

*Dated Journal*

*FROM: Netherlands Philately  
1308 Pin Oak Drive  
Dickinson, TX 77539-  
USA*

Sharing knowledge of Netherlands  
& Overseas Areas philately since  
1975

# Netherlands Philately

Magazine of the American Society for Netherlands Philately

Volume 49/2



TO:



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# NETHERLANDS PHILATELY

## Magazine of the American Society for Netherlands Philately; Volume 49/2

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### Editor's Message

November, 2024

Dear Fellow Collectors,

Two weeks after our return from GASS 2024 in Hartford (see about that later in this issue) in August, my wife and I drove to Colorado for a wedding. Then, we flew to Saint Louis at the end of September for a conference my wife attended, and as you are reading this, we are in The Netherlands to visit family, friends, and the stamp show and bourse Postex. Thus, it is a wonder that I was able to put this issue together on time. A contributing factor was the relatively large supply of copy I have received from various members, for which I am very grateful. I know all too well that things can change quickly, so if you have an idea about an article do not hesitate to write it; it may not be published immediately, but it will appear in print.

By the way, I have not received any new contributions for our 50th anniversary volume. Please submit your contributions soon!

Cheers,

Ben

## Table of Contents

Editor's Message	27	Greater American Stamp	
A "forgotten" mail piece	28	Show 2024	48
Crash cover?	34	Recent Issues	49
Erratum	38		
The Netherlands Antilles, Early Mail 1697 – 1879, Part 6	39		

### 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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# A “forgotten” mail piece.

*by Adam van der Linden*

## Introduction

A title that raises questions, what could this mean?!

Let us immediately lift the veil; this means “an address card of postal parcels”, simply called a **parcel card** among philatelists. I hear people asking why are these “forgotten”? Don’t they have high value and beautiful postage on them? This is absolutely correct, but despite this, philatelists still prefer to collect letters/envelopes and postcards. I can think of a few reasons why:

- Most are rather large in size and often have an ugly brownish color.
- They are often a bit wrinkled, but what do you expect? They have often had a long journey as an “appendix” to a package. A package not labeled ‘fragile’ was often treated less carefully. Moreover, the package was often checked at the border.
- Several countries “tore” off the left side with the sender's address, which really makes the cards less attractive.
- In many countries the address cards were withheld and subsequently cut up for stamps. This reduces the number of destinations considerably.
- The rates for countries outside the Netherlands are usually unknown because no philatelist has taken the trouble to document them.
- Fortunately, for packages mailed from the Netherlands, this problem has been solved. Kudos to Henk Buitenkamp who published the extensive booklet “Parcel post and parcel post rates from the Netherlands to abroad” in 1992.

## Attractive

Listed above are some reasons why postal parcel address cards are less popular among collectors. But..... there are many reasons to collect them. Mentioned earlier are the high postage stamp values that occur sporadically or *cannot occur* on other mail items. In addition, consider the many rate options such as air duty, express, cash on delivery with acknowledgment of receipt and postal notes and markings with regard to border passages, customs fees, etc.

You will find all of this on package cards!

## Domestic address cards

A separate topic could be “the domestic parcel card” of the Netherlands, but then you are at the mercy of arbitrariness. These had to be retained by the Post Service to cut off the stamps which were to be sold by the Domain Service (Dienst der Domeinen). So they must have been “saved” by chance or stolen by postal officials or “cutters”. The domestic parcel cards were released on July 1, 1970, so that sufficient numbers can be collected from that date.

## Earliest availability

The Netherlands launched international postal package mail on April 1, 1882. The stamps for payment of the postage/tariff have to be placed on the parcel cards. This requirement expires on July 1, 1970: the stamps are subsequently stuck on the postal parcel itself. In principle, postage-paid parcel cards sent abroad will no longer be available.

## To what countries available

This article is written based on available parcel cards from the Netherlands. In the older period, parcel cards to Switzerland were widely available, but *hardly any after WWII*. I have not found any official information as to what the reason for this could be. There is usually a decent choice to Germany, Belgium, USA and the Scandinavian countries. The supply of cards to the other countries varies greatly from scarce to a single copy.

## What are we going to see?

I think it would be most interesting for the reader to maintain a general chronological order. That way, there will be a bit of “time development” and interest remains because more varied destinations and postage can be shown. I'm not going to make it too complicated, I will mention the date/place of the sender and destination, the rates plus any other important matters. I will limit myself to a few examples up to and including the 1923 issue.



Figure 1: Haarlem, 3 September 1889. final destination Hoppenbruch, arriving September 10. Package to 5 kg 50 cent, two packages 1 guilder, Willem III.

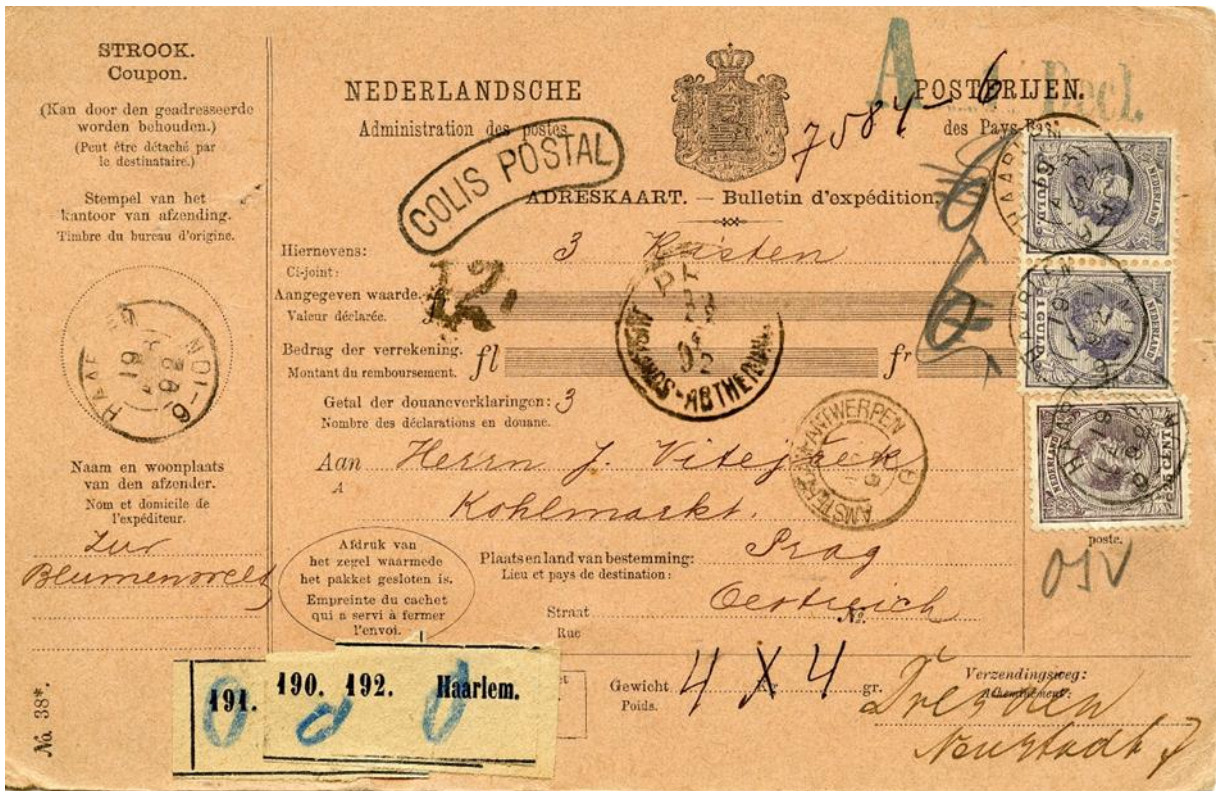


Figure 2: Haarlem, April 19, 1892, destination Prague. Package 3-5 kg. 75 cent, 3 packages ('crates') 2.25 guilder. Willem III and Wilhelmina 'hanging hair.'

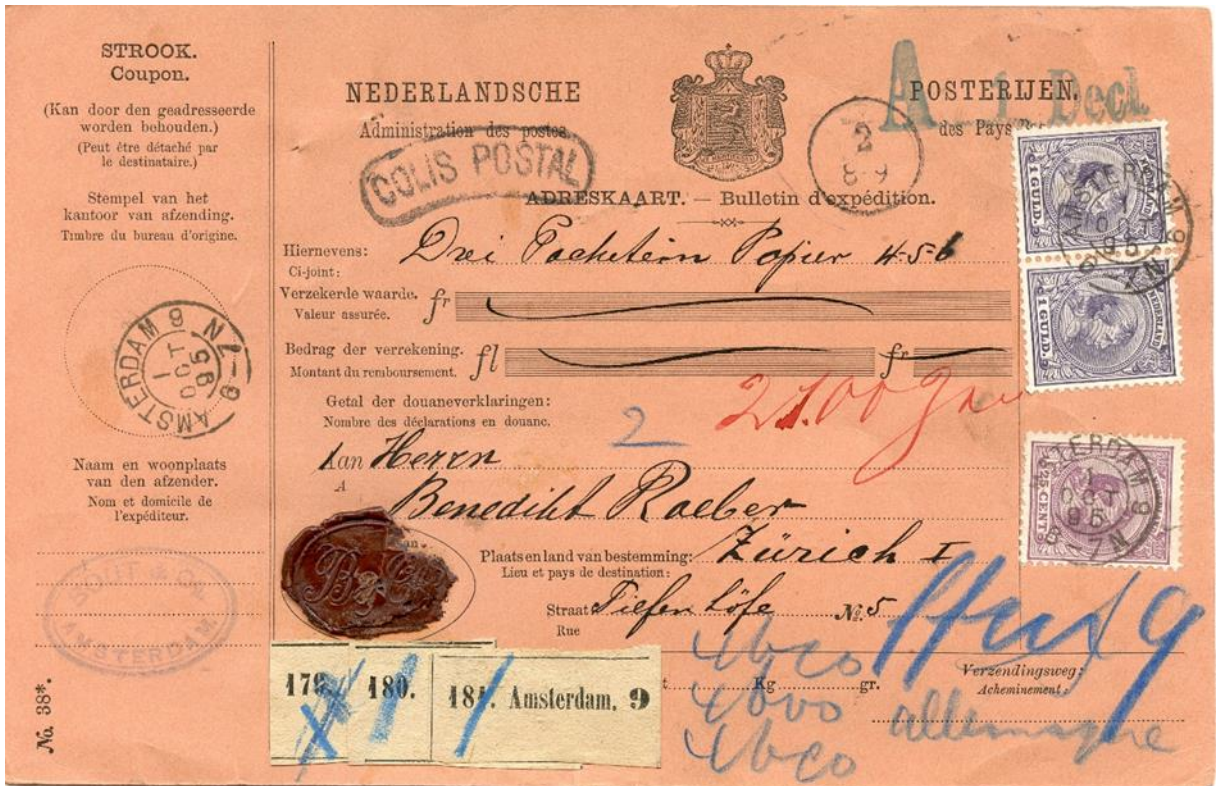


Figure 3: Amsterdam 9, 1 October 1895, destination Zürich. Package tot 5 kg. 75 cent, 3 packages 2.25 guilder. Wilhelmina 'hanging hair' franking.

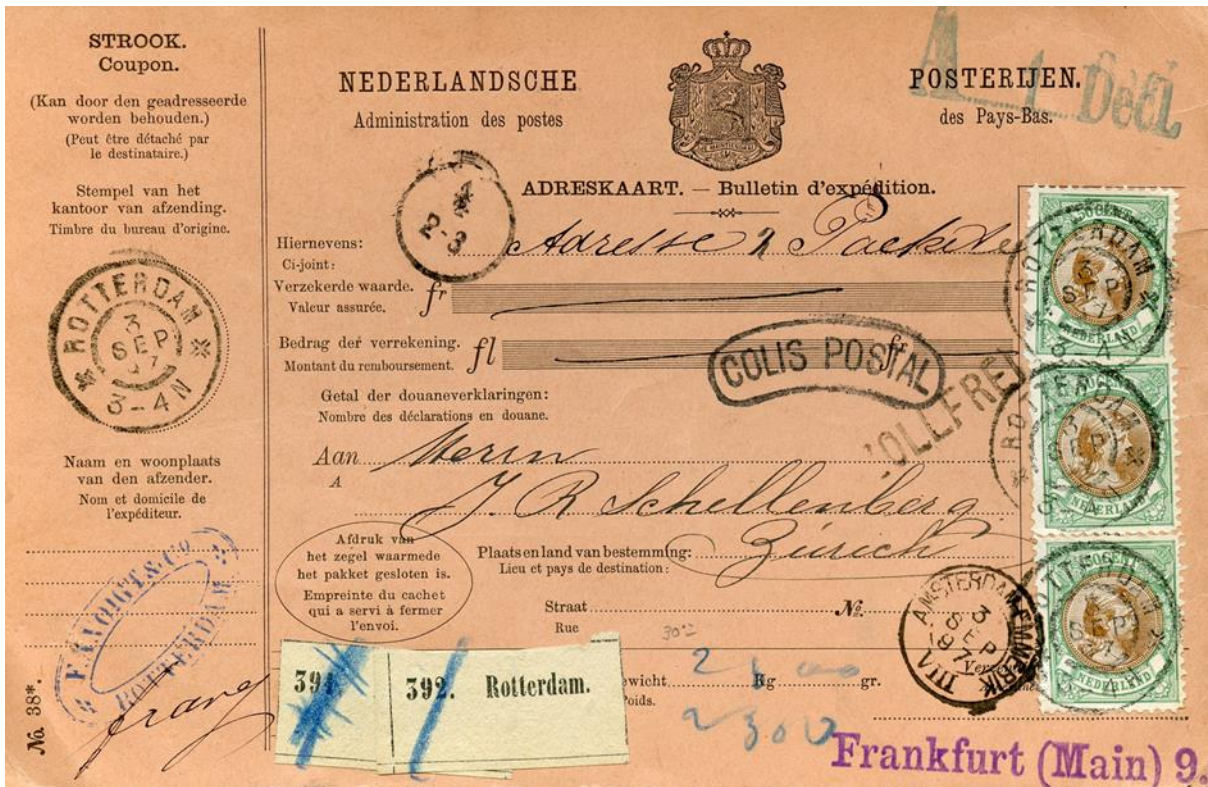


Figure 4: Rotterdam, 3 September 1897, destination Zürich, Switzerland. Package to 5 kg. 75 cent. Two packages is 1.50 guilder.

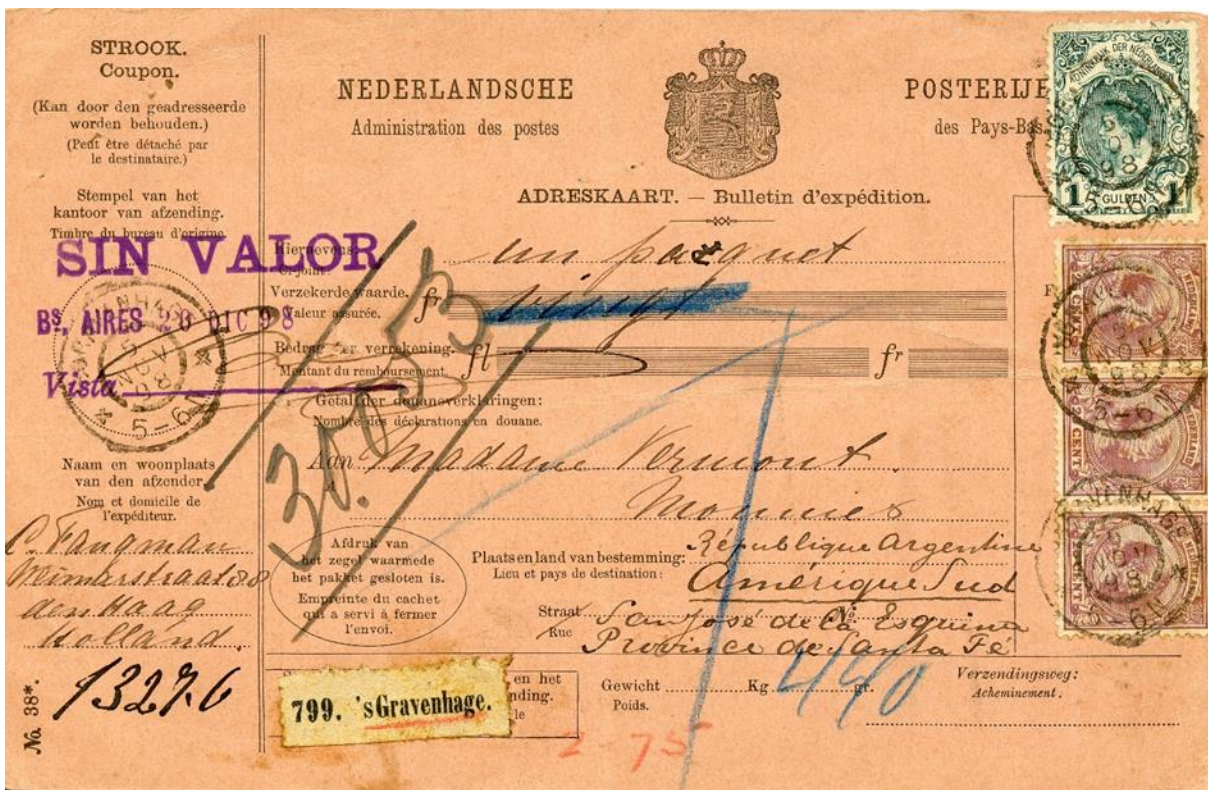


Figure 5: 's-Gravenhage, 5 November 1898, destination San José, Argentina. Package 440 gram to 1 kg. 1.75 guilder. Coronation guilder..

**STROOK. Coupon.**  
(Kan door den geadresseerde worden behouden.)  
(Peut être détaché par le destinataire.)  
Stempel van het kantoor van afzending. Timbre du bureau d'origine.

**HAARLEM**  
2.XI.128-9N  
PAKKETPOST 1

**NEDERLANDS** 450 Haarlem  
Administratie 451 Haarlem  
452 Haarlem

**POSTERIJEN** des Pays-Bas  
Bulletin d'expédition.

Strook aanwijzende den naam van het kantoor van afzending. Etiquette indiquant le nom du bureau d'origine.

Hiernevens: *three cases* Getal der douaneverklaringen: 18  
Ci-joint: Nombre des déclarations en douane:

Verzekerde waarde. fr. \_\_\_\_\_  
Valeur assurée.

Bedrag der verrekening. fl. \_\_\_\_\_  
Montant du remboursement.

Aan *E. d. L. van Niezap & Co's Japan Trading*  
A *Kobe*

Plaats en land van bestemming: *Kobe Japan*  
Lieu et pays de destination:

Straat \_\_\_\_\_ No. \_\_\_\_\_  
Rue \_\_\_\_\_

Douane-rechten. Droits de douane. \_\_\_\_\_  
Gewicht \_\_\_\_\_ Kg. \_\_\_\_\_ gr. \_\_\_\_\_  
Poids \_\_\_\_\_

Verzendingsweg: *via Siberia*  
Acheminement:

(No. 38\*)

Haarlem, 2 November 1912, destination Kobe, Japan. Package of 5 kg. 3.125 guilder. Three packages is 9.375 guilder. Russian transit postmark 24 October 1912, according the Julian calendar thirteen days back in time (6 November 1912).

**STROOK. Coupon.**  
(Kan door den geadresseerde worden behouden.)  
(Peut être détaché par le destinataire.)  
Stempel van het kantoor van afzending. Timbre du bureau d'origine.

**HAARLEM**  
2.XI.128-9N  
PAKKETPOST 1

**NEDERLANDSCHE** 26 's Gravenhage  
Administration des postes **MARTINUS NIJHOFF.**

**POSTERIJEN.** des Pays-Bas  
Bulletin d'expédition.

Strook aanwijzende den naam van het kantoor van afzending. Etiquette indiquant le nom du bureau d'origine.

Hiernevens: *1 pak* Getal der douaneverklaringen: 1  
Ci-joint: Nombre des déclarations en douane:

Verzekerde waarde. f. \_\_\_\_\_  
Valeur assurée.

Bedrag der verrekening. fl. \_\_\_\_\_  
Montant du remboursement.

Aan *Library of University of Illinois*  
A *Urbana (Ill.)*

Plaats en land van bestemming: *Urbana (Ill.)*  
Lieu et pays de destination:

Straat \_\_\_\_\_ No. \_\_\_\_\_  
Rue \_\_\_\_\_

Douane-rechten. Droits de douane. \_\_\_\_\_  
Gewicht *4* Kg. *100* gr. \_\_\_\_\_  
Poids \_\_\_\_\_

Verzendingsweg: \_\_\_\_\_  
Acheminement:

(No. 28\*)

's-Gravenhage, 19 June 1924, destination Urbana, USA. Tariff: from March 15, 1924 package to 5 kg. 3.50 guilder. Sticker Martinus Nijhoff.





Figure 6: Amsterdam-Singel, 28 February 1920, destination New York, USA. Package 3-5 kg. 3.50 guilder. Three packages 10.50 guilder. Mixed franking Queen Wilhelmina type Fur collar and Jubilee 1913.

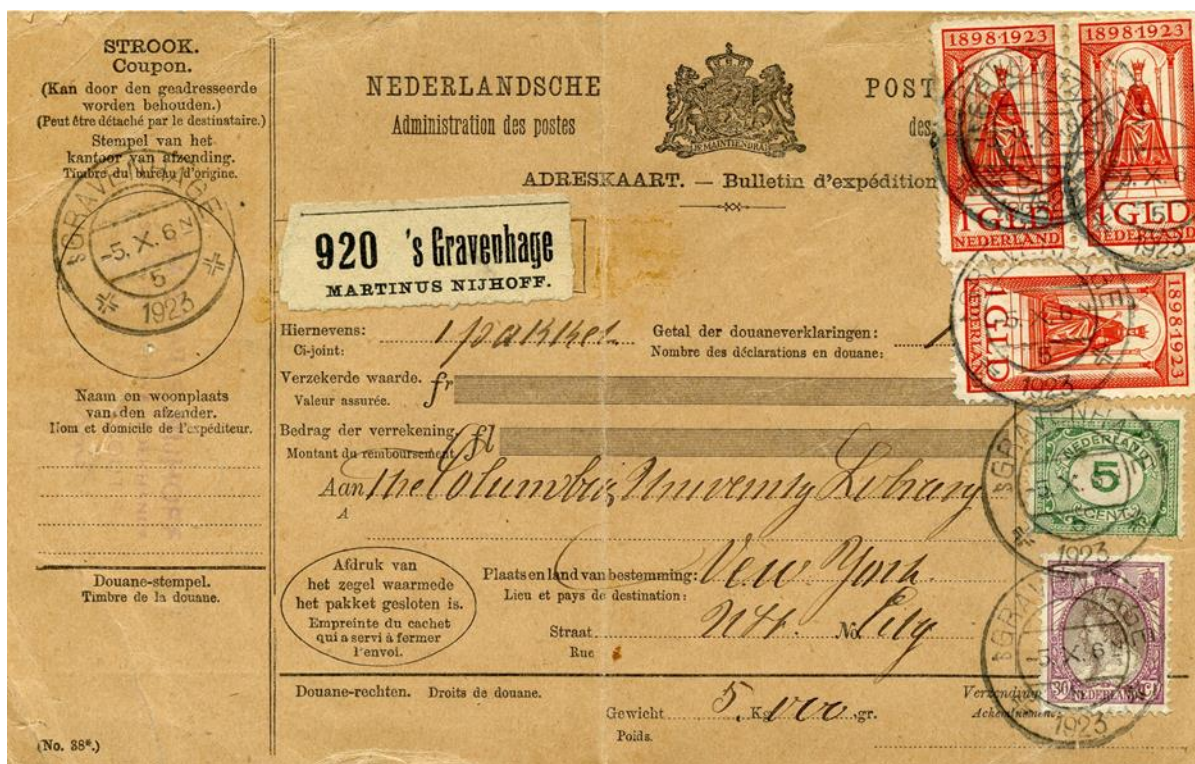


Figure 7: 's-Gravenhage, 5 October 1923, destination New York, USA. Tariff from August 1, 1922 3,35 guilder til 5 kg. Sticker, two of the few I have seen.

# Crash cover?

*by Marinus Quist*

Take a look at Figure 1 showing the front and back of an oversized business cover mailed by air mail to the Netherlands Indies ("NEI") from Amsterdam central station on 16 October 1929. It doesn't look like a crash cover, does it? After all, it has no singed edges, no water stains, no missing bits, no mangled paper, no smeared dirt, and no notice from the PTT stating that it was salvaged from the wreckage of an aircraft. However, as you will see from the explanation below, this cover was, indeed, a survivor of a crash in which the aircraft was a total loss. First, let's review a little bit of historical context.



Figure 1: Front (top) and back (bottom) of cover mailed from Amsterdam to Java (NEI) on 16 October 1929.

Shortly after the ending of World War I, KLM started air mail service between Amsterdam and London and quickly branched out with air service to other major European cities in the early 1920s. It was no wonder, then, that the possibility of establishing air service between the Netherlands and the NEI became a dream which tantalized aviators, airline executives at KLM, aircraft builders (such as Fokker), and many members of the public. In 1924, a pioneering one-way flight, utilizing a single engine Fokker model F-VII (“tail number” H-NACC) from Amsterdam to Batavia proved that the connection was possible, although the trip was hindered by many difficulties, including a delay of nearly a month in Bulgaria for an engine replacement and landing gear repairs. A successful 1927 round trip of only 27 days by a KLM charter flight for an American publishing millionaire, William Van Lear-Black, followed later that same year by the much-publicized round trip of the “Postduif”, resulted in much positive publicity for the possible establishment of a regular service Indies Line to carry mail, freight, and passengers between the Netherlands and the NEI.

So it was that during 1928 and 1929, KLM and its NEI subsidiary, NILM, undertook a series of experimental flights between Amsterdam and Batavia to determine if the establishment of regular mail, freight and passenger service between these two very distant cities (about 14,500 km depending on routing) would be possible, both technically and economically. Just arranging for the necessary aviation fuel and lubricating oil at fifteen or more different locations stretching nearly halfway around the world was a daunting logistical task. See Figure 2 for a KLM photo card issued by Patria Biscuits for their 160-card album titled *De Vliegende Hollander*. This photo illustrates the estimated 12,000 liters of aviation fuel and the 980 liters of motor oil required to make the journey by air from Amsterdam to Batavia. Covers from these experimental flights are often quickly recognized by their yellow-orange “Per Luchtpost/Par Avion” adhesive labels and are fun to collect.



Figure 2: The amount of aviation fuel and motor oil needed for air travel between Amsterdam and Batavia.

The first experimental flight utilizing a Fokker tri-motor model VIIb/3m (“tail number” H-NAFA) left Amsterdam for the NEI on 13 September 1928 and arrived in Bandoeng on 25 September 1928 after a fairly uneventful trip. Figure 3 shows the front and back of a cover cancelled at ‘sGravenhage on 10 September 1928, back-stamped on 25 September 1928 in Bandoeng, and arrival-stamped at Balikpapan, Borneo on 1 October 1928.

Unfortunately, because of the many difficulties, including primitive airfields, spare part depots along the way, bad weather, rudimentary communications, etc., not all of these experimental flights were successful. For example, the second flight from the Netherlands in 1929 had to make an emergency landing in heavy rain in Siam (which damaged the aircraft). The aircraft, its crew, and its mail went on to the NEI by various surface means. Similarly, the third and fourth flights from the Netherlands in 1928 ended in India and Burma, respectively, when the aircraft were damaged on landing/takeoff and had to be brought (along with their mail) to the NEI by ship. But it was the fourth 1929 flight, undertaken by a Fokker tri-motor model F-VIIb/3m (“tail number” PH-AGB), that ended up in a crash in Turkey that resulted in the aircraft being a total loss. Fortunately, there was no loss of life or mail, which included the cover illustrated in Figure 1.

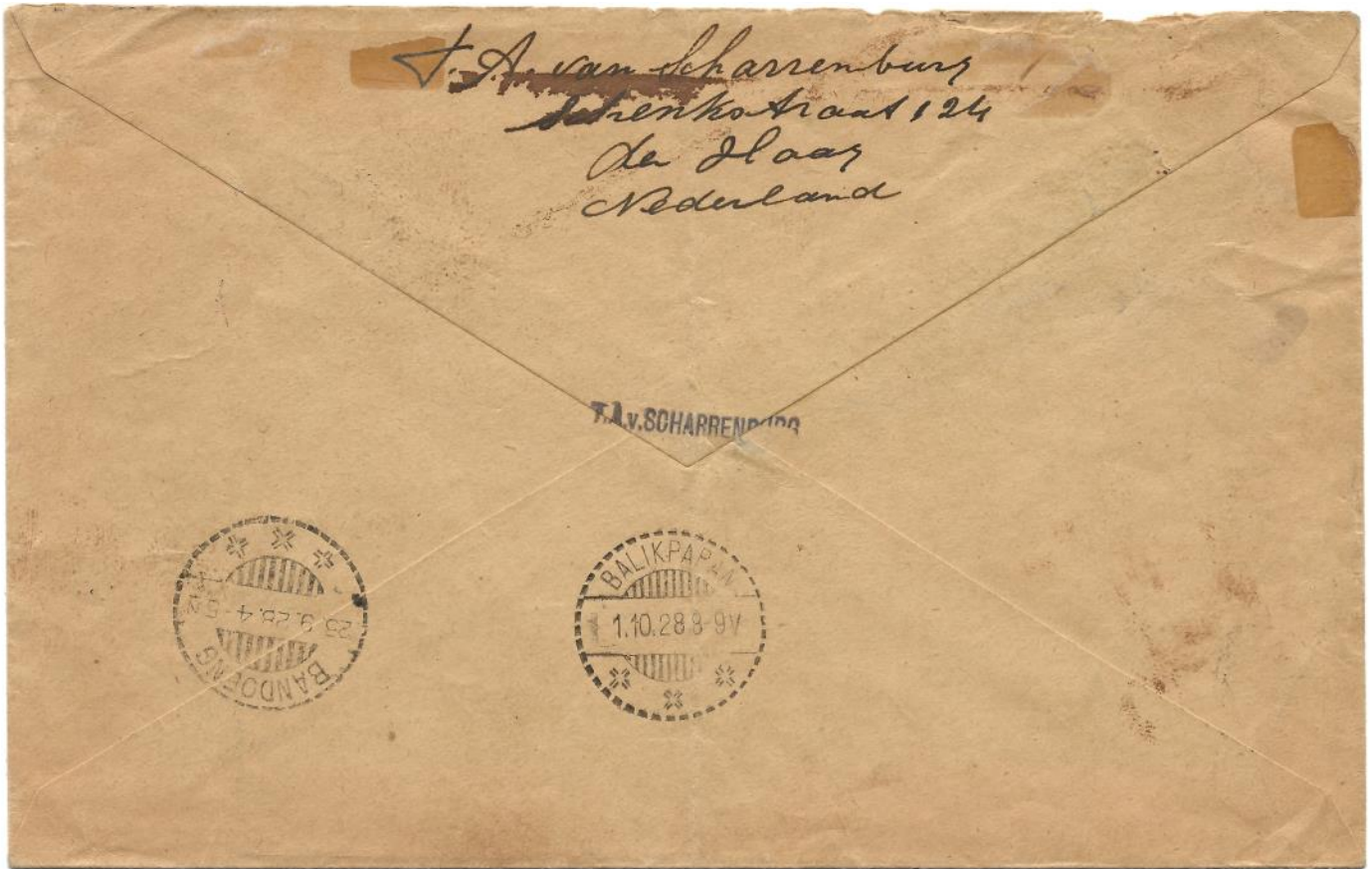


Figure 3: Front and back of a cover carried on the first experimental flight between Amsterdam and Batavia, postmarked 10 September 1928 in 's Gravenhage.

The flight that carried the cover shown in Figure 1 departed Amsterdam's Schiphol Airport on 17 October 1929 under the command of pilot I.A. Aler, assisted by co-pilot dr. J. Jongbloed, and flight engineer C.A. van Bruynestejn. It was on the Constantinople/Istanbul to Aleppo leg that the accident occurred, although details are quite limited. W. Baron Six van Otterleek in his book, *Rampstukken*, simply says, "Aler kreeg motorstoring boven de hoogvlakte van Anatolie en moest terug naar Istanboel. Hij kwam in de mist terecht en vloog tegen een heuvel, waardoor het toestel werd beschadigd" (Aler experienced engine trouble above the high plains of Anatolia and had to return to Istanbul. He encountered fog and flew into a hill, whereby the craft was damaged), while J.L.C. M. TSchroots and H.H.C. TSchroots in Volume 1 of their book, *Luchtvaart en Luchtpost Encyclopedie*, don't tell us very much more with; "Na opstijging op 19-10 teruggekeerd wegens defect aan de linkermotor. Bij de landing in de mist raakte het toestel onherstelbaar beschadigd" (After takeoff on 19 October, turned around due to a defective left engine. On landing in foggy conditions, the craft was irreparably damaged). M. Verkuil in his book, *The Development of KLM Airmail Service Holland – Dutch East Indies 1920 -1942*, offers a slightly different version with: "Due to engine failure near Constantinople on October 19, the plane crashed into a hill and became a total loss"; while the website of the Flight Safety Foundation somewhat misleadingly says: "Returned after No. 1 engine failed; hit mountain while flying in clouds." The most detailed information that I have been able to find about the crash (complete with four photos of the damaged, but not destroyed aircraft sitting upright amongst bushes and small trees) was on the website of the Bureau of Aircraft Accident Archives, which described the circumstances of the crash as follows: "About one hour and 30 minutes after takeoff from Istanbul's Yesilkoy Airport, bound for Aleppo, the left engine failed. The crew decided to return to Istanbul but the visibility was poor due to fog. While attempting an emergency landing, the aircraft hit trees and crashed in bushes south of Yesilkoy Airfield. While the copilot and the engineer were slightly injured, the captain was unhurt. The aircraft was damaged beyond repair." Strangely, this latter account is the only one which mentions crew injuries.

The above-cited sources also differ about the location of the crash. The *Rampstukken* book says Adabazar, Turkey, while the TSchroots book implies Constantinople/Istanbul, but doesn't clearly specify, and the Flight Safety Foundation website states Konya, Turkey. As specified by the Bureau of Aircraft Accidents Archives and as implied by the TSchroots, the crash most likely occurred near Istanbul's Yesilkoy Airport (later re-named Ataturk International Airport, and replaced in 2019 by a new Istanbul Airport). However, after the passage of so much time, it is difficult to know for sure. Perhaps Turkish or Dutch newspapers of the time contain more definitive information regarding the site of the crash.

So, what about the mail on board the crashed airplane? The *Rampstukken* book states that the mail on board, which consisted of 10,292 pieces weighing 262 kilos, was sent onward to the NEI via the steamship *Patria*. Verkuil mentions no weight, but states that the 10,292 pieces of mail on board were sent to Karachi by Imperial Airways, from where the mail went by steamer to Batavia with arrival on 10 November. Boesman in his circa 1970 book, *Postvluchten Uit de Geschiedenis van het Luchtpostvervoer* (and the follow-on 1983 *Luchtpostcatalogus van Nederland en Overzeese Rijksdelen*) both say just about the same thing as Verkuil, except that the number of pieces of mail to the NEI consisted of 1425 cards and 9873 letters and that such mail received an arrival cancellation dated 16 November 1929. Meanwhile, the TSchroots' book, which is much more authoritative, gives quite a different narrative, and goes into much more detail about the handling of the crashed aircraft's mail. For example, they report that nearly 5kg of mail was being carried (for revenue earning purposes) on behalf of foreign postal services, and that not all of the mail on board was destined for the NEI. Without stating how many cards and letters were addressed to recipients in the NEI (or the weight thereof), the TSchroots state that mail destined for the NEI was loaded aboard the *Patria* at Port Said and arrived at Medan on 13 November, at Palembang on 15 November, and at Batavia and Bandung on 16 November. These dates fit the progress of the cover illustrated in Figure 1, which was addressed to a certain Mr. Koningsberger in Pasoeroean (today Pasuruan, a city in East Java near Surabaya). Although it received no arrival cancel at either Batavia or Bandoeng on 16 November 1929, it was backstamped 18 November 1929 on arrival at Pasaroean.

According to Verkuil and the TSchroots, the flight earned 9,580 guilders of airmail surcharge. However, because the crash caused the mail to be delayed, thereby losing any time gain that had been paid for with the extra airmail surcharge (one and a half Guilders in the case of the subject cover), the Netherlands PTT, in conjunction with the NEI PTT, offered to refund the airmail surcharge, but it is not clear if the 9,580 Guilders is net of the refunds or

not. My guess is that such number represents the gross air mail surcharge revenue and few recipients likely bothered to wade through the required time and effort to seek refunds. They were probably just happy to finally receive their delayed mail, much as I frequently am today!

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## Erratum

The last sentence of the first paragraph of the article ‘Last In, Last Out: a few postal history items affected by the exigencies of war’ by Marinus Quist which appeared in Netherlands Philately, volume 49, number 1, pages 15-19, contains an error. The return date of the weekly service introduced between Amsterdam and the NEI was 9 October 1937. Not 1940. The corrected paragraph follows:

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 1937.

# The Netherlands Antilles, Early Mail 1697 – 1879, Part 6.

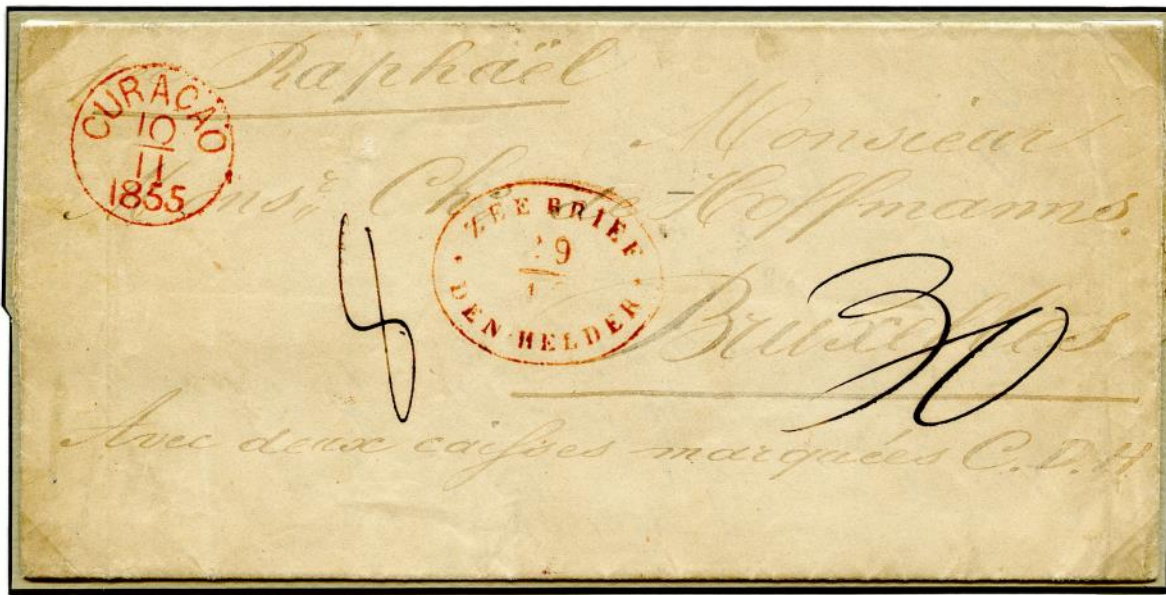
by Deo van Wijk †

Brussels, Belgium  
via Den Helder

9. Ship Letter to the Netherlands

From Aruba, via Curaçao  
Ship Letter 'Per Raphaël'

ONLY ONE RECORDED FROM ARUBA ON DUTCH SHIP „RAPHAËL” DIRECT SHIP TO DEN HELDER



Aruba 2 November 1855 via Curaçao and Den Helder to Bruxelles. Stamped 'CURAÇAO 10/11 1855' in red ink with 'C' and 'O' in CURAÇAO above the date/month separation line and landing mark 'ZEE BRIEF \* DEN HELDER \* 29/12' red ink, weight note '8' wigtjes (about 8 gram) Backstamped red 's GRAVENHAGE 28/1 1860 and oval 'B 19' red ink. Backstamped border exchange mark 'PAYS-BAS / PAR ANVERS / 1 JAN 9-10S' red ink and two-ring 'BRUXELLES 2 JANV 1856' blue ink and '12' Brussels local delivery number.

Rated '30 cent' (from 1.8.1855) being the minimum ship rate letter for up to 15 wigtjes (15 gram).



Brussels, Belgium



'C' and 'O' in CURAÇAO  
above the date/month  
separation line'

**British Royal Mail Steam Packet Co. 1842 - 1885**

From 3 January 1842 a semi-monthly mail service was opened from Falmouth to the West Indies, moved to Southampton from September 1843, primarily aiming to service British interests with 11 routes covering the West Indies.

From 1850 the 'Curaçoesche Pakketvaart Maatschappij' was founded to extend service to Willemstad from St. Thomas twice a month, via the Dutch Consul Cappé in St. Thomas (Circ. 41 (PB) of 22.6.1850).



Paramaribo,  
Suriname (Dutch Guayna)

Dated onboard the schooner Z.M. Schooner „de Adde” in Curaçao 20 May 1852 to Paramaribo, Suriname. Manuscript '25 c Paid' fee paid from Curaçao to St. Thomas, stamped with the rare circular 1-ring in red 'CURAÇAO 22/5', routing instruction manuscript 'via St. Thomas'. From Curaçao sent with schooner „Rosa” of the 'Curaçoesche Pakketvaart Maatschappij' which left Curaçao 22 May and arrived at St. Thomas 25 May and likely handled by the Dutch Consul J. Cappé upon arrival from Curaçao.

On the 27 May handed over to the British 'Royal Mail Steam Packet Company' RM-SPC, backstamped large double ring 'ST-THOMAS MY27 1852' black ink, on front paid '1/' red crayon and stamped double ring 'PAID AT ST-THOMAS' in red ink.

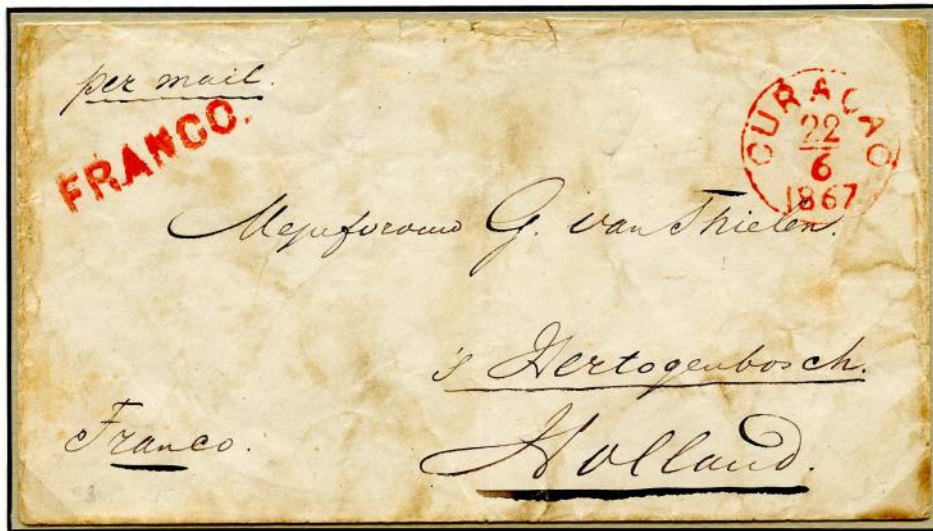
From St. Thomas with RMSPC steamer „THAMES” on route 4 to Barbados on the 4 June, arriving in Barbados 7 June, departing 8 June and arriving 10 June in Demerara and backstamped small double ring 'DEMERARA JU10 1852', reception 'PARAMARIBO 15/6' stamped on front and charged '30' cent inland rate due in black ink. A note by addressee on front says the letter was received 16 June.



1. 's-Hertogenbosch, NL  
2. Leiden, NL

10. British Royal Mail Steam  
Packet Co. 1842 - 1885

Handstamp 'FRANCO'  
Prepaid Mail



'C' and 'O' in CURAÇAO  
below the date/month  
separation line'

Curaçao 22 June 1867 to 's-Hertogenbosch, the Netherlands. Stamped 'CURAÇAO 22/6 1867', red ink with CURAÇAO under the date/month separation line, type II (JB No. 18a), 23 mm straight line mark red ink 'FRANCO' (JB No. 19a), backstamped red 's HERTOGENBOSCH 16/7 67 12-5' and charged with endorsement '65' cents due, rate from 1864 announced in P.B. 19. Sent via St. Thomas on Dutch Packet schooner Amalia, captain Ernst departing Curaçao 22 June 1867.



Curaçao 7 May 1868 to Leiden, the Netherlands. Stamped 'CURAÇAO 7/5 1868' in black ink, CURAÇAO under the date month separation line, type II (JB No. 18b), 23 mm straight line mark black ink 'FRANCO' (JB No. 19b), backstamped two-letter mark 'LEIDEN / 16 JUN 68 / 12M - 4A' red ink and local delivery mark boxed '10', rated with endorsement '65' cents. Sent via St. Thomas 7 May on Dutch Packet schooner Telegrafo, captain Quast, for the mail to Europe.

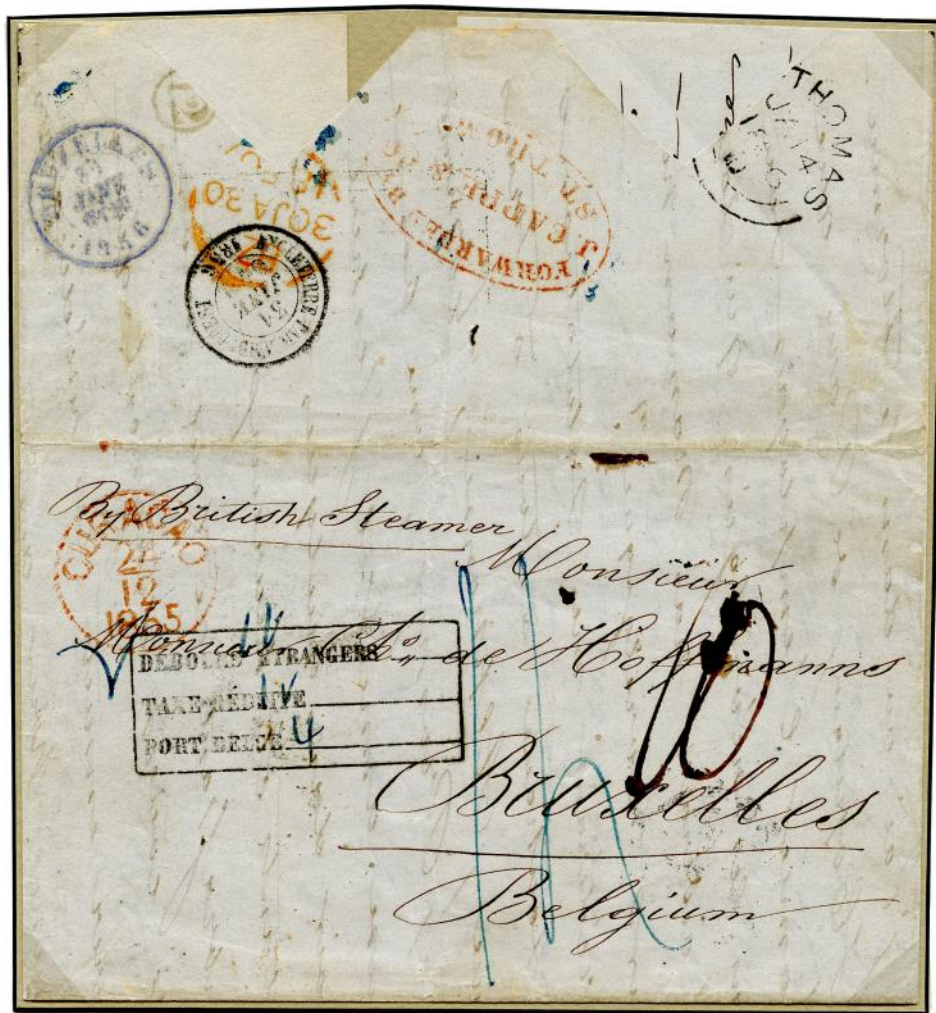
**Dutch Consul J. Cappé in St. Thomas, Danish West Indies**

Circ. 41 (PB) of 22.6.1850 announced that correspondence from Curaçao to the Netherlands should be directed via St. Thomas and would be handled by the official Dutch agent at St. Thomas: J. Cappé who was responsible for directing the colonial mail departing or arriving from government ships or ships chartered in Curaçao. This direction of mail was in order to profit from RMSPC service and lower postal rates.



FORWARDED BY  
J. CAPPÉ & CO  
ST. THOMAS

ONLY ONE RECORDED WITH THE DUTCH AGENT'S CACHE 'J. CAPPÉ & CO'



Curaçao 24 December 1855 to Brussels, Belgium via St. Thomas and London. Stamped 'CURAÇAO 24/12 1855' type I with CURACAO above the date/month separation line (JB No. 17). Sender's routing instruction 'By British Steamer' on front. Sent with the schooner 'Morris' departing Curaçao 7.1 and arriving at St. Thomas 14.1.

Backstamped cachet by the Dutch agent 'FORWARDED BY / J. CAPPÉ & CO / ST. THOMAS' J. Cappé handed the letter over to the RMSPC office in St. Thomas.

Backstamped small open 2-ring type 'ST. THOMAS / JA14 / 1856' and sent with RMSPC „ATRATO" 16.1, arriving Southampton 29.1.1856 and charged '10' d British share. Backstamped red 1-ring 'LONDON B2 / 30JA30 / 1856', TPO 'ANGLETERRE PAR AMB OUEST 31 JANV. 1856' and blue reception mark 'BRUXELLES 31 JANV 1856' small circle '12'. Boxed Oostende accounting mark 'DEBOURS ÉTRANGERS 10d / TAXE RÉDUITE 10 déc / TAXE BELGE 4 déc' and a total '14' décimes due by addressee.

Juisen & Benders no. 17

ONLY ONE RECORDED WITH THE  
'NEDERLANDSCHE PACKET AGENT ST. THOMAS'

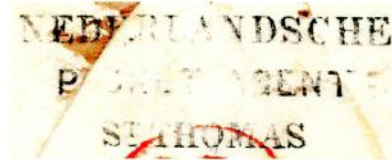


Curaçao 10 August 1858 to Amsterdam, the Netherlands. From Curaçao with Dutch Pakketschooner „ESSEX“ the 10 August and landing in St. Thomas.

Backstamped 'NEDERLANDSCHE / PACKET AGENT / ST<sup>e</sup> THOMAS' by J. Cappé, official Dutch Packet Agent.

Cappé handed the letter over to the British RMSPC office, handstamped open 1-ring type 'ST. THOMAS AUG16 1858', sent with RMSPC steamer „ORINOCO“ to Southampton, London 1-ring '1858 1 SP 1 E [crown]' red ink, and Amsterdam 'AMSTERDAM 3/9 1858'.

Rated '60' cents for 2<sup>nd</sup> letter rate 16-30 wigties (16-30 gram) from 1855, due by addressee



NEDERLANDSCHE  
PACKET AGENT  
ST. THOMAS



Scan of cover front

UITGEKLAARD.— Augustus.	
7 ned.	golet Ozama, Martis.
„	boot Fleur de Marie, Martis.
9 „	golet Essex, Prince.
ven.	bark Venus, van der Biest.
10 „	golet Clemencia, Maduro.
ned.	„ Caroline Victoria, Ruiz.
ven.	„ Isabel, Carota.
am.	„ E. C. Howard, Nickerson.
ned.	bark Jane, Booi.
11 „	golet Adelaida, van Grieken,
„	boot Mary, Thode.
ven.	golet Camelia, Gomez.
12 ned.	bark Cristoffel, Nicolaas.
AANGEKOMEN: Dingsdag, den 10, het Venezolaasche Stoompakketschip UNION, Kapitein E. CONROY, van La Guayra.	
VERTROKKEN: Dingsdag, den 10, naar St. Thomas, de Nederlandsche Pakketschoe- ner Essex, Kapitein B. A. PRINCE, met de brievenzakken voor Europa en dat eiland;	

Curaçoesche Courant, 14.8.1858

ONLY ONE RECORDED WITH THE CACHET  
'FORWARDED BY / J. CAPPE'S SONS / ST<sup>r</sup> THOMAS D.W.I.'



Curaçao February 1866 to Trenton, New Jersey, USA. From Curaçao with Dutch Pakketschooner to St. Thomas. Routing instruction in manuscript 'U.S. STMR. "SWATARA" / St. Thomas W.I.' Backstamped 'FORWARDED BY / J. CAPPE'S SONS / ST<sup>r</sup> THOMAS D.W.I.' red ink by J. Cappé, registered forwarding agent.

Cappé handed the ship letter over to the U. S. Steamer „SWATARA" bound for New York. Landing mark 'NEW-YORK-SHIP / MAR - / 5 CTS' due by addressee. Act of 1 April 1855 inland rate 3 cents up to 3.000 miles plus ship fee 2 cents, total 5 cents.



FORWARDED BY  
J. CAPPE'S SONS  
ST<sup>r</sup> THOMAS D.W.I.



Aruba 17 December 1858 to Brussels, Belgium, via London, England. Stamped 'CURAÇAO 26/12 1858' red ink, CURAÇAO above the date/month separation line, type I (JB No. 17).

From Curaçao sent with the owner Jesurun's ship „ESSEX” on the 26th to St. Thomas. Sender's routing instruction 'By British Steamer' on front, with RMSPC „MAGDALENA” on 1 January to Southampton 19 January. Backstamped red LONDON 1-ring '59 / JA 19 / LONDON / JT'.

Free mail from Aruba to Curaçao. Rated '27 décimes including Belgian inland rate, British exchange office rate '24', train mark 'ANGLETERRE PAR OUEST/20/JANV./5-6M/1859' and blue reception mark 'BRUXELLES / 20 / JANV. / 10-11M / 1859'.



Aruba 21 January 1859 to Brussels, Belgium, via London, England. Stamped 'CURAÇAO 25/1' red ink, JB No. 15.

Sender's routing instruction 'By British Steamer' on front, with RMSPC to Southampton from St. Thomas. Backstamped small red 'LONDON 1-ring 'S / LONDON / MR4 / 59', train mark 'ANGLETERRE PAR AMB-OUEST 5 MARS 1859' and black reception mark 'BRUXELLES 5 MARS 10-11M 1859' and small circle '12' on reverse.

Free mail from Aruba to Curaçao. Curaçao manuscript rate to St. Thomas '15' cent on reverse. Rating note '-7' pence for St. Thomas to Belgium, and Belgian inland rate 2 décimes, total charge in blue ink '9' charged on front.

**Brussels, Belgium**

10. British Royal Mail Steam Packet Co. 1842 - 1885

'15' cents rate to St. Thomas and via London to Belgium

**Curaçao 27 April 1856 to Brussels, Belgium, via London, England.**

Stamped 'CURAÇAO 27/4 1856' red ink, CURAÇAO above the date/month separation line, type I (JB No. 17). Sender's routing instruction 'By British Steamer' on front. Backstamped red LONDON 1-ring '1856 / 17MY17 / MC' and charged '3/2', train mark 'ANGLETERRE PAR AMB-GENT 18 MAI 1856' and blue reception mark 'BRUXELLES 18 MAI 1856'.

Belgian Oostende boxed 'DEBOURS ÉTRANGERS 3/2 (sh/d) foreign charge, TAXE RÉDUITE 38 (décimes) converted charge and PORT BELGE 8 (décimes) and Belgian share, total charge '46' décimes due in blue ink.



**15** From 1 January 1857 to 6 November 1868 J. A. Jesurun en Zoon concluded a contract with the postal administration to serve to St. Thomas.

On 23 November 1858 it was announced that a fee of 15 cent per 15 gram, to be paid for the service to St. Thomas, either stamped with a numeral '15' or written in manuscript '15'.

**Curaçao 9 June 1859 to Brussels, Belgium, via London, England.**

Stamped 'CURAÇAO 9/6 1859' in red ink, CURAÇAO under the date/month separation line, type II (JB No. 18a) and red stamp '15' cents paid to St. Thomas stamped on the reverse.

Publicatieblad no. 14 dated 23.11.1858; letters must be paid to St. Thomas for mail to Europe except for the Netherlands Sender's routing instruction 'By British Steamer' on front. Backstamped small red 'LONDON 1-ring '59 / JU29 / CG', train mark 'ANGLETERRE PAR AMB-OUEST 30 JUIN 1859' and black reception mark 'BRUXELLES 30 JUIN 1859' and small circle '12' on reverse.

Rating note '-17' pence for St. Thomas to Belgium, and Belgian inland rate 2 décimes, total charge in blue ink '9' charged on front.

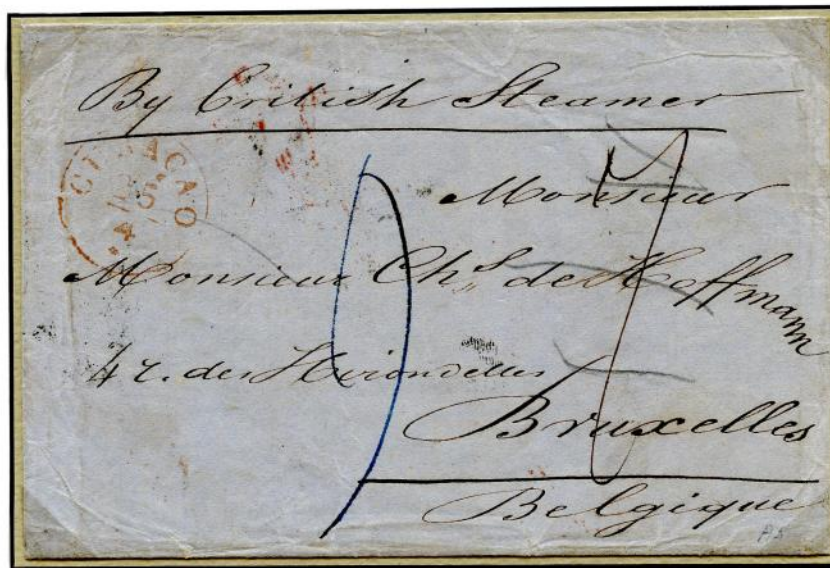
Julsen & Benders no. 17 - 18a



Curaçao 10 March 1859 to Brussels, Belgium via London, England. Stamped 'CURAÇAO 10/3' red ink, JB No. 15) and red ink numeral '15' cents paid to St. Thomas stamped on reverse.

Sender's routing instruction 'By British Steamer' on front, with RMSPC to Southampton from St. Thomas. Backstamped small red 'LONDON 1-ring '59 / AP 5 / LONDON / L1', train mark 'ANGLETERRE PAR AMB-OUEST 56 AVR 1859', black reception mark 'BRUXELLES 6 AVR 10-11M 1859' and small circle local delivery '12'.

'7 pence British rate share although not noted on the letter and 1 décimes Belgian inland rate, total rated '8' décimes due on the back in manuscript.



Curaçao 25 April 1859 to Brussels, Belgium via London, England. Stamped 'CURAÇAO 25/4' red ink, JB No. 15), and red ink numeral '15' cents paid to St. Thomas stamped on reverse.

Sender's routing instruction 'By British Steamer' on front. Backstamped Danish post 'ST. THOMAS 29/4 1859', British 'ST. THOMAS AP30 59', small red 1-ring '59 / MY 19 / LONDON / CW', tpo 'ANGLETERRE PAR AMB. OUEST 20 MAI 1859', black reception mark 'BRUXELLES 20 MAI 10-11 M 1859' and small circle local delivery mark '12'.

Rating note '-7' pence for St. Thomas to Belgium, and Belgian inland rate 2 décimes, total charge in blue ink '9' charged on front.

## Greater American Stamp Show 2024

The Greater American Stamp show was held in Hartford, Connecticut from August 15 through 18. Your editor participated with two exhibits: *The "Unknown" Forms on Undeliverable Netherlands Mail* which received Large Vermeil, and *Return to Sender: The development of Label P4582 Used on Netherlands Mail* which was awarded Gold. The picture below shows me in front of the two three-frame exhibits.



Also attending the show were ASNP members Kees Adema (and wife Ulla), and Arno Kolster. Kees presented *False Hope and Lasting Thanks — The Battle of Arnhem*, on behalf of Timothy Gale. This five-frame "Special Display" will also be shown at Post-ex (Barneveld, The Netherlands 1 and 2 November). By the way, Kees was four years old when the battle took place and lived in Arnhem with his parents just south of the Rhine bridge. My father and mother lived in Arnhem during the battle, so the display became very personal. The picture at right shows Ulla and Kees, with your Editor and his wife in front of the display.



Viewing exhibits (there were more than 900 frames) makes one hungry and thirsty. The picture at left shows the aftermath of a drinking/eating session with Arno (my wife is at center).

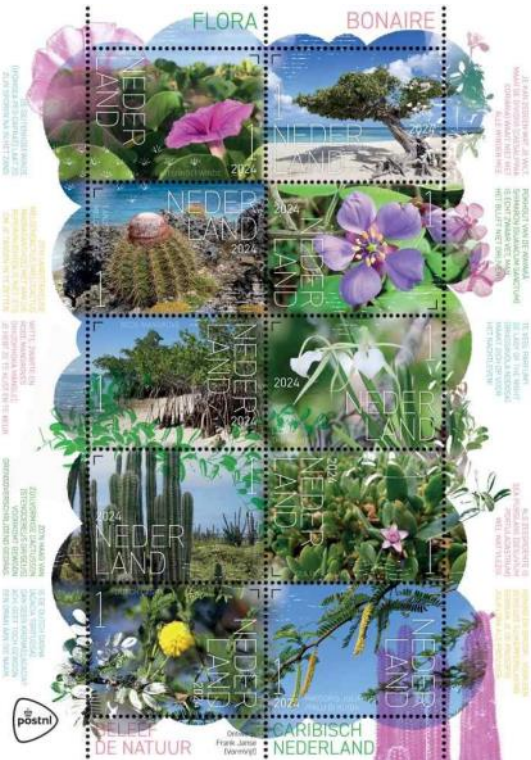


## Recent Issues

### Experience nature: Bonaire—flora

August 12, 2024

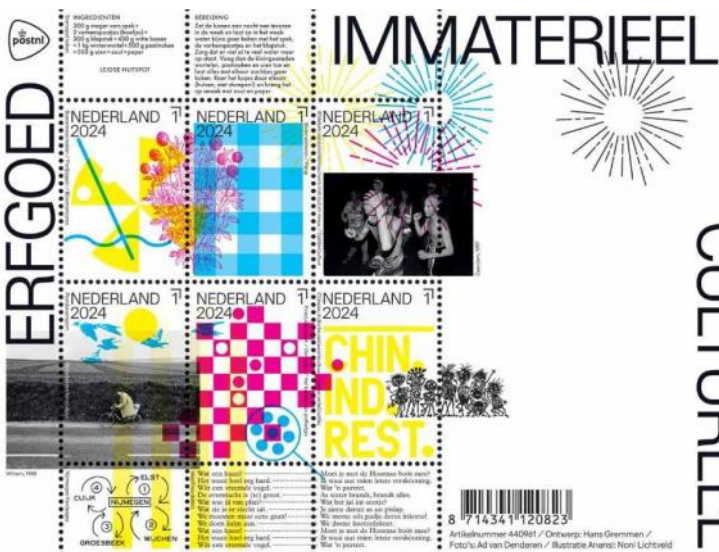
The sheet with 10 different stamps was designed by graphic designer Frank Janse from Gouda. Each stamp shows a different plant, flower, bush or tree, which has been represented in its natural habitat.



### Typically Dutch—Cats

August 12, 2024

The sheet of six identical stamps was made by Total Design from Amsterdam. Each stamp shows two house cats, a small and a large one, in the form of a piece of Delft ceramics.



### Immaterial Cultural Heritage

September 16, 2024

Fifteen expressions of immaterial cultural heritage are visualized on the six stamps and the tabs that constitute the sheet, designed by Hans Gremmen from Amsterdam. The stamps symbolize 'fierljeppen' (jumping across a ditch using a pole), cheese making, flower parade, new year's firework, and the Dutch bicycling culture, among other things.

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

## AMERICAN SOCIETY for NETHERLANDS PHILATELY

Membership in the American Society for Netherlands Philately (ASNP), affiliate # 60 of the American Philately Society, will give you the following benefits: An illustrated **MAGAZINE** (containing philatelic articles as well as news items) published six times a year and access to the ASNP **LIBRARY** through borrowing privileges.

Membership runs from September 1 through August 31. To join, fill out the form below. You can receive our magazine digitally in PDF format by email and/or in hardcopy sent by snailmail. Tab one of the boxes below to make your choice.

- Digital magazine** sent by email (provide your email address!), free for members worldwide.
- Hardcopy magazine** sent by snailmail, dues are \$ 25 per year for members living in the USA, and \$ 35 for the rest of the world. You have the option of a six-months membership if you apply between March 1 and August 31 for one half of the above rates ( \$ 12.50, and \$ 17.50). Your full membership will then start the following September 1.
- Digital and hardcopy**, dues are the same as mentioned for the hardcopy version.

Mr.      **Last Name:** \_\_\_\_\_  
 Mrs.      **First Name:** \_\_\_\_\_  
 Miss.    **Email:** \_\_\_\_\_  
 Ms.      \_\_\_\_\_  
 Dr.      **Address:** \_\_\_\_\_  
 Rev.      \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

### 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): |
| <input type="checkbox"/> FDCs                     | <input type="checkbox"/> Cancellations            | _____                                            |
| <input type="checkbox"/> Perforation varieties    | <input type="checkbox"/> Selvage information      | _____                                            |
| <input type="checkbox"/> Proofs & Essays          | <input type="checkbox"/> Franking labels          | _____                                            |

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