cancel. However, getting the mail from Banjoebiroe to Batavia in only two (2) days seems unrealistically fast. For example, the Banjoebiroe envelope in my previous article was cancelled at the camp on 21-1-41 but not cancelled at Batavia Centrum until 3-2-41. Similarly, the yellow Red Cross envelope from Banjoebiroe illustrated on pages 171 and 243 of the van Putten/de Weijer book [2] shows a seven (7) days transit between the Banjoebiroe camp and dispatch at Batavia Centrum.

This, then, leads to speculation that the envelope in Figure 1 could have “properly” originated closer to Batavia. While there were no internment camps in or near Batavia in early 1941, might the subject envelope have been sent by an internee from a hospital or jail in Batavia? There had been a German internment camp at Onrust Island just offshore Batavia in May of 1940, but the camp had very poor living conditions. As a result, the camp at Onrust Island was closed by July of 1940 and the internees with moved to other camps. Ultimately, all the German men ended up at Koetatjane. Possibly, one or more sick internees might have been left behind in the summer of 1940 at a hospital in Batavia, but it is unlikely that such internees would still be there 5 or 6 months later.

Because of the overfranking and the placement of the stamp directly on the postage free indicia, it is most probable that the envelope in Figure 1 was “improperly” used by someone who was not an internee, but who used it like a gray Red Cross envelope to send mail via Geneva. This could have been anyone who somehow got hold of a yellow Red Cross envelope, such as a German woman housed in a protection camp in the greater Batavia area (for example, the protection camps at Tjibadak and Tjitrap near Buitenzorg were not far away), a German woman living near Batavia but not in a protection camp, or a Dutch citizen living near Batavia, any of whom were simply trying to communicate with family/friends in Germany or the Netherlands.

As discussed in my previous article, “improper” usage of the yellow Red Cross envelopes was not unknown, the yellow Red Cross envelope mailed from Soekaboemi in May of 1941 (as illustrated on page 206 of the van Putten/de Weijer book) being an example. Since the Berg en Dal camp at Soekaboemi was converted from an internment camp to a protection camp several months prior to May 1941, the sender could not have been an internee entitled to use the postage free yellow envelopes. For that reason, the postal authorities crossed out the airmail label and presumably applied the 20 cents airmail franking to cover the regular surface mail rate. So, was the envelope in Figure 1 used “properly” by an internee (perhaps at Banjoebiroe), who simply overfranked (a little like the overfranked envelopes illustrated in Figures 10 and 11 of my previous article), or was the envelope in Figure 1 “improperly” used by someone other than an internee? There is probably no way to tell for sure. Any further ideas or observations regarding the subject cover from the readership would be greatly appreciated.

For those who have an interest in this area of postal history, it should be noted that the NEI also issued two (2) other pieces of postage-free postal stationery for use by the internees: a postcard (see Figure 2) and a letter sheet with postage free reply. Examples of the former are not particularly uncommon, although examples posted from the camp in Banjoebiroe, which closed in March of 1941, are scarce.

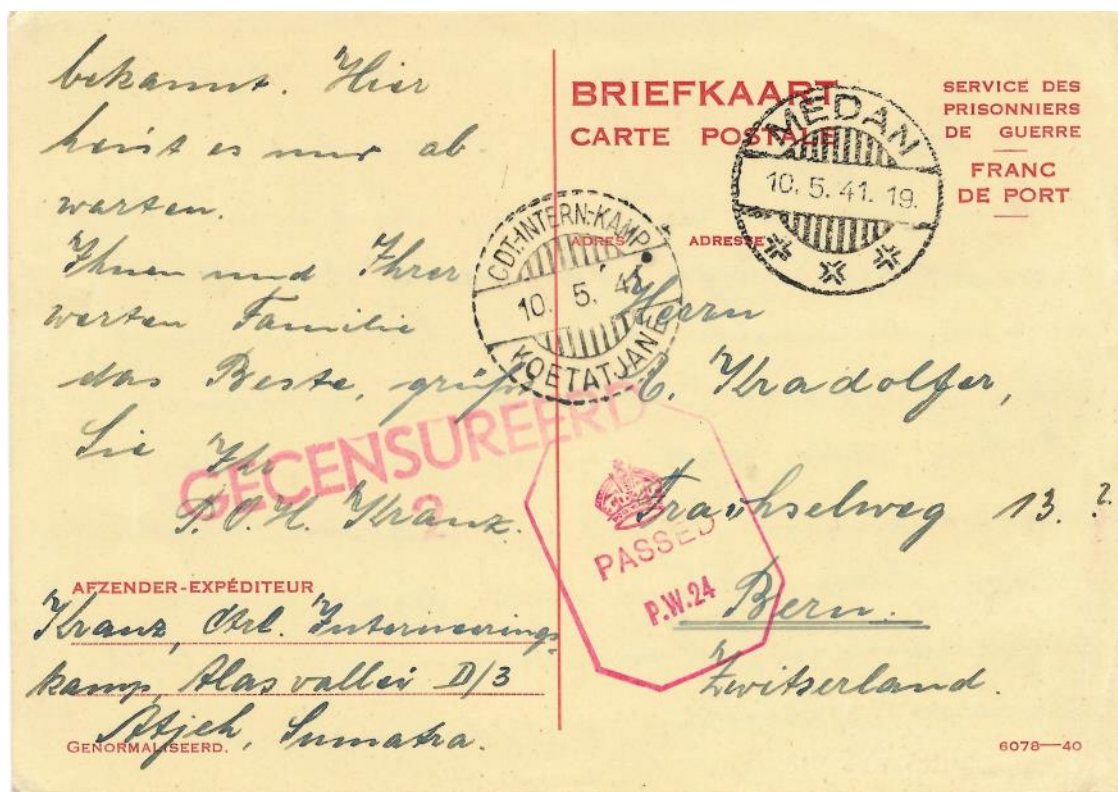


Figure 2: Postage free postcard for use by prisoners of war.

However, the letter sheet was used only from the camp at Koetatjane in the fall of 1941. As a result, only a few examples are known (see the illustrations on pages 164, 165, 193, 224, and 233 of the van Putten/de Weijer book and the illustration on page 33 of Bulterman's book [1]).

References

- [1] Bulterman, P., *Nederlands-Indie in Oorlog, Correspondentie van 10 Mei tot December 1949*, Uitg. De Nederlandsche Postzegelveiling, Weesp, 2009, ISBN 978-90-800977-4-2.
- [2] Van Putten, P. and de Weijer, N., *Postal Censorship and Internment Camp Mail in the Netherlands Indies 1940-1942* (English edition edited by Fred Nash and Rob van Nieuwkerk), The Southwest Pacific Study Group, Rijswijk, 2015, ISBN/EAN 978-90-801025-7-6. (A Dutch language edition was published in 2013.)

An example of a Doffegnies/Mellet machine cancel?

by Hans Kremer

I came across a cover shown in Figure 1 on Ebay with an 1879 small round cancel Rotterdam, surrounded by an 'interrupted ring.' It looked a bit like one of those burner cancels but those were used in 1901 and since this is an 1879 cover we can forget that possibility. What then was it?

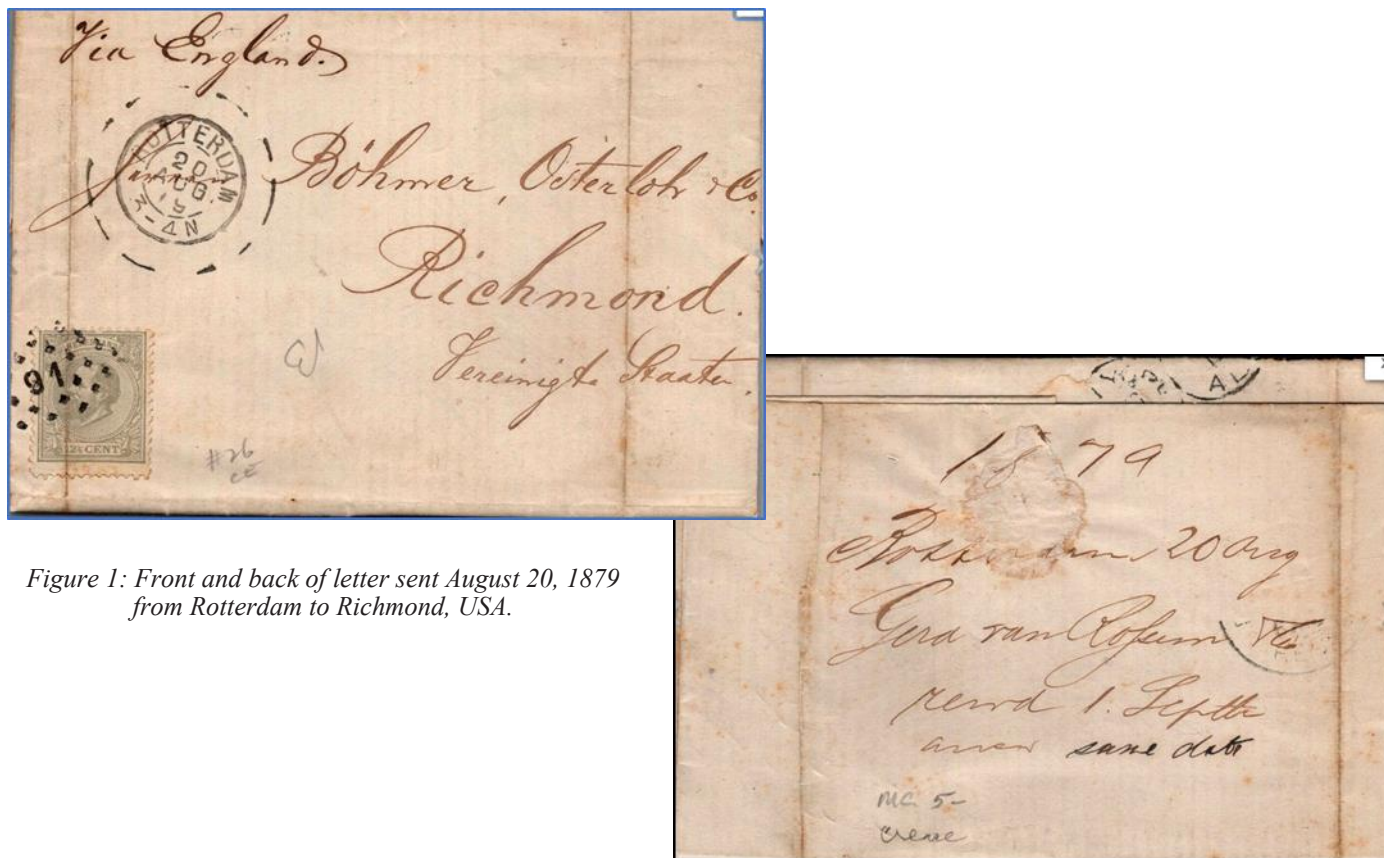


Figure 1: Front and back of letter sent August 20, 1879 from Rotterdam to Richmond, USA.

In *De Philatelist* of October 1929 Mr. Benders wrote: “The first Dutch machine cancels are known already from 1871-72. The ‘machines’ were rather primitive; a normal hand cancel was attached to an arm, which was driven by foot, thus freeing the hands of the operator. According to the 1871/72 edition of the *Ned. Jaarboekje der Post-erijen* by S. Gille Heringa these types of machines were in use in Amsterdam (two), ‘s Gravenhage, Rotterdam and Utrecht. Because the postmarks looked exactly like the hand postmarks it is just about impossible to differen-tiate between the two. However, I’ve seen quite a few postal cards canceled in Rotterdam during 1876-1877, all with the postmarks upside down and pointing in about the same direction. *Most likely* these were applied by the machine. Most have some remnants of an interrupted circle around the postmark (Figure 2). These appear to be part of the postmarks. The inventor of these machines was J.J. Doffegnies. The machine could handle 135 pieces a minute. Mr. C. van der Lecq remembers a visit to the Rotter-dam post office at about 1894 where he saw such machine being used by an employee.”



Figure 2: Postmark with remnants of an interrupted circle.

Since both illustrations shown here are small round cancels I went to <http://poststempels.nedacademievoorfilatelie.nl/> - [kleinrond](#) to see if there was additional information about this type of cancel and indeed there was.

Rotterdam received its first four small round cancels on July 13, 1877, followed by another two on August 29. The text under the illustrations (Figure 3) reads as: “Two cancels for the canceling machine were delivered on August 29, 1877. Imprints of the machine cancels are most often recognizable because they are applied upside down. In some cases an extra ‘ring’ from the cancel’s cylinder can be seen.”



Twee stempels voor het stempeltoestel werden verstrekt op 29 augustus 1877. Afdrukken van de stempels in het stempeltoestel zijn meestal te herkennen omdat deze kopstaand op de postzegels zijn aangebracht. Ook is soms een extra ‘rand’ te zien van de bevestigingsbus van het stempeltoestel.

Figure 3: Small round cancels used in Rotterdam.

I did some additional research and it turned out that this cancelling machine is generally referred to as a Doffegnies/Mellet (DM) machine. Mr. Doffegnies designed the machine, but Mr. Mellet built it. Strangely enough nobody has ever seen one of these DM machines or even an illustration of one. This of course makes it hard to determine with a lot of certainty if imprints of cancels were made by one of the DM machines. Starting in 1970 a number of articles have been written about this machine, all referring back to what Vellinga wrote in 1933 (page 41) who expanded a bit on what Mr. Benders wrote in 1929:

“Machinecancels

In 1870 a cancellation machine was made by A. Milet (sic). Two machines were sent to Amsterdam, while Rotterdam and Utrecht received one each. This type of machine served until 1886; two-letter cancels and small round cancels were printed with them.

According to the *Jaarboek*, page 256, published in 1871, such a canceling machine, which was invented by J. J. Doffegnies, had been in use at The Hague for some time. Two similar machines went to Amsterdam and one each to Rotterdam and Utrecht. This type of machine was in use until 1890 and with it both two-letter and small round cancels were imprinted. The *Jaarboek* mentioned that this machine could handle 135 mail pieces per minute, compared to 70 pieces with the regular hand held canceler and that the surface of the machine canceler was so flat that this machine produced as clear as possible and constant imprints. Maybe type 54a (Figure 4) was made with this machine in ‘s Gravenhage.”



Figure 4: Type 54a.

Otto Koene's article of 2018 (Ref. 5) has a very extensive list of references related to this type of cancel and since I have some of these references on my bookshelf I started reading them in chronological order.

Mr. Smit in the September 1970 *Maandblad* showed a similar cover (Figure 5), sent from Rotterdam in September 1879, explaining that there could have been an extra ring around the cancel head used by the DM machine. When pressed hard, parts of this extra ring could be seen. However, Mr. Smit is cautioning that by a bit of maneuvering with a hand cancel a similar extra ring might have resulted.

He also published pretty much the same article in *De Postzak* of September 1970, with the remark: "To the possibilities of identifying machine cancels one should look at the outer ring of the cancel. Is this somewhat vague and fat, then it is possibly applied by a canceling machine. Many cancel imprints have sharp contours and that points probably to a hand cancel."

Figure 5: Cover sent from Rotterdam in September 1879.



Reading this I wasn't so sure about DM diagnosis any more.

I asked Victor Bradan for his opinion. Translated he wrote: "If I am right, Jan Vos once wrote that this extra circle is precisely proof that it is not a machine cancel, so no Doffegnies. The postmark was mounted in the machine in about the same way as a hand cancel in the handle at the time. So not with an extra ring-shaped thing. The postal items were placed under the canceler one by one, because there would not have been much more room. We don't really know, because we've never seen such a machine.

The ring can really only be made in two ways:

1. The postmark was pushed so far into the mail item by a soft surface that an imprint of part of the outside of the box, the part in which the office name stamp was fixed, was created.
2. A hand cancel was put on the letter even more skewed and with a twisting movement that extra ring came on.

As far as I'm concerned, it's complete nonsense to see the ring as proof of a Doffegnies cancel. But that's just my opinion."

There you have it. If anybody has more info about this please let me know: hkremer@usa.net

When I checked the Delcampe Website with the text "[Rotterdam 1879](#)", and next "[Rotterdam 1880](#)" I got a fair number of hits both times. By far the most had an upside down small round cancel (*most likely* these were applied by a machine) on it and of those most were sent to addresses in Germany. Many had also the broken ring around the cancel.

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- 3: Smit, A., *De oudste machinestempelmachine in Nederland*, Philatelie, September, October, November, 1970
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The Netherlands Antilles, Early Mail 1697 – 1879, Part 4.

by Deo van Wijk †

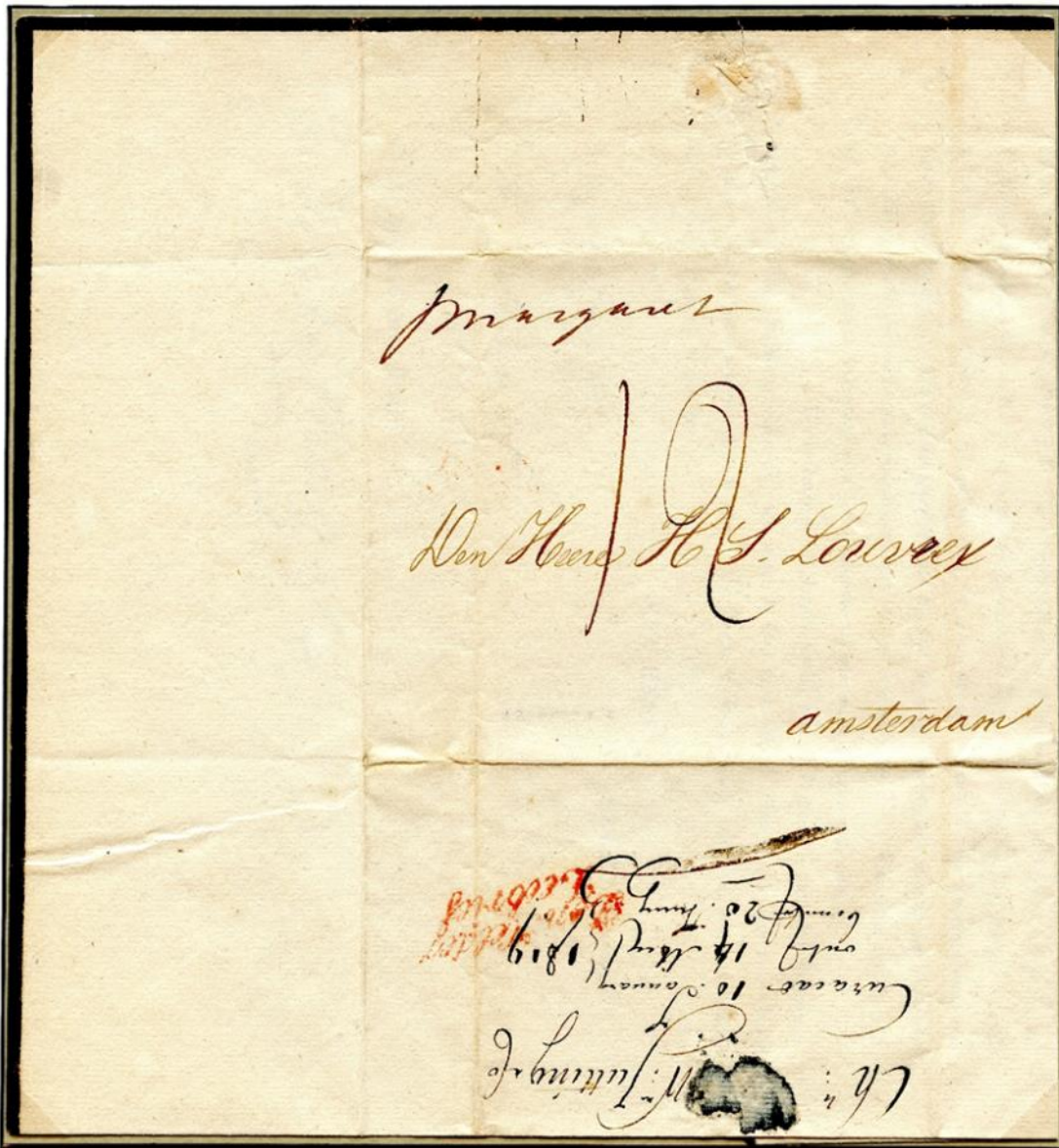
Amsterdam, the Netherlands

6. Office of Government Secretary
1816 - 1825

Sea Letter
Handstamp 'Den Helder Zeebrief'

Office of Government Secretary 1816 - 1825

In the aftermath of the British occupation only a limited number of ships were sailing between the Netherlands and Curaçao. There was no official post office and instead a subordinate of the Government Secretary dealt with the mail exchange and distributing incoming letters from a room at the Secretary office. A particular regulation was established for letters arriving in the Netherlands by trading ships or by ship opportunities.

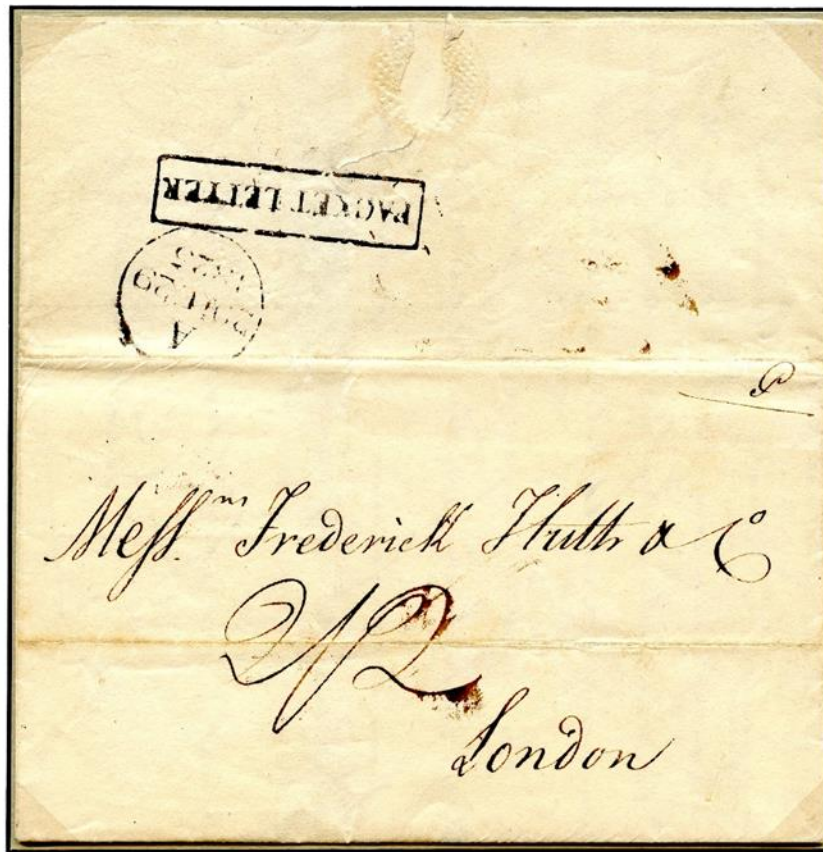


Entire mourning letter dated 10 January 1819 to Amsterdam. On arrival at the port backstamped 'Den Helder / Zeebrief' in red ink, rated '12' stuiver (Circular 19.4.1816) of which 3 stuiver captains fee. Arrived in Amsterdam 14 May 1819 after a 124 days' journey. During the years 1816 until 1825 letters were very scarce due to the lack of regular mail service, only a few ships carried mail to the Netherlands.

The printed mourning letter with black border announcing the death of Heer Christian Wilhelm Jutting, who died of a liver disease on 5 January 1819 at only 51 years of age.



Curaçao 5 June 1824 to London, England. Landing mark 'GRAVESEND / SHIP LETTER' (Robertson S5) and red 1-ring London 'F 23JY23 1824' backstamped, rated '1/2'. Simple ship letter rate 6d (1812-1839), master's gratuity 2d (1799-1854) and inland rate Gravesend-London 22 miles = 6d (1812-1839), total due '1/2'.



Curaçao 26 April 1825 to London, England. Manuscript 'P' packet upper right corner, after landing at Falmouth with the 'Leeward Islands Packet' via Tortola, forwarded to London and backstamped boxed 'PACKET LETTER' Robertson P3 in black, backstamped London 'A 29JU29 1825' red 1-ring, endorsed '2/2'.

Simple packet letter rate 1/3 (1813-39), Falmouth-London (1812-37) 230-300 miles 11d (1/- less 1d for mail via Falmouth), rated '2/2' due.

Royal Dutch Packet Mail Steamers

The steamships were the first regular steamship service to the Dutch West Indies, sailing from Curaçao to Hellevoetsluis. Dutch naval ships were acquired for the packet service, these were „De Zwaluw”, „De Brak”, „Sirene”, „Curaçao” en „Vliegende Visch”.

FEW RECORDED 'POSTKANTOOR · CURAÇAO' HANDSTAMP



Curaçao 30 November 1826 to Amsterdam, the Netherlands. Routing instruction 'Per Z. M. De Zwaluw, Pakket' steamship, and handstamp negative style 'POSTKANTOOR · CURAÇAO'. Rated '24' stuiver and corrected to '120' cents (1 stuiver = 5 cents) due by addressee.



Hellevoetsluis - Rotterdam

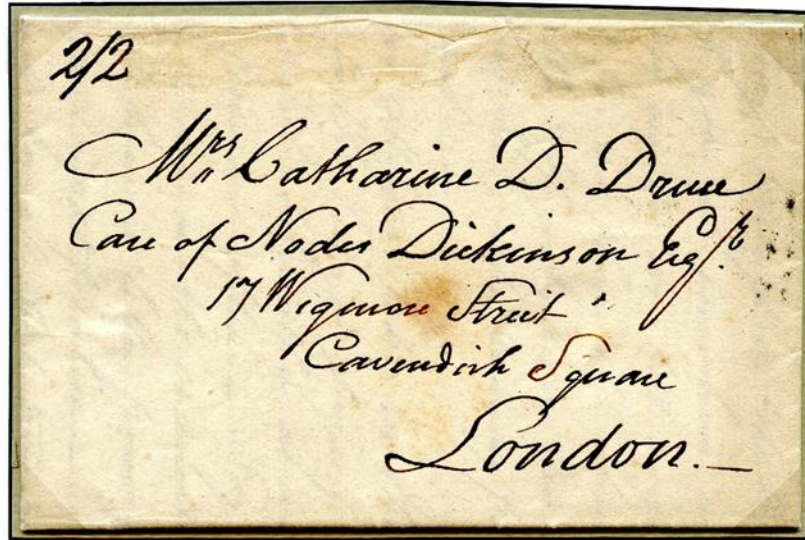
ONLY FOUR RECORDED OF THE 'West-Indiën over / HellevoetSluis' HANDSTAMP



La Guayra 24 October 1831, via Curaçao to the Hague, the Netherlands and re-directed to 'Amsterdam'. Routing instruction 'via Curaçao' and handstamp negative style 'POSTKAN-TOOR · CURAÇAO'.

Rated '115' cent, Sea-rate 100 cent, Hellevoetsluis to the Hague 15 cent. In Hellevoetsluis handstamp 'West-Indiën over / HellevoetSluis' in red, backstamped 'DE BOURSE / S GRAVENHAGE' and datestamp 'sGRAVENHAVE 9 DEC' in red.

ONLY ONE RECORDED ROUTING FROM ST. MARTIN VIA ST. KITTS'S



St. Martin 5 February 1828 London, England. Carried to St. Kitts and placed on British Packet Service to London via Falmouth, rated '2/2'.

Backstamped with fleuron handstamp 'ST. KITTS FE18 1828' and London 2-ring 'E 29MR29 1823'.

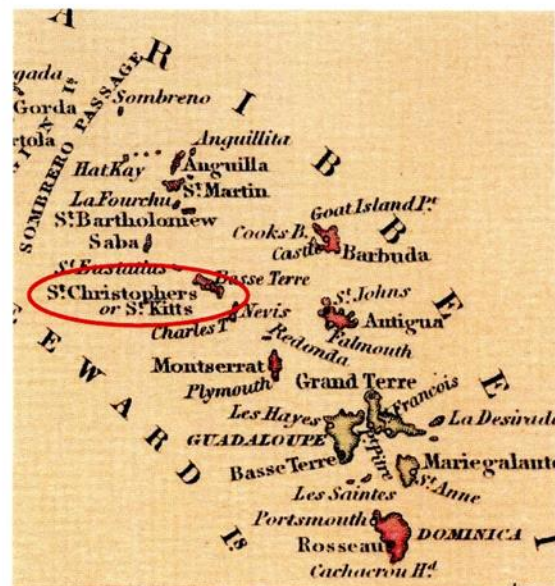
Simple packet letter rate 1/3 (1813-39), Falmouth-London (1812-37) 230-300 miles 11d (1/- less 1d for mail via Falmouth), rated '2/2' due.



Scan

The letter concerns family matters from the grandfather of the addressee, who is still dealing with the claims for sequestered property, presumably during the occupation.

He complains about the high costs of postage!



St. Kitts

Juisen & Benders, 13; 13a

Recent Issues

Keukenhof 75 Years

March 1, 2024

Since 1949 presents the Keukenhof garden in early Spring millions of spring flowers grown from bulbs planted by over 100 growers. The six stamps present three of the flowers that can be seen in the annual garden: the daffodil, tulip and iris. Maud van Rossum from Amsterdam was responsible for the design.



Typically Dutch: Horses

March 25, 2024

The design of Typically Dutch – horses was made by senior graphic designer Adam Lane, executive creative director Edwin van Praet and concept director Huub van Veenhuijzen of Total Design from Amsterdam. Aided by artificial intelligence, a design was created with sculptures shaped like Delft Blue pottery.

Nature's Language of Shape

April 22, 2024

The stamps present photographs of special geometric shapes that occur in nature. Patterns such as spirals, fractals, Fibonacci series and the Golden Ratio are shown. The stamp sheet is a product of graphic designer Sandra Smulders of Vormgoed from Gouda.





Underwater Nature

May 13, 2024

The stamps are part of the more than 65 years during which stamps with a common theme are issued by the collaborating European postal services. This year's theme is 'Underwater fauna & flora'.

Each stamp contains illustrations of the bitterling, the freshwater mussel and the water gentian, as representatives of Dutch underwater nature.

Typically Dutch: Song Birds

May 13, 2024

The design of Typically Dutch – Song Birds was made by senior graphic designer Adam Lane, executive creative director Edwin van Praet and concept director Huub van Veenhuijzen of Total Design from Amsterdam. Aided by artificial intelligence, a design was created with sculptures shaped like Delft Blue pottery.



200 Year Jubilee Royal Dutch Rescue League

March 25, 2024

The ten stamps in the sheet are dedicated to the rescue vessels and their crews who have saved or helped more than 100,000 people since the League was formed. Bart de Haas was the designer.



125 Year Jubilee Royal Dutch Lawn Tennis League
June 5, 2024

The ten stamps depict action photographs of ten notable examples from the history of Dutch tennis. The players depicted are Kea Bouwman, Henk Timmer, Madzy Rollin Couquerque, Hans van Swol, Tom Okker, Betty Stöve, Paul Haarhuis and Jacco Eltingh, Richard Krajicek, Esther Vergeer, and Kiki Bertens. The stamps were designed by studio26 from Velp.



Experience Nature—Underwater life Bonaire
June 10, 2024

The sheet of ten stamps, created by graphic designer Frank Janse from Gouda, presents ten animals: giant manta ray, bottlenose dolphin, whale shark, green turtle, cleaner shrimp, four-eyed butterflyfish, common octopus, French angelfish, rainbow parrotfish and staghorn coral.

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

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