

*Dated Journal*

*FROM: Netherlands Philately  
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& Overseas Areas philately since  
1975

# Netherlands Philately

Magazine of the American Society for Netherlands Philately

Volume 49/1



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# NETHERLANDS PHILATELY

## Magazine of the American Society for Netherlands Philately; Volume 49/1

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### Editor's Message

September, 2024

Dear Fellow Collectors,

Here is the first issue of Volume 49. Yes, next year we will celebrate our Golden Jubilee. As I announced a few issues back, we will be commemorating that milestone with a jubilee issue presenting short (one to two pages) articles from our membership showcasing 'special' items in their collections. I have already received six contributions, but that represents barely 5% of our membership, surely we can do better than that!

As I write this, I am preparing to leave for Hartford, Connecticut, to attend the Greater American Stamp Show. I will also present two three-frame exhibits. Both deal with undeliverable Netherlands' mail; one shows the 'ONBEKEND' forms used in the larger Dutch cities, and the other with the 'return to sender' label P4582. I'll let you know what the jury thought of the exhibits.

Cheers,

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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## With Hanging Hair, Part 4.

by Jan Verster

### Issue of 1911

Nearly four years after being declared invalid, three of the issue of 1892 reappeared in a new guise with overprints. Two of them were the 25 cent and 30 cent values.

A 'Besluit' (Resolution) that was proclaimed 27 June 1911 authorized a set of overprinted stamps to be issued on 15 July. The overprinted stamps included two of the issue of 1892, specifically the 25 cent mentioned in the Besluit of 11 December 1906, and the 30 cent mentioned in the Besluit of 15 July 1907. The first was to be given an overprint of 15 cent and the second an overprint of 20 cent. In addition, both were to receive a royal crown.

The full text of this Besluit appears in *Nederlands Tijdschrift voor Postzegelkunde*, 1911, page 121.

The stamps in question are NVPH 62 and 63 (Scott 65 and 66) and are often referred to as the little crown Overprints (Figure 46).



Figure 46: 1911 Overprints

The NVPH catalogue states that there were 4,800 of the 15 cent overprint and 15,700 of the 20 cent overprint issued. According to A.H.J. Vos as reported in *Nederlands Tijdschrift voor Postzegelkunde* (1911, page 118) the actual number issued was as follows:

Value	Delivered to Printer	Used for Proofs	For UPU and Archives	Number Issued
15 on 25 cent	4800		430	4370
20 on 30 cent	16000	300	430	15270

Then, on page 121, it was reported that the number issued was 4000 and 15200. I'm not sure which is correct, but I think the above table is closest.

There are contemporary newspaper accounts about the sale of these stamps. On the morning of 15 July principals and their hirelings were already waiting a half hour before the post office was due to open at 8 am. When all the doors opened at 8 am, the onslaught began, with fighting at all 10 wickets where the stamps were to be sold. Some threw their whole upper body into the wickets with their arms bent out so that they could not be dislodged until they had obtained their booty.

It took about 20 minutes until the entire issue was sold out. By 8:30 the post office was back to its normal business.

The entire issue ended up in the hands of only 4 or 5 different parties which I suppose is better than what happened in 1898 where a single party purchased the entire issue. Ostensibly the stamps had been issued due to a shortage of some values, but none of them were used by the general public for the intended purpose.

The end of validity of the above two stamps was 31 January 1931, but it is doubtful that any were used after 1911.

In a sale of misprints in Paramaribo on 11 October 1911, there were a number of proofs of the 20 cent overprint sold. These included examples with a triple overprint, examples in a thinner letter type, examples without a crown, and examples as were issued. The examples with a triple overprint (Figure 47) had two in the type as issued and a third in a thinner letter type. You can see the thinner letters just below the necklace. There were only 50 copies made of this proof.

There were 300 stamps sold in the Government auction. According to reports by W. van Eeden and by A.H.J. Vos published in *Nederlands Tijdschrift voor Postzegelkunde* in December 1911, these stamps were overprinted as given in the table below:

Description	Numbers Printed
Triple/multiple overprint	50
CENT in thin letters	40
No crown	40
As approved	50
Not overprinted	120



Figure 47: Triple overprint.

To be precise: W. van Eeden claimed 130 misprints in total including 40 with thin letters, and 50 with multiple overprints. A.H.J. Vos reported 3 and more multiple overprints but I have never heard of more than 3 overprints.

### Revenue Stamp

In addition to the two values above, the 15 cent also reappeared at the same time, but as a 'plakzegel' (revenue stamp). A 'Besluit' that was proclaimed 10 July 1911 authorized the overprinting of the 15 cent with a new value of 10 cents together with an indication that this was to be a plakzegel.

According to *Nederlands Tijdschrift voor Postzegelkunde* (1911, page 118) there were 20,000 copies overprinted. They were also issued due to a shortage of existing plakzegels which, in contrast to the other 1911 overprints, appears to have been the case. On 1 December 1911, it was reported in Suriname in the *Koloniaal Nieuws- en Advertentieblad* that a new supply of 10 cent plakzegels had been received and the overprints probably would be soon withdrawn.

There was an error in the overprints, an inverted 'e' in the word 'cent'. Figure 48 shows an example.

All of these 1911 overprints were done by H.B. Heijde of Paramaribo. (ref: ASNP Vol. 11, No. 1, page 2).



Figure 48: 1911 Plakzegel and Inverted 'e' (Collection of H.P.Hager).

## Forgeries

In the 1920's the whole set was forged by Louis Pasche. Figure 49 shows an example. The forgery is crudely done, has the wrong color, perforations, size, and paper. Although the over large borders are the most obvious indication, the defining characteristic is the small line joining the inner and outer frame line in the lower right corner, seen in Figure 50.



Figure 49: Pasche forgery (line perf 11¼) at left and genuine stamp (comb perf 12½) at right.



Figure 50: Lower right corner.

These forgeries are very easy to recognize, but they are still very commonly offered as the genuine stamp on online sales platforms such as eBay and by dealers who should know better.

The forgeries can appear imperf and cancelled with improbable cancels. The two most common are shown in Figure 51, one St. Thomas, and the other Sfax (which is in Africa).



Figure 51: Cancels St Thomas (left and center) and Djerba/Sfax at right.

These forgeries have been previously mentioned in this journal, in [3, 4, page 63] and in [PvR89]. Paul van Reyen wrote: "In the good old days when I was checking circuit books for the APS I often removed them even from books submitted by ASNP members!"

Louis Pasche [VT91] was a stamp forger and repairer who was convicted of stamp fraud in 1927 and sentenced to one year in prison. In the advertising letter dated 7 April 1928 (Figure 52) he offers, among others, the Surinam forgeries at 50 French francs (approximately \$1.96) for 10 sets and 400 francs for 100 sets.

Forgeries of the 1911 overprints are less common, but can be extremely dangerous. In Figure 53 is an example of an excellent forgery from an Ebay auction. The primary detail that gives this one away is the squared circle cancel which was last used in Surinam in 1910 and thus can't appear on this issue.

L . P A S C H E  
23 Tour  
L A U S A N N E

Lausanne, le 7 avril 1928.

EDITEUR D'ART

Monsieur,

Maison inscrite  
au  
Registre  
du  
Commerce

Pensant vous intéresser, je me permets de vous faire parvenir ci-joint quelques échantillons de mes timbres "fac-simile". Je puis vous faire des envois à choix très intéressants, en francs français.

Aperçu de mes séries et prix:

oooo



Serbie 1904: complet 8 valeurs  
pour 10 séries Fr 50.--  
pour 100 séries 400.--



Surinam 1893, complet, 6 valeurs  
pour 10 séries Fr 50.--  
pour 100 séries 400.--



Haiti 1904. 4 valeurs cotées fr 10.25  
pour 10 séries Fr 10.--  
pour 100 séries Fr 80.--

Transvaal No 86, 104, 105.  
pour 10 de chaque valeur 100.-  
pour 100 " " 800.-

Grand choix en Colonies Françaises, timbres authentiques avec surcharge "fac-simile".

Réparation des timbres-poste, procédé absolument invisible, indécouvable. Un essai vous convaincra. Tarif: 10 % de la valeur cotée.

A vous lire par un prochain courrier, croyez, Monsieur, que tous mes services sont à votre disposition.

Figure 52: Advertisement for the forgeries



*Figure 53: Forged 1911 overprint.*

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# The Netherlands Antilles, Early Mail 1697 – 1879, Part 5.

by Deo van Wijk †

Amsterdam, the Netherlands

8. Curaçao Postal Administration  
1833 - 1845

Sea-Letters via Den Helder  
Black 'Posterij Curaçao'

## Curaçao Postal Administration, 1833 - 1845

Although no records are known about the establishment of a post office, the inscription itself implies that there must have been an office or a building. The inscription in the postmark 'POSTERIJ - CURAÇAO' means 'Curaçao Postal Administration'.

### EARLIEST RECORDED ' \* POSTERIJ \* CURAÇAO \* POSTMARK

Curaçao 24 November 1833 to Amsterdam. Curaçao crown & arms postmark ' \* POSTERIJ \* Curaçao ' in black ink, stamped on front at the Willemstad post office.

On arrival at the port of Den Helder stamped with the 1-ring oval ' \* ZEE-BRIEF \* DEN-HELDER 20 FEBR.' in red ink.

Sender's routing instruction 'Per de Maria & Jacoba / Kapt. F. van Duijn'. Backstamped 'AMSTERDAM 21 FEBR.' in red ink.

Rated '90' cent, 1 lood = 16 gram. Until 16 gram = 1 lood = 1 x port = 12 stuivers = 60 cents. Each additional 8 gram = 0,5 port = 6 stuivers = 30 cents. Until 1 x port 60 cents, additional 1x 8 gram = 1x 0,5 port = 1x 30 cents (30 cents); 90 cent due.



Curaçao 4 February 1836 to Amsterdam. Curaçao crown & arms postmark ' \* POSTERIJ \* Curaçao ' in black ink, stamped on front at the Willemstad post office.

On arrival at the port of Den Helder stamped with the 1-ring oval ' \* ZEE-BRIEF \* DEN-HELDER 23 MRT.' in red ink.

Sender's routing instruction 'Per de Johanna / Kapt. Bart'. Backstamped 'AMSTERDAM 24 MRT.' in red ink.

Rated '120' cent, 1 lood = 16 gram. Until 16 gram = 1 lood = 1 x port = 12 stuivers = 60 cents. Each additional 8 gram = 0,5 port = 6 stuivers = 30 cents. Until 1 x port 60 cents, additional 2x 8 gram = 2x 0,5 port = 2x 30 cents (120 cents); 120 cent due



Den Helder

**Curaçao 3 July 1843 to UTRECHT.** Curaçao crown & arms postmark ' \* POSTERIJ \* CURAÇAO ' in red ink, stamped on front at the Willemstad post office. On arrival at the port of Den Helder stamped with the 1-ring oval ' \* ZEE-BRIEF \* DEN HELDER 15 AUG ' in red ink.

**Rated '60' cent,** 1 lood = 16 gram. Until 16 gram = 1 lood = 1 x port = 12 stuivers = 60 cent due ' Na Posttijd ' (received after normal office hours) in red ink 1-line mark stamped at the receiving post office.



**Curaçao 24 April 1837 to Amsterdam.** Curaçao crown & arms postmark ' \* POSTERIJ \* CURAÇAO ' in red ink, stamped on front at the Willemstad post office. On arrival at the port of Hellevoetsluis stamped with the 1-ring oval ' \* ZEE-BRIEF \* HELLEVOETSLUIS 20 JULIJ ' in red ink. Sender's routing instruction ' Per Brik Adrianus en Jacobus Kapt. Plokker '. ' Backstamped ' AMSTERDAM 22 JULIJ. ' in red ink.

**Rated '120' cent,** 1 lood = 16 gram. Until 16 gram = 1 lood = 1 x port = 12 stuivers = 60 cents. Each additional 8 gram = 0,5 port = 6 stuivers = 30 cents. Until 1 x port 60 cents, additional 2x 8 gram = 2x 0,5 port = 2x 30 cents (120 cents); total 120 cents due. ' Na Posttijd ' (received after normal office hours) in red ink 1-line mark stamped at the receiving post office.



Curaçao 23 April 1836 to Amsterdam. Curaçao crown & arms postmark ' \* POSTERIJ \* CURAÇAO ' in red ink, handstamped on front at the Willemstad post office.

On landing at the port of Hellevoetsluis stamped with the 1-ring oval ' \* ZEE-BRIEF \* HELLEVOETSLUIS 9 JUNI ' in red ink. Sender's routing instruction ' Per Z.M. Brik Zwaluw '. Backstamped ' AMSTERDAM 10 JUNIJ. ' in red ink.

Rated '180' cent, 1 lood = 16 gram. Until 16 gram = 1 lood = 1 x port = 12 stuivers = 60 cents. Each additional 8 gram = 0,5 port = 6 stuivers = 30 cents. Until 1 x port 60 cents, additional 4x 8 gram = 4x 0,5 port = 4x 30 cents (120 cents); 180 cent due.



Curaçao 28 August 1837 to Amsterdam. Curaçao crown & arms postmark ' \* POSTERIJ \* CURAÇAO ' in red ink, stamped on front at the Willemstad post office. On arrival at the port Den Helder stamped with the 1-ring oval ' \* ZEE-BRIEF \* DEN HELDER 9 FEBR ' in red ink. Sender's routing instruction ' Per Maria & Jacoba / Kapt. D. S. Bart '. Backstamped ' AMSTERDAM 10 FEBR. ' in red ink.

Contrary to the previous 5 letters, this letter lacks notes of postal rates.

ONLY ONE RECORDED SENT TO A CARIBBEAN DESTINATION



St. Thomas in Danish West Indies, 15 June 1842 to Santa Marta, Colombia via Curaçao. Curaçao crown & arms postmark ' \* POSTERIJ \* CURAÇAO ' in red ink, stamped on front at the Willemstad post office. Sender's routing instruction ' via Curaçao '. No other postal markings on the letter. The letter is sent from J. M. Monsanto in St. Thomas, a slave owner according to references in a Danish archive in Copenhagen.



St. Thomas, Danish West Indies



Santa Marta, Colombia

1. Haarlem, the Netherlands  
2. Amsterdam

8. Curaçao Postal Administration  
1833 - 1845

Sea-Letters via Den Helder  
One via Suriname



Haarlem

Curaçao 7 July 1835 to Haarlem, the Netherlands. On landing at the port Den Helder stamped with the 1-ring oval ' \* ZEE-BRIEF \* DEN HELDER 21 AUG. ' in red ink.' Back-stamped ' AMSTERDAM 22 AUG. ' in red ink.

Rated '60' cent, 1 lood = 16 gram. Until 16 gram = 1 lood = 1 x port = 12 stuivers = 60 cent due.

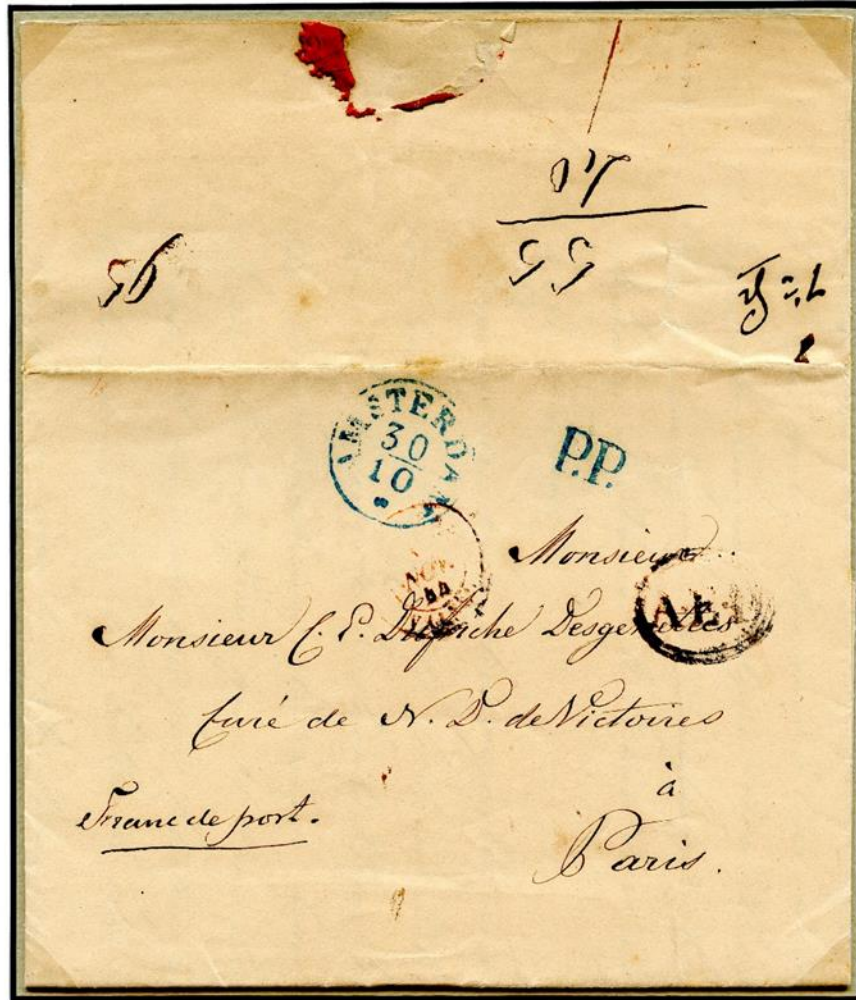


Suriname (Dutch Guayana)



Curaçao 13 December 1845 via Suriname, to Amsterdam. In Suriname handstamp italic style 'Posterij / Suriname.' in black , on landing at the port Den Helder stamped with the 1-ring oval ' \* ZEE-BRIEF \* DEN HELDER 21 AUG. ' in red ink.' Backstamped 'AMSTERDAM 4 / 3.' in red ink.

Rated '60' cent, 1 lood = 16 gram. Until 16 gram = 1 lood = 1 x port = 12 stuivers = 60 cent due.



Curaçao 5 September 1844 to Paris, France. A partially prepaid endorsed 'Franc de port.' handstamp 'AMSTERDAM 30/10' and 'P.P.' blue ink struck, Dutch/French border transit mark and oval 'AED' in red 'Afranchissement Etranger Destination'. On reverse weight manuscript '7½ Gr', '55/40', rated '95' and '8' décimes due manuscript on the back.



Paris, France

## **Last In, Last Out: a few postal history items affected by the exigencies of war.**

*by Marinus Quist*

No, this is not an article about accounting. The title refers to the last direct mail connections between the Netherlands and the Netherlands East Indies (“NEI”) in 1940. Germany invaded the Netherlands on 10 May 1940. Realizing, after the shocking aerial bombardment of Rotterdam, that further resistance would be futile, the Netherlands surrendered on 15 May 1940. The Netherlands had hoped to remain neutral, as it did in World War I. However, as described in great detail in a most interesting book by Hans Aitink [2], already starting with the beginning of World War II back on 1 September 1939, KLM Royal Dutch Airlines had been forced to deal with many wartime difficulties in trying to maintain its three times weekly flight service (utilizing the new DC-3 aircraft) between Amsterdam and the NEI (“the Indies Line”). As indicated in the *Luchtpostcatalogus van Nederland en Overzeese Rijksdelen* [4], that regular weekly service had been introduced on 2 October 1937 from Amsterdam, with return from the NEI on 9 October 1940.

Starting in late August of 1939, France, expecting war with Germany, closed its airspace over France to Dutch commercial overflights, which caused a great deal of trouble, forcing KLM to fly from its home base in Amsterdam to/from its branch base in Naples, Italy via more roundabout alternative routes. As a result, the Indies Line service could no longer be maintained from Amsterdam and had to be moved to Naples. Similarly, although KLM had six DC-3 aircraft in service on the Indies Line, the exigencies of war forced the three weekly flights to be cut back to twice weekly. Flights to and from the Indies took about six days and involved numerous stops for refueling and overnighting, because nighttime flying was simply too dangerous with the primitive equipment and conditions of the time. Besides, the British did not allow nighttime flying over their colonial airspace, anyway, due to the war.

Until the German invasion of the Netherlands, there was still reasonable cooperation between the Netherlands and Germany, so air mail from the Netherlands destined for the NEI was able to travel by train through Germany and on to Naples to meet the KLM flights leaving for the Indies. KLM flight crews and some passengers followed the same route, although passengers also travelled by train through France to get to Naples, where several hotels were used by the airline to house staff, passengers, and an administrative office. There was also as a small facility at the airport for an operations office, embarking and disembarking passengers, repair facilities, and spare parts storage (most of which came from the airline’s maintenance facilities at the terminus of the Indies Line in Bandoeng). Germany even allowed KLM to fly three new DC-3 aircraft to Naples over German airspace in late October 1939.

But when the DC-3, Emoe (PH-ARE), departed Bandoeng on 2 May 1940, she was carrying the last airmail that would reach the Netherlands via the Indies Line, because the other KLM flights that followed didn’t arrive in Naples before the Netherlands was plunged into war. For example, the DC-3, Reiger (PH-ALR), left Bandoeng on 6 May 1940 and the DC-3, Buizerd (PH-ARB) left Bandoeng on 9 May 1940. Both aircraft crews learned of the German invasion before they reached Alexandria, Egypt, where they stopped for a few days to re-group and to send all the mail back to the NEI because of the broken mail connection. Those aircraft, then, flew on to England via a refueling stop in Naples (Italy was then still neutral, as it joined the Axis side on 10 June 1940), in order to enter into service with BOAC on the England-Portugal line. Meanwhile, the Emoe arrived in Naples on 7 May 1940, and the mail was immediately placed on a train to the Netherlands via Germany. Unfortunately, the mail was transiting through Germany when the invasion started on 10 May 1940. As a result, the mail was shunted off to the German censor office in Cologne, where it was significantly delayed. According to Aitink [2], the censored mail was not delivered in the Netherlands until the end of July/beginning of August 1940.

Illustrated in Figure 1 are the front and back of such an Emoe cover, which I just added to my collection. It was cancelled in Bandoeng on 2 May 1940, arrived in Naples aboard the Emoe on 7 May 1940, then went by rail to Germany, was censored (presumably in Cologne), and was finally delivered to the recipient in Apeldoorn on 28 July 1940, as indicated by the handwritten notation. Apparently, no further direct mail from the NEI would reach the Netherlands during the war. Aitink [2] indicates that the last air mail from the Netherlands to the NEI left Naples on 7 May 1940 aboard the DC-3, Wielewaal (PH-ALW), which arrived in Batavia on 12 May 1940.

Van Putten and de Weijer [6] (citing Storm van Leeuwen, P., *Binnenlandse en Buitenlandse Porttarieven van Nederlands-Indie 1864-1949*, ZWP publication 125 at page 302) and the *Luchtvaart en Luchtpost Encyclopedie* [5] disagree with Aitink and state that the last Netherlands mail to the NEI left Naples aboard the DC-3, Gier (PH-ARG) on 10 May 1940 and arrived in Batavia on 14 May 1940. Does any reader know if this discrepancy has already been settled in the philatelic press?



Figure 1: Front and back of Emoe cover, departing Bandoeng on May 2, 1940, arriving in Apeldoorn on July 28, 1940.

Illustrated in Figure 2 is an NEI air mail cover that I bought a couple of years ago. It carries a Batavia Centrum cancellation of 29 April 1940. Figure 3 is an NEI airmail cover that I just purchased on eBay as this article was being written. It carries a cancellation dated 27 April from the small Central Java town of Goendih. The question is, did these two covers fly aboard the Emoe or were they able to catch the earlier departing DC-3 Gier (PH-ARG) on 29 April 1940? According to the *Luchtvaart en Luchtpost Encyclopedie* [5], mail carried aboard that flight, which departed on 29 April 1940, was apparently still in Germany on 10 May 1940, and no news of its arrival in the Netherlands was ever received. Clearly, these covers were both censored in Germany (but maybe not at the same place as the cover in Figure 1, because the censor markings are somewhat different); and, since they carry no further postal markings, they were presumably delivered to the recipient in Hilversum and Den Haag, respectively. My guess is that both of these covers flew aboard the Emoe, but there is no way to be sure. Has any reader seen any likely Gier covers that were censored in Germany and delivered to the addressees in the Netherlands?

After the invasion dust had settled a bit in the Netherlands, the German occupation authorities decided to allow letters and postal cards (subject to German censorship and certain other restrictions, of course) to be sent from the Netherlands to the NEI. One of the most significant restrictions was that the mail had to travel by surface means. Since Germany had not yet invaded the USSR, such mail in specially sealed mailbags was dispatched from several collection points in the Netherlands by rail to Munich for censorship, then by rail via Berlin, Warsaw, Moscow, across Siberia to Vladivostok, and finally by ship to Japan and onward to the NEI. Unfortunately, this window of opportunity was short lived, as it only lasted from late May 1940 till about 19 July 1940. Paul Bulterman on page 58 of his book [3] indicates that some covers dated 19 July were returned to sender and some are known to have been delivered in the NEI. Why the window of opportunity was shut down so quickly is not entirely clear, but it was possibly due to Germany's very negative reaction, when details of the mass internment of Germans in the

NEI became known, especially the poor living conditions of some of the initial camps, like Onrust Island.



Figure 2: April 29, 1940 cover from Batavia Centrum to Hilversum.



Figure 3: April 27, 1940 cover from Goendih, Central Java, to The Hague.

Figure 4 shows the front and back of a postal card that I recently added to my collection. It was mailed on 18 July 1940 from the Amsterdam Central Station to Batavia in the NEI. There is an indistinct German censor marking in red (so it is not clear if the card was censored in Munich, as initially required, or somewhere else in Germany) and a Batavia censor marking in red (“Gecensureerd 2”), indicating that card successfully made the long journey to the NEI, although there is no indication how long it took. (General censorship and some economic screening of most all incoming and outgoing foreign mail, as well as selected domestic mail was instituted by the NEI Government on 11 May 1940 in response to Germany’s invasion of the Netherlands the previous day.) According to Bulterman [3], mail that was sent from the Netherlands to the NEI in May or June of 1940 was usually underway for eight to eleven months and sometimes more than a year. Since the illustrated postal card was mailed just before the Germans closed the window of opportunity, this card was not likely received by the recipient until mid-1941. Piet van Putten and Nico de Weijer on page 286 of their book [6] illustrate a cover mailed from Amsterdam to Batavia on 24 June 1940. It was censored in Germany and on arrival in the NEI on 19 November 1941; nearly seventeen months underway! Similarly, Kees Adema in his book, co-authored with Jeffrey Groeneveld ([1] on pages 96-101), describes and illustrates in great detail a most interesting postal card that was mailed from Amsterdam on 22 June 1940 to Harry S. Heymans, an American resident (formerly from the Netherlands) staying at the Hotel des Indes in Batavia. It was censored in Germany, and was finally received in Batavia on 24 May 1941, where it received regular and economic censorship markings. However, the addressee had already left the hotel so the card was forwarded to him in New York on 25 May 1941. While there are no further postal markings to indicate which route the card followed to New York, it is clear that the card did reach Mr. Heymans, because it came out of his estate after his death in 1971. At some time later this card apparently came into Kees Adema’s collection. Van Putten and de Weijer [6] have also included an illustration of the card to Mr. Heymans on page 284. On a sad note, Kees Adema’s thorough research revealed that the writer of the card and his wife and daughters all became holocaust victims later in the war.



Figure 4: Postcard mailed July 18, 1940 from Amsterdam to Batavia.

Although mail directly from the NEI to the Netherlands (and vice versa) was no longer possible after the arrival of the Emoe in Naples on 7 May 1940 and the closing of the short-lived window of opportunity described above, some correspondence between the Netherlands and the NEI did continue via friends, business acquaintances, and middlemen in neutral countries until the surrender of the NEI to the Japanese in March of 1942. For example, along with a lot of family news, the postcard illustrated in Figure 4 asks the recipients if they have received any of the writer's previous correspondence (presumably, there has been no word since the German invasion), and goes on to suggest that responsive mail be sent via someone in San Francisco. This type of indirect correspondence represents an interesting but difficult collecting area. Sometimes it is apparent from the contents of a letter to a neutral country (see page 62 of Bulterman's book [3] for an example mailed from the NEI to the USA), while other times it can be discerned from forwarding of mail between the Netherlands and the NEI via a neutral country (see pages 63-65 of that book for examples via Switzerland, Argentina, Mozambique, and Venezuela). Of course, after March 1942 there was limited correspondence that went to/from Dutch POWs held by Japan, but that is a whole other narrow collecting sphere.

## Sources

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# Advertising Printed on Netherlands Indies Postal Cards.

by *Stuart Leven*

In the 1890s and early 20th century, several different companies had postal stationery cards printed with advertising on the front of the cards. Advertising appears on postal cards Geuzendam's numbers 6 (5 cent green), 8 (5 cent green), 10a (5 cent blue on light blue), 10b (5 cent ultramarine on blue), 14 (5 cent carmine), 17 (5 cent carmine) 20 (5 cent on 7½ cent) and 23 (5 cent carmine). I have recorded seven different companies.

By far the most common and most complex of the advertisers is the Bataviaasch Nieuwsblad, a daily newspaper in Batavia. Different messages were printed at different times during the period 1887 to 1915 and are found on all the postal cards listed above.

The messages around the sides differed over the years, and appeared in various combinations. To explain the combinations in which they appeared, I use the following scheme. The number 1 through 4 is used to indicate the location of the message:

1 = TOP	2 = RIGHT
3 = BOTTOM	4 = LEFT.

Individual messages are numbered using the location number, followed by a lower case letter. Thus a card with messages 1a-2d-3a-4a would have BATAVIAASCH NIEUWSBLAD, REDACTEUR P. A. DAUM on top, UITGEVERS G. KOLFF&CO. -- BATAVIA, WELTEVREDEN / BANDOENG on the right side, HET MEEST GELEZEN EN GOEDKOOPE DAGBLAD VAN NED. INDIE at the bottom, and PRIJS F 10. B PER HALF JAAR at the left side of the card.

The messages appearing on the postcard from the Bataviaasch Nieuwsblad are:

- 1a BATAVIAASCH NIEUWSBLAD, REDACTEUR P. A. DAUM  
[Batavian Newspaper, Editor P. A. Daum]
- 1b BATAVIAASCH NIEUWSBLAD, REDACTEUR J. F. SCHELTEMA.  
[Batavian Newspaper, editor J. F. Scheltema]
- 1c ABONNEERT U OP HET BATAVIAASCH NIEUWSBLAD.  
[Subscribe to the Batavian Newspaper]
- 1d BATAVIAASCH NIEUWSBLAD, WD. HOOFD REDACTEUR D. A. HOOYER.  
[Batavian Newspaper, Chief editor D. A. Hooyer]
- 1e BATAVIAASCH NIEUWSBLAD, WHD RED. MR. PH. S. DE LAAT DE KANTER  
[Batavian Newspaper, Ed. Mr. Ph. S. de Laat de Kanter]
- 1f BATAVIAASCH NIEUWSBLAD, RED. MR. PH. S. DE LAAT DE KANTER
- 2a UITGEVERS G. KOLFF & CO. -- BATAVIA, WELTEVREDEN / BANDOENG  
[Publishers G. Kolff & Co. -- Batavia, Good Satisfaction / Bandoeng]
- 2b UITGEVERS G. KOLFF & CO. -- BATAVIA, -- WELTEVREDEN.
- 2c UITGEVERS G. KOLFF & CO. -- BATAVIA, / WELTEVREDEN.
- 2d UITGEVERS G. KOLFF & CO. -- BATAVIA, 'SGAVENHAGE
- 2e UITGEVERS G. KOLFF & CO. -- BATAVIA
- 3a HET MEEST GELEZEN EN GOEDKOOPE DAGBLAD VAN NED. INDIE.  
[The most read and cheapest newspaper in the Netherlands Indies]
- 3b HET MEEST GELEZEN DAGBLAD VAN NED. INDIE.  
[The most read newspaper in the Netherlands Indies]
- 4a PRIJS F 10. B PER HALF JAAR.  
[Price Florin 10 per half year.]
- 4b PRIJS F 5. B PER KWARTAAL.  
[Price Florin 5 per quarter.]

Combinations of messages found on the Bataviaasch Nieuwsblad cards are printed in red unless noted

- 1a - 2d - 3a - 4a on Geuzendam's 10a, 10b (shown in Figure 1)
- 1a - 2e - 3a - 4a on Geuzendam's 10b
- 1b - 2b - 3a - 4a on Geuzendam's 10a, 10b (Figure 2)
- 1a - 2a - 3a - 4c on Geuzendam's 8
- 1e - 2d - 3a - 4a on Geuzendam's 10a, 10b, 20 (black)
- 1d - 2a - 3a - 4a on Geuzendam's 14 (black)
- 1a - 2e - 3a - 4c on Geuzendam's 6, 8, 10a (see Figure 3)
- 1c - 2c - 3a - 4b on Geuzendam's 23 (black) (Figure 4)
- 1f - 2d - 3a - 4a on Geuzendam's 10a



Figure 1: Bataviaasch Nieuwsblad on card 10, 1a - 2d - 3a - 4a.



Figure 2: Bataviaasch Nieuwsblad on card 10, 1b - 2b - 3a - 4a.



Figure 3: Bataviaasch Nieuwsblad on card 6, 1a - 2e - 3a - 4c.



Figure 4: Bataviaasch Nieuwsblad on card 23, 1c - 2c - 3a - 4b.

Advertising postcards from the six other companies are far more difficult to find - I have only recorded one or two of each of them. Each has only one message format. An example from H.M. VAN DORP & Co. on postcard 10 is shown in Figure 5, and Figure 6 presents an example from G.C.T. VAN DORP & Co, Samarang (also on card 10). A postcard from Geer Jansz, a book seller and printer, is presented in Figure 7, and Figure 8 shows a card used by the Bataviaasch Handelsblad (not to be confused with the Nieuwsblad). Cards from the Macassarsche Drukkery (a printer) and Hotels Bellevue in Malang are presented in Figures 9 and 10, respectively.

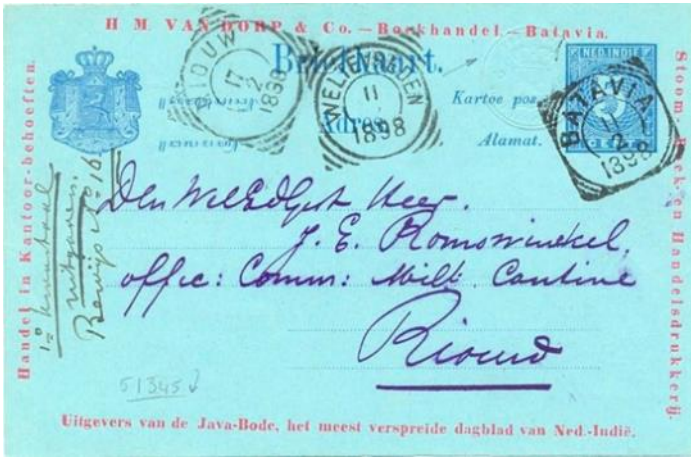


Figure 5: H.M. van Dorp & Co. on card 10.



Figure 6: G.C.T. van Dorp & Co. on card 10.



Figure 7: Geer Jansz on card 10.



Figure 8: Bataviaasch Handelsblad on card 10.



Figure 9: Macassarsche Drukkerij on card 8.



Figure 10: Hotel Bellevue Malang on card 10.

[The card shown in Figure 2 comes from the collection of the Editor.]

# An unusual way to deliver a postage due post card, and a surprise connection with the Moesman reprints.

by Hans Kremer

Figure 1 is a typical example of the way the Dutch P.T.T collected postage dues on postcards that were short-paid.



Figure 1: PTT cover used to deliver postage due mail (at left), and its content (at right)..

The cover contained a postcard (also shown in Figure 1), sent in October 1957, franked with a 4 cent stamp (correct rate for printed matter). However it had too much text on it so the proper postage should have been 7 cent. Short 3 cent. Postage due was twice the missing amount (totaling 6 cent) with a minimum of 10 cent. The postcard was put in a ‘window envelop’, a 10 cent postage due stamp was stuck on it and then handed over to the addressee after paying the mailman the required ten cents.

Since the addressee was J.W.F. Bunge (a well-known philatelist) he gladly paid the 10 cent, and after reading the card, he put it back in the envelop and kept it in his collection.

But what to do if such a window envelop was, for whatever reason, not available (handy?). See for example what happened in 1897 with an underpaid postcard which was sent from a foreign country to the Netherlands, where it was noticed that 7 ½ cent postage was due.

The postal employee noticing the shortage grabbed a “Dienst” (Public Service) envelop (Figure 2) which could be sent postage free on which he wrote: “Inhoudende een postkarte / Van Buitenland / Ontoereikend gefrankeerd.” (Containing a postcard from a foreign country with insufficient postage).

He added the name and address (Herrn Joh a Moesman Utrecht) and “7 1 / 2 ” on the front of the ‘Dienst’ envelop and put it back in the mail. Mr. Moesman paid the mailman the 7 ½ cent (contents unseen) and he was handed the foreign postcard which was inside the envelop. Hopefully he was happy with the postcard.

Who was Joh. A. Moesman? Johannes Anthonius Moesman (Utrecht, 25 December 1859 - 9 January 1937 in Utrecht) was a lithographer and calligrapher in Utrecht, The Netherlands, 1859-1937. He had his own store (Figure 3) and published an untitled lettering model book in 1877 (Figure 4).

He was also a stamp collector and Moesman is known among philatelists because in 1895 he made reprints of the original (worn) printing plate IV of the 1852 10 cent issue in various colors on paper without watermark (Figure 5). Click [here](#) for the story as it was published in Netherlands Philately Vol.18.1, 1993.



Figure 2: Front (at left) and back (at right) of service envelope used to deliver postage due mail.

For those of you familiar with the Dutch language I recommend reading [Maandblad Filatelie](#) of March 2019.



Figure 3: Moesman storefront.



Figure 4: Calligraphy by Moesman.



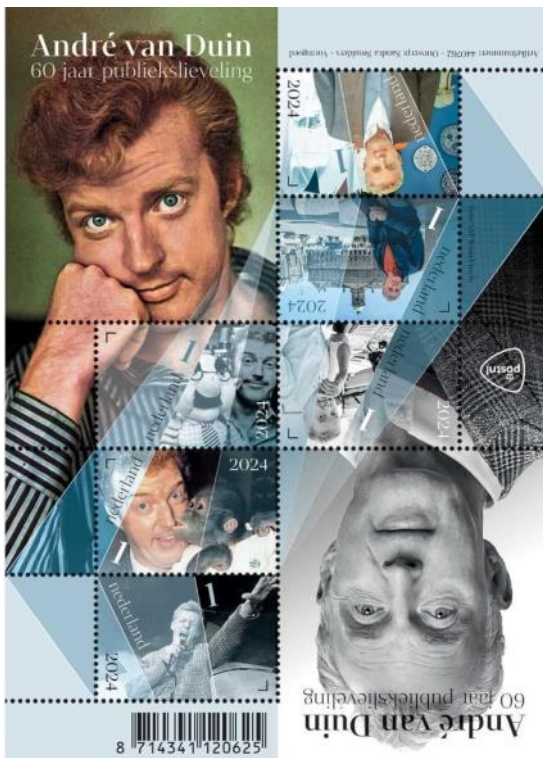
Figure 5: Moesman reprints.

## New Members

The newest additions to the membership roster of the ASNP are David Watson and Gary Watson FRPSL, FRPSV, FACCC of NSW, FBSAP. The latter is Senior Specialist and Auctioneer at Abacus Auctions in Mount Waverly, Victoria, Australia. He is a lifelong collector of postmarks.

David Watson lives in Seaford, east Sussex in the UK. He has been receiving e-versions of the journal for some years as a member of the Netherlands Philatelic Circle, our UK counterpart, but he decided to become an actual member of the ASNP. His collecting interests are the Netherlands and its (former) colonies and include stationery, revenues, and cancellations among others.

## Recent Issues



### 60 years crowd favorite André van Duin June 24, 2024

June 24, 1960 is the day when André van Duin wins the talent hunt 'Nieuwe Oogst' (New Harvest) at the age of 17. His real name is Adrie (Adrianus Marinus) Kyvon, and he was born in Rotterdam on February 20, 1947. The sheet with six stamps depicts photographs showing highlights of his career. The sheet was designed by Sandra Smulders of Vormgoed in Gouda.

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

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- Digital and hardcopy**, dues are the same as mentioned for the hardcopy version.

Mr.      **Last Name:** \_\_\_\_\_  
 Mrs.      \_\_\_\_\_  
 Miss.    **First Name:** \_\_\_\_\_  
 Ms.      \_\_\_\_\_  
 Dr.      **Email:** \_\_\_\_\_  
 Rev.      **Address:** \_\_\_\_\_  
\_\_\_\_\_  
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### My Major collecting interests are:

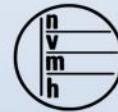
- |   |   |  |
|---|---|--|
| <input type="checkbox"/> Netherlands              | <input type="checkbox"/> Plate faults             | <input type="checkbox"/> Perfins or POKOs              |
| <input type="checkbox"/> Netherlands Antilles     | <input type="checkbox"/> Printing errors          | <input type="checkbox"/> Rep. of Indonesia             |
| <input type="checkbox"/> Netherlands Indies       | <input type="checkbox"/> Color variations         | <input type="checkbox"/> Rep. of Surinam               |
| <input type="checkbox"/> Netherlands New Guinea   | <input type="checkbox"/> Stationery and covers    | <input type="checkbox"/> Fieldpost                     |
| <input type="checkbox"/> Surinam                  | <input type="checkbox"/> Revenues and railroads   | <input type="checkbox"/> EO-Philately                  |
| <input type="checkbox"/> Japanese Occupation N.I. | <input type="checkbox"/> Booklets or combinations | <input type="checkbox"/> Localmail                     |
| <input type="checkbox"/> UNTEA                    | <input type="checkbox"/> Coils                    | <input type="checkbox"/> Other (please specify): _____ |
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