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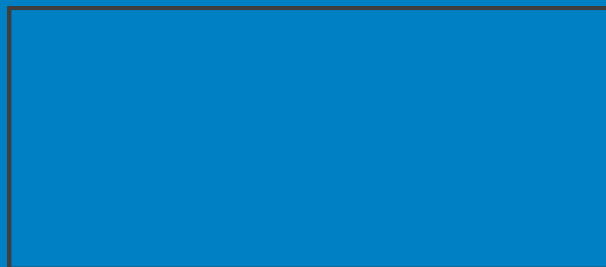
Netherlands Philately

Magazine of the American Society for Netherlands Philately

Volume 49/5



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NETHERLANDS PHILATELY

Magazine of the American Society for Netherlands Philately; Volume 49/5

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Editor's Message

May, 2025

Dear Fellow Collectors,

A jam-packed issue with articles covering many aspect of Netherlands philately has made it to your (e-)mail box. Enjoy. Several of the authors are new to our journal, and I hope it will inspire you to follow their example. Articles do not have to be long, as you can see from the one-pager I wrote to fill an empty page.

A dozen or so members have mailed me their contribution for the ASNP jubilee issue. It is not too late yet to submit your one-to-two page contribution; as long as I receive it before August 1, it will make its way into the fiftieth anniversary issue.

Ben

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Advice to Authors

Please submit your text in MS Word, and indicate where each illustration belongs. Submit illustrations as full color scans (at 300 dpi or better). Contact the Magazine Editor in case of questions.

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The Netherlands Antilles, Early Mail 1697 – 1879, Part 9

by Deo van Wijk[†]

1. Rotterdam to Curaçao
2. Delft to Curaçao

13. Incoming Mail to Curaçao

Via London
By Ship Opportunity



Rotterdam 14 April 1856 to Curaçao. On the front stamped ' ROTTERDAM 14/4 1856 ' at departure and landing mark ' CURAÇAO 5/5 1856 ' red ink with 'C' & 'O' above the date/month separation line. Rated '25' cents due for sea-letters.



Delft 5 May 1863 to Curaçao. On the front stamped ' DELFT 5/5 63 – 5-10 ' at departure and landing mark ' CURAÇAO 7/7 1863 ' red ink with 'C' & 'O' below the date/month separation line . Rated '30' cents due for sea-letters.



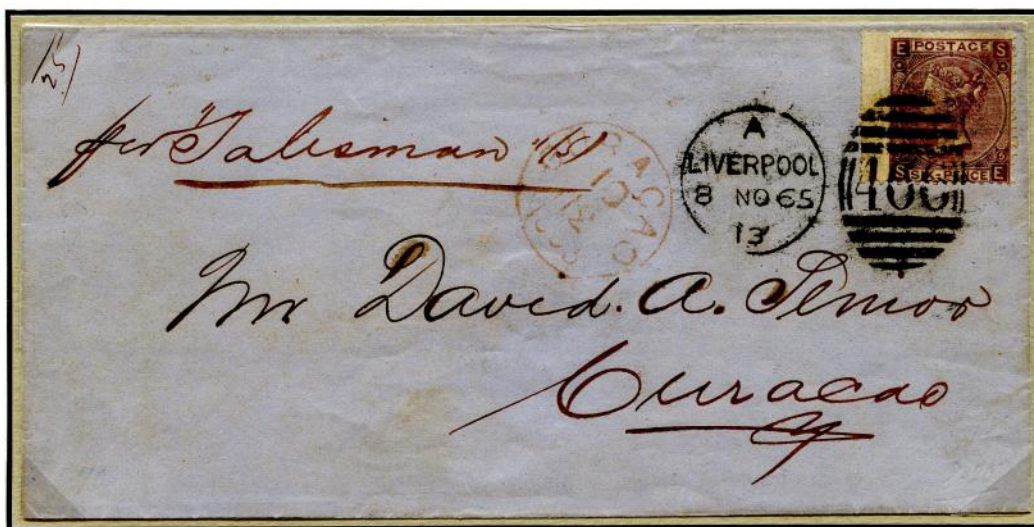
Zwolle 18 September 1865 to Curaçao. On the front stamped 'ZWOLLE 18/9 65 12-5' in red ink and landing mark 'CU-RAÇAO 20/10 1865' red ink with 'C' & 'O' below the date/month separation line and rated '65' cent sea letter rate due by the addressee.

Letter rate 0-15 gram 65 cents to Curaçao via England from October 1864 to 1 May 1877.

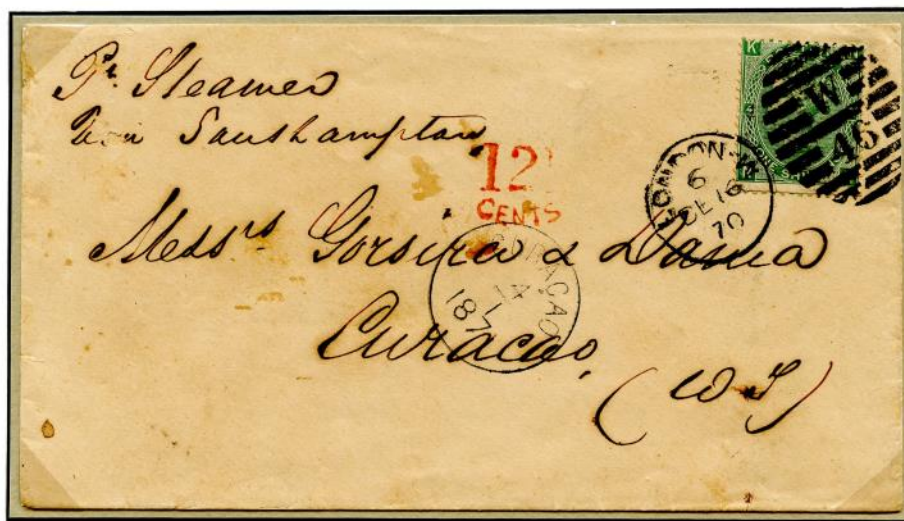
1. Liverpool to Curaçao
2. London to Curaçao

13. Incoming Mail to Curaçao

Single Letter Rate
Double Letter Rate



Liverpool, England 8 November 1865 to Curaçao. Queen Victoria white letters 6d plate 5 cancelled with duplex '466 - A LIVERPOOL 8 NO 65 13' and landing mark 'CURAÇAO 10/12 1865' red ink, with 'C' & 'O' below the date/month separation line. Rated 6d to Curaçao, single letter rate.

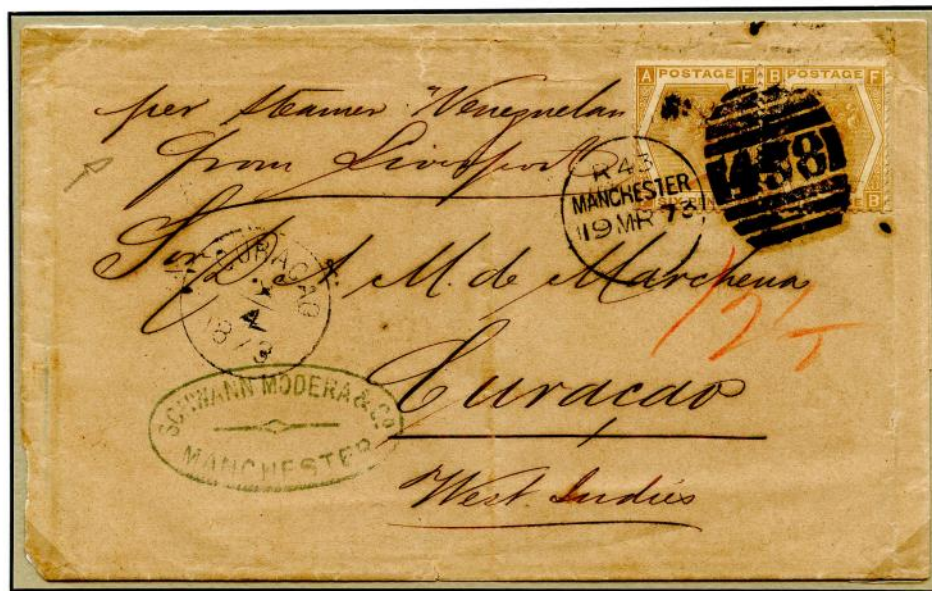


London, England 16 December 1870 to Curaçao. Queen Victoria white letters 1/- plate 4 cancelled with duplex 'W 46 - LONDON-W 6 DE 16 70' and landing mark 'CURAÇAO 4/1 1870'. Rated 1/- to Curaçao prepaid in postage stamp. British accountancy mark '12½ CENTS' red ink struck in England, Dutch share of the postage = 2½d, 1d = 5 cents, thus 12½ Dutch cents, single letter rate.

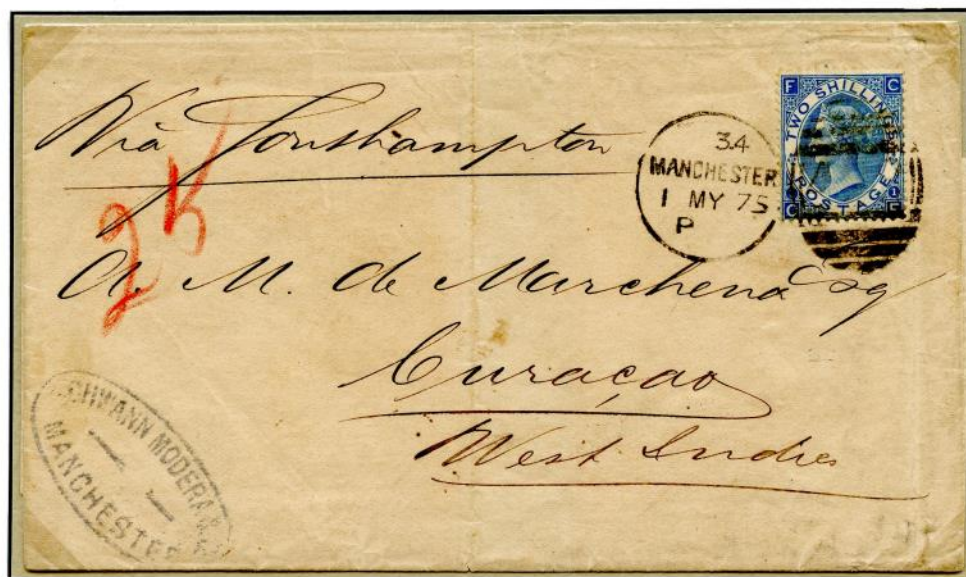
1. Manchester to Curaçao
2. Manchester to Curaçao

13. Incoming Mail to Curaçao

Single Letter Rate
Double Letter Rate



England, Manchester 19 March 1873 to Curaçao. Queen Victoria 6d pair, white letters (1872) plate 11 cancelled with duplex numeral 458 - R43 MANCHESTER 9 MR 73', routing instruction 'per Steamer „Venezuela” from Liverpool' with single circle 'CURAÇAO 9/4 1873' reception mark on front, local delivery fee in red crayon '12½' cents due by recipient. Single letter rate from Great Britain 1/-.



England, Manchester 1 May 1875 to Curaçao. Queen Victoria white letters 2/- plate 1 cancelled with duplex '458 - 43 MANCHESTER 1 MY 75 P', routing instruction 'via Southampton'. British accountancy red crayon '25' (2x 12½ cents = 25 cents) double rate, Dutch share of the postage = 2x 2½d, 2d = 10 cents, thus 25 Dutch cents. Double letter rate from Great Britain 2/-.



France, Paris 16 January 1867 via London, England to Curaçao. Routing instruction 'par Steamer 17 Janvier via Southampton', franked with two 80c Napoleon III cancelled with postmark étoile alongside 'PARIS / 7^E / 16 JANV 67 / GARE DU NORD' and partly franked 'P.P.' in red, transit 'LONDON B JA 1- 1867' and weak imprint of 'CURAÇAO -/- 1867' red ink.

160 centimes is paying French 2nd letter rate (7½ - 15 gram). British accountancy red crayon '25' (2x 12½ cents = 25 cents) double rate, Dutch share of the postage = 2x 2½d, 2d = 10 cents, thus 25 Dutch cents.

1. Hamburg to Curaçao
2. Hamburg to Curaçao

13. Incoming Mail to Curaçao

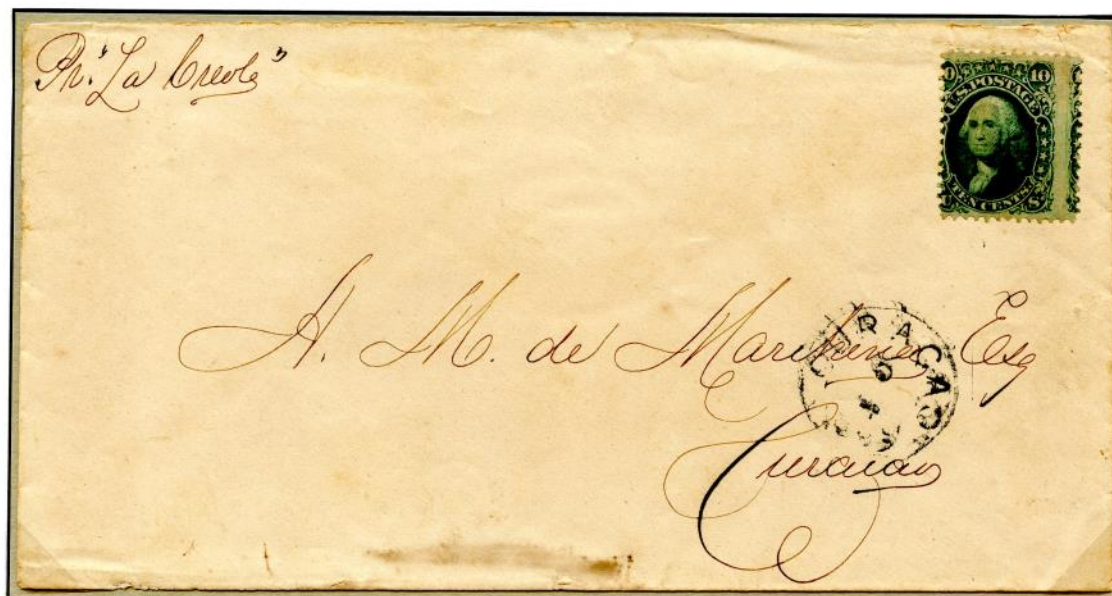
Printed Matter Rate
Single Letter Rate



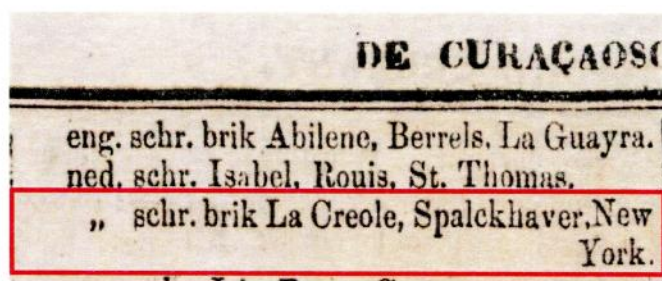
Hamburg 30 October 1869 via London, England to Curaçao. Franked with 3/4 Groschen Norddeutscher Postbezirk cancelled with 'HAMBURG P.E. 4 / 30/10 69 6-7N', red crayon '3/4' rate note for the printed matter rate to West-Indies. Sent via Belgium, London marked oval in red 'P.D.' paid to destination. Sent with RMSPC „SEINE" in closed mailbag from Southampton 2 November to St. Thomas 17 November with landing mark 'CURAÇAO 21/11 1869' in black, arrived from St. Thomas with Dutch Packet schooner „GUILLERMITO" on the 21 November (CC 27.11.1869)



Hamburg 30 March 1869 via London, England to Curaçao. Prepaid and postmarked 'HAMBURG F. N1 / F. / 30 3 69 / 3-4N', red ink, red crayon paying '14 1/4' Groschen rate to Curaçao. Sent via Belgium, 'LONDON J / PAID / A / 1 AP 69', British accountancy mark '12 1/2 CENTS' red ink struck in England, Dutch share of the postage = 2 1/2d, 1d = 5 cents, thus 12 1/2 Dutch cents and British rate 1/2 to Curaçao. Manuscript 'p. W. I. Steamer'. Landing mark 'CURAÇAO 20/4 1869' in black, arrived from St. Thomas with Dutch Packet schooner „GUILLERMITO" on the 20 April (CC 24.4.1869)



New York, NY, USA 16 March 1869 to Curaçao. Franked with TEN CENTS George Washington, without cancellation, reverse manuscript 'Nuevo York 16 Marzo 1869' with landing mark 'CURAÇAO 6/4 1869' in black, arrived directly from New York with Dutch schooner brig „LA CREOLE“ on the 6 April (CC 10/4 1869). Ship rate 10 cents.



C.C. 16.4.1869

“New York Shipletter 4” marker found on a letter from Rotterdam to New York (1874).

by Harrie Jans, member Dutch Philatelic Academy

Recently I found the second Incoming Ship mail letter to the USA, sent from Rotterdam under the rules and regulations of article 30 of the Postal Law 1870. The first letter (see Figure 1) is described by Hans Kremer in the <http://asnp1975.com/back%20issues/ASNP.Vol.41.5.pdf> [1], and was sent to Philadelphia on March 27, 1874.



Figure 1: The letter with the “New York 6 Ship” marker sent on March 27, 1874 to Philadelphia.

The second letter, shown in Figure 2, was sent to New York on February 27, 1874, exactly one month prior to the letter which was sent to Philadelphia.

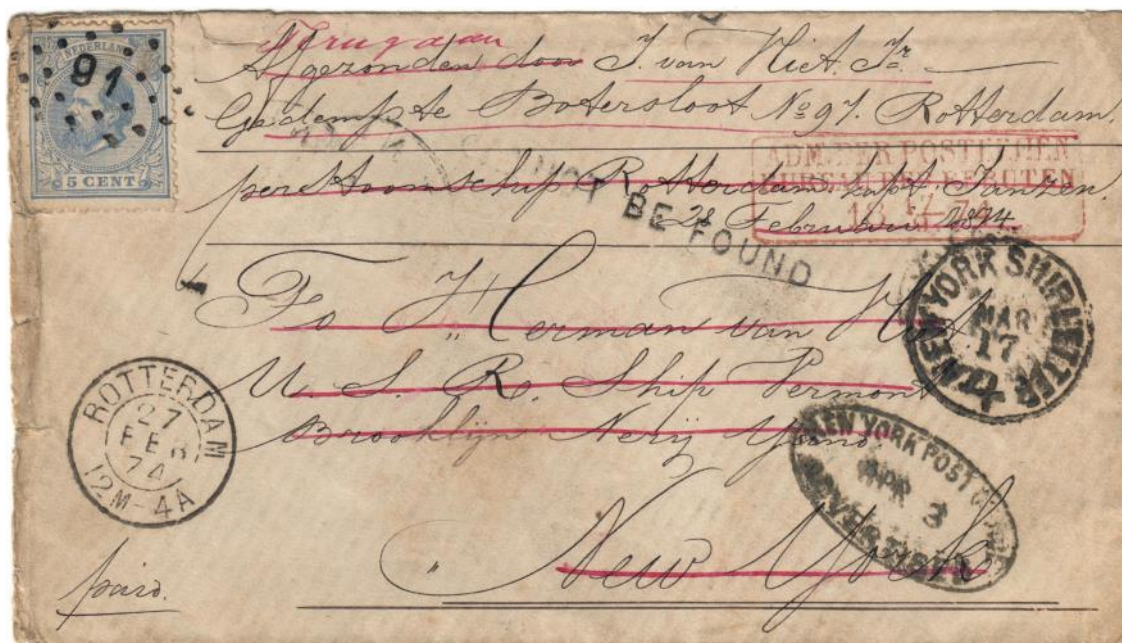


Figure 2: The recently found letter with the “New York Shipletter 4” marker.

Letters sent under art. 30 Postal Law 1870 are only allowed when they are franked with the correct inland postal rate. At that time this is also known as ‘gedwongen frankeering’ (mandatory franking). If the franking was not attached to the letter, it was refused. The mandatory franking was for the route within the Netherlands. For both letters this was 5 cents for a single weight letter (at that time no more than 15 grams). This mandatory franking was also mentioned in advertisements for this type of transport (Figure 3).



Figure 3: *Algemeen Handelsblad* January 27, 1874. The arrow points to the text explaining that mail destined for North America, to be carried by the steamer *Maas* are subject to mandatory franking.

In other advertisements (Figure 4) it was clearly expressed that the sending of letters for only the inland rate was the effect of article 30 of the Postal Law (postwet) of 1870.



Figure 4: *Tilburgse Courant* November 20, 1873.

The first letter carried a “New York Ship 6 marker, to express the incoming shipmail rate of 6 ¢ for delivery within the U.S.A. (outside New York).

The second letter carries a “New York Shipletter 4” marker to express the 4 ¢ rate for delivery within New York. It was addressed to a ship which was expected to be at the New York harbor.

The back of the letter (Figure 5) has the departure cds New York JUL 7 and the blue cds of the Dead Letter Office. Also the delivery cancel G.24 which was used when the letter had returned to Rotterdam.



Figure 5: Back of the cover shown in Figure 2.

Besides the fact that this letter completes the two possible *incoming shipmail* rates which were used in New York between June 1863 and June 1875, it also has some other special cancels which make it even more interesting.

This letter was transported with the SS Rotterdam. In 1871 the SS Rotterdam (Figure 6) was the first ship of Plate, Reuchlin & Co with the goal of creating a direct connection between Europe and the U.S.A. In 1873 the firm was sold to the “NV Nederlandsch-Amerikaansche Stoomvaart Maatschappij” (NASM, Netherlands-American Steamboat Company) [2]. Much later it was sold to the “Holland-America Lijn” (HAL, Holland-America Line).



Figure 6: s.s. Rotterdam.

The ship departed on February 28, 1874 from Rotterdam [3], left Hellevoetsluis on March 1, 1874, and departed from Plymouth on March 4. It arrived at New York on March 16, 1874. The next day the “New York Shipletter 4” marker (Figure 7) was placed on the envelope.



Figure 7: New York Shipletter 4 marking.

The letter was addressed to a Herman van Vliet on board of the U.S.R(eceiving) Ship Vermont [4], Brooklyn Navy Yard, New York (Figure 8). According to Wikipedia, the US Vermont remained at the Brooklyn Navy Yard from 1864 until 1901 as a receiving ship. (A receiving ship is an obsolete or not seaworthy vessel used in a harbor to house newly recruited sailors before they are assigned to a ship's crew. [Ed.])

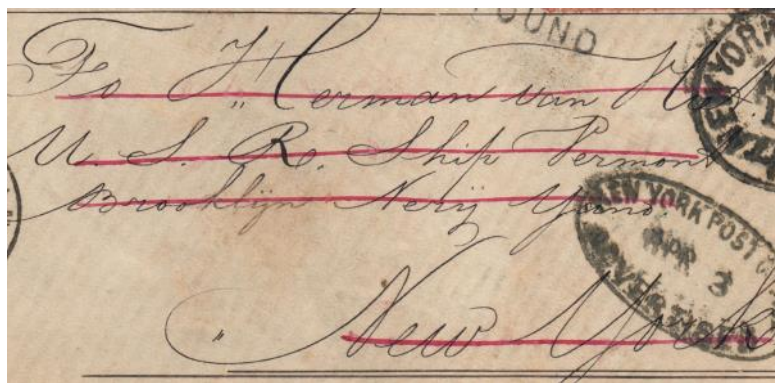


Figure 8: Address.

This last cancel was the proof that the letter was put on a list which was published in the post office noting that the addressee had not been found and that he could report himself as being the one they were looking for.

Because this didn't happen the cds "New York JUL 7" (Figure 11) was placed at the back of the letter and was sent to the dead letter office where the blue "DEAD LETTER OFFICE U.S." (Figure 12) marker was also put on the back.



Figure 11: New York JUL 7.



Figure 12: Dead Letter Office.

There the decision was made to return the letter to Rotterdam and the letter was handed over to the SS Rotterdam which left on July 9 1874 from New York. It arrived in Rotterdam on July 23 1874. However, the letter was not sent back to the addressee directly, because at the post office the name of the sender was missed. So the letter first went to the Dutch Dead Letter Office called 'Bureau der Rebuten,' which put its 3-line marker "Adm. der Posterijen / Bureau der Rebuten / 18 74" on the front of the envelope (Figure 13).

After looking carefully at it again, the address was discovered and in red the text "Terug aan" (return to) was put on top of the letter (Figure 14).



Figure 13: Dutch dead letter office marking.

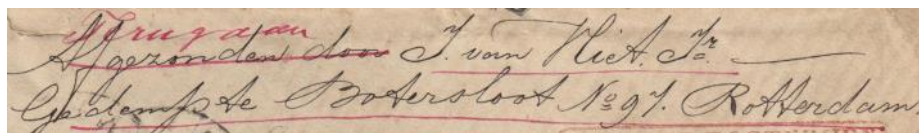


Figure 14: Return address indicator.

And in this way after 7 months the letter which was sent only with a 5 cents stamp was returned to its sender. Upon arrival the delivery marker "G.24" (Figure 15) was put on the back of the envelope. The deliveries per day were marked with letters, starting with A. So the letter "G" expresses the seventh delivery of the day and "24" refers to the mailman with badge 24.

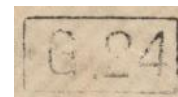


Figure 15: Delivery marker.

References

- [1] Kremer, H., Letter correctly franked with 5 cents instead of 25 cents; sent from Rotterdam to Philadelphia in 1874. *Netherlands Philately*, 41: 5, 102-105.
- [2] Info and picture of the SS Rotterdam come from: <https://mass.cultureelerfgoed.nl/ss-rotterdam>
- [3] All dates regarding the 2 voyages from: Hubbard and Winter, *North Atlantic Mail Sailings 1840 –1875*, p. 338.
- [4] [https://en.wikipedia.org/wiki/USS_Vermont_\(1848\)](https://en.wikipedia.org/wiki/USS_Vermont_(1848))

More Cengalo Glacier Crash Covers.

Willem Pasterkamp

Ben Jansen wrote in *Netherlands Philately*, Vol. 49, no. 3 about a cover recovered from a mail bag found on the Cengalo Glacier in October 1954 [1]. The mail bag came from a plane that had crashed during a flight from Frankfurt and Milan on October 1, 1938. In the next issue, Julian van Beveren showed mail that had been recovered on July 14, 1952 [2]. Here, I present an example from mail recovered in 1953 and returned to sender on August 28, 1953. Figure 1 shows the original cover addressed to the Pirelli company, and Figure 2 and 3 present the explanatory note from the PTT, and the ‘ambulance cover’, respectively.

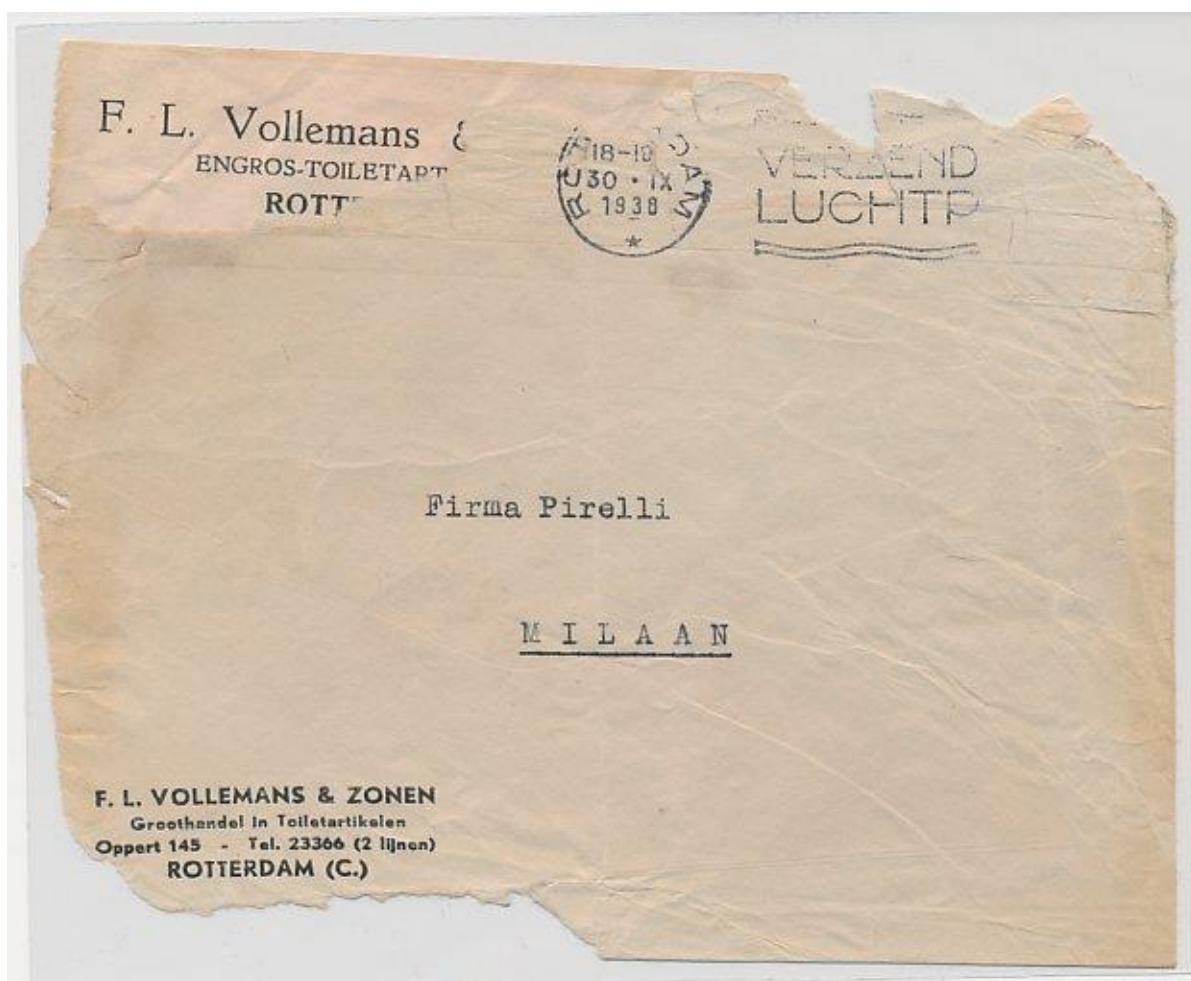


Figure 1: Cover from Rotterdam to Milan, 30 September 1938.

STAATSBEDRIJF DER POSTERIJEN, TELEGRAFIE EN TELEFONIE - HOOFDBESTUUR

's-Gravenhage, 29 Augustus 1953

Eén dezer dagen is op de gletscher Cengalo (Kanton Graubünden, Zwitserland) een aantal Nederlandse poststukken gevonden die moeten zijn vervoerd met het op 1 OCTOBER 1938 van Frankfurt (Main) naar Milaan vertrokken Duitse vliegtuig, dat niet op zijn bestemming is aangekomen.

Tussen bedoelde poststukken werd bijgevoegde correspondentie aangetroffen, welke EIND SEPTEMBER 1938 door U werd ter post bezorgd.

Aangezien de verzending aan geadresseerden thans n d m geen zin meer heeft, heb ik gemeend goed te doen, deze correspondentie aan U terug te geven.

De Hoofddirecteur Posterijen,
H O F M A N

S 7181153

Figure 2: Explanatory note, dated August 29, 1953.

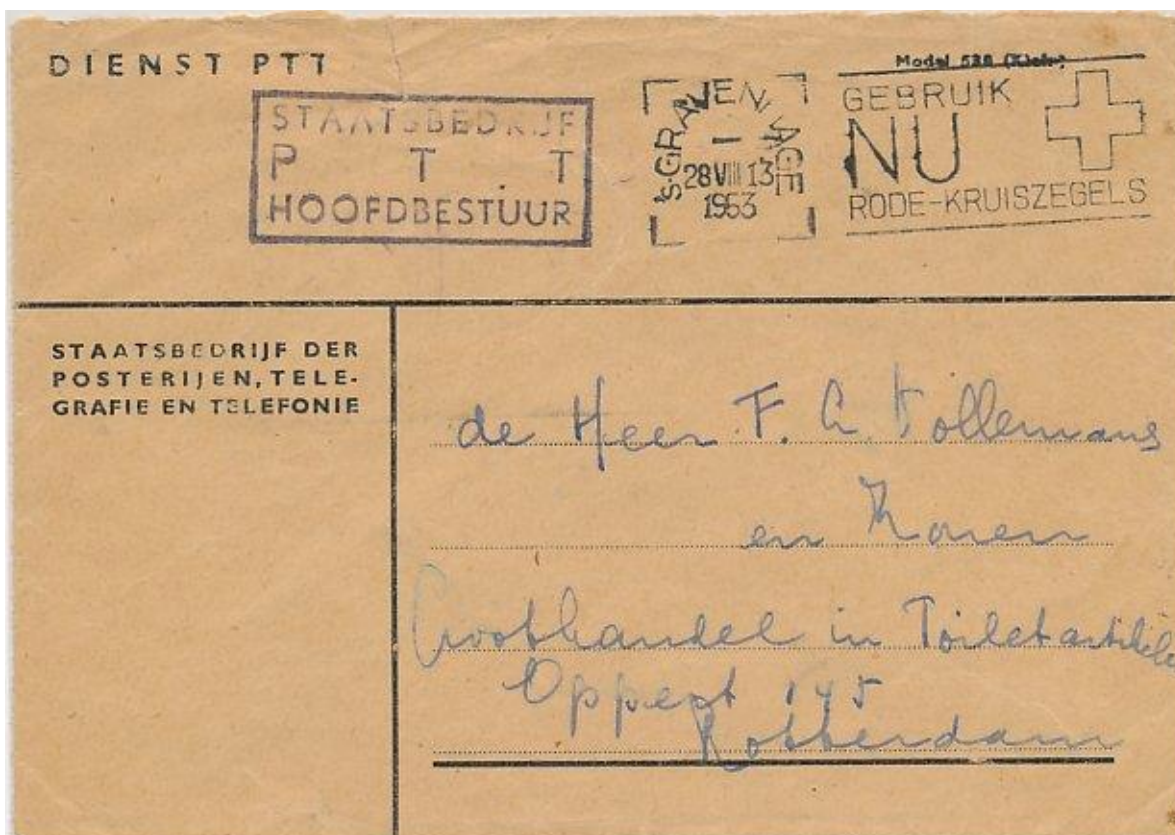


Figure 3: Ambulance cover used to return explanatory note and recovered cover. Note that it is postmarked on August 28, while the explanatory note is dated August 29.

Not Mentioned in Bulterman: a new type shipboard cancel for K.P.M. Ship S.S. Both (I).

Marinus Quist

In his 1981 book, *Poststempels Nederlands -Indie 1864-1950*, P.R. Bulterman devoted ten pages to the known ship cancellations on mail posted aboard the vessels of the Koninklijke Paketvaart Maatschappij (“KPM”) or Royal Packet Navigation Company. However, as discussed in more detail below, Bulterman’s list/table of known shipboard cancels does not show any for the ship, S.S. Both (I). That vessel was built in 1890 by De Koninklijke Maatschappij De Schelde Scheepswerf en Machinefabriek in Vlissingen (Flushing) in the Netherlands; and was one of the very first new vessels to join the fleet of the KPM. That company came into being in 1888 as a successor to the British-owned fleet of the Nederlandsch-Indische Stoomvaartmaatschappij (“NISM”) and would become the new “national line” in the Netherlands East Indies (“NEI”), subsidized by the Dutch government for the transport of mail, freight, and military support. The main purpose of the new company, which received royal patronage from the King on 15 July, 1888 (thereby giving it the right to add to its name the term “Koninklijke”), was to wrest control from NISM and other British interests relating to transportation and communications in the NEI, to stimulate Dutch shipbuilding, to promote the education and hiring of Dutch merchant marine officers, and to better unify Dutch control of the NEI.

Thus, in fairly short order, the KPM became the primary mover of passengers, freight, and mail among the numerous islands of the NEI. Effective from 1 April 1912, according to Bulterman, the KPM ships were designated as functioning sub-post offices and the chief mates of such vessels were empowered to cancel mail posted aboard, utilizing straight-line ship’s name cancels provided by the NEI postal authorities. Stamps were to be cancelled with black ink, although, as a practical matter, violet and blue ink became the favorite ink color on many of the KPM ships, while red ink was occasionally used. Apparently, as more ships were added to the KPM fleet and as the straight-line cancelling devices wore out, no more cancelling devices were provided by the postal authorities, so chief mates started to use the ship’s name rubber stamps issued by the KPM to every ship for marking business records, such as freight manifests, bills of lading, passenger rosters, customs declaration, etc. These rubber stamps or “chops” were mostly oval in shape (a few ships used round ones), which featured a double ring with the name of the shipping company between the rings and the name of the ship in the center of the ring. Bulterman’s book contains illustrated examples of two slightly different straight-line cancels (which he designated as types 1a and 1b), three slightly different styles of the oval “chops” (which he designated as types 2a, 2b, and 2c), and several round styles (which he designated types 3a, 3b). (The company’s name in each of the type 2 varieties is expressed in upper case letters, while the first word of the company’s name is abbreviated to ‘KONINK.’ in type 2a, type 2b runs “KONINKLIJKEPAKETVAART” into a single word, and type 2c starts out with “N.V.” before the company’s name.) Bulterman also described and illustrated a special one-off large round cancel commemorating the Australian exhibition voyage of the S.S. Nieuw Holland in April and May of 1933. Then Bulterman goes on to list 211 KPM ships in an alphabetical tabular format with columns indicating, for each vessel, the type of propulsion (steamship, motor ship, or stern wheeler), the gross registered tonnage (“GRT”), the dates of KPM service, and the types of cancels (1, 2 and/or 3) known to have been used aboard each ship. He goes on to observe that all KPM cancels are fairly scarce, with type 2 being the most common, with straight-line and round cancels being less common, and with any KPM cancels on foreign stamps being the scarcest.

A quick glance at Bulterman’s listing table (which takes up four full pages) immediately brings several interesting facts to light. First, quite a few vessels with the same name are listed twice (with a Roman Numeral I or II after their names), because older vessels were frequently retired and replaced with newer, larger vessels with the same name. Second, few vessels are known to have used all three types of cancels, while cancels for a number of vessels have not been found at all, or have been found only of one type. Finally, in the case of vessels with the same name (which always operated in non-overlapping time periods), Bulterman has indicated that certain cancels cannot be attributed to one of the same-named vessels because there is no way to establish a date of posting aboard ship, due to unclear or missing transit or arrival markings by post offices on shore.

Figures 1A and 1B illustrate the front and back of a cover in my collection that was mailed to an addressee in Makassar by a passenger on the S.S. Both and cancelled with the ship's chop. In fact, notice that the chop is actually a variety not illustrated in Bulterman, because only the first letters of the KPM's name are in upper case letters, while the rest are lower case. We will hereinafter refer to that new chop as being type 2d.



Figure 1:
A. Above, reverse of cover.
B. At right, front of cover.

Upon the ship's arrival at Makassar, the cover received very clear transit and arrival cancels both dated 31 July 1928. According to Bulterman's list, as well as two others that I consulted, there were two vessels by the name "Both", so one simply has to look at the dates that the two vessels were in service and compare that to the date of transit/arrival indicated elsewhere on the cover. Since the S.S. Both (I) is listed by Bulterman as having been in the KPM fleet from 1891 to 1930, while the S.S. Both (II) is listed as having entered the KPM fleet in 1931, it is clear that my cover originated aboard the S.S. Both (I). Yet Bulterman's table list shows no known mail with type 2 or 3 ship's chops from the S.S. Both (I), and it further indicates that no examples of type 1 straight-line chops can be attributed to the S.S. Both (I) because there are no stamps, covers, or mail pieces known to Bulterman with supporting dates. However, since Bulterman wrote his book, several straight-line S.S. Both (I) cancels with dates relating to that vessel (as well as several dated oval cancels) have turned up and are illustrated on the KPM pages of the website of the Studiegroep ZWP. (See Sources below.)

Then there are several interesting factoids that I found out about the subject vessel. According to Captain Lucas Lindeboom, who wrote a delightful book cited below and who actually worked aboard several KPM ships starting in 1955, the S.S. Both (I) and the S.S. Both (II), were named after the first Governor General of the NEI, Admiral Pieter Both (1568-1615). He drowned in 1615 when his ship sank off the island of Mauritius on a voyage from the NEI back to the Netherlands. Although Bulterman's list/table indicated that the S.S. Both (I) served in the KPM fleet until 1930, and Lindeboom states that the vessel was sold in 1928 to Singapore interests, where it was used as a hulk for several years before being written off and scrapped in 1930, the authoritative website of the Netherlands-based website of the Maritime Historical Databank Foundation ("Marhisdata") tells a somewhat different story. According to Marhisdata, KPM took the vessel out of service on 29 October 1929 and laid her up at Tandjong Priok. In 1930 she was used in the shark fishing and margarine processing businesses. However, these

projects failed and the vessel was returned to KPM's lay-up status at Tandjong Priok. Then in April of 1931, she was moved to Palembang, where she was employed as a hulk (floating warehouse), presumably on the Musi River. Finally, she was sold to J. van Beekman in 1938 and scrapped at Palembang.

Over the years, the KPM issued many illustrated postcards showing both interior and exterior views of various vessels in the fleet and some of their ports of call in the NEI archipelago. Also, as cameras became more and more ubiquitous in the 1930s, many photos are known of KPM ships in the years immediately before and after World War II, including the S.S. Both (II), which was used extensively by the Allies in support of military operations against the Japanese during the war. However, there seem to be only few existing photos of the S. S. Both (I). One of the few that I have been able to find was taken around 1900 and is shown on page 55 of Lindeboom's book. The said photo shows a modest size, four hatch, single stack passenger-freighter, apparently discharging cargo into barges, with several local fishing boats hovering nearby. Additionally, there are 2 photos of the vessel on the Marhisdata website, which also lists the vessel's main specifications, as follows: length 258.8 ft., beam 34.4 ft., depth 16.9 ft., GRT 1489, horsepower 1100, speed 12 knots, number of screws 2, number of passengers 20 in 1st class, 19 in 2nd class, and 732 in steerage. Finally, there is also a photo, in the Wikipedia entry about KPM, showing Dutch troops, in the first decade of the twentieth century, disembarking from what is identified as the S.S. Both (I) offshore Bali. Then there is the postcard from my collection shown in Figure 2, which pictures a

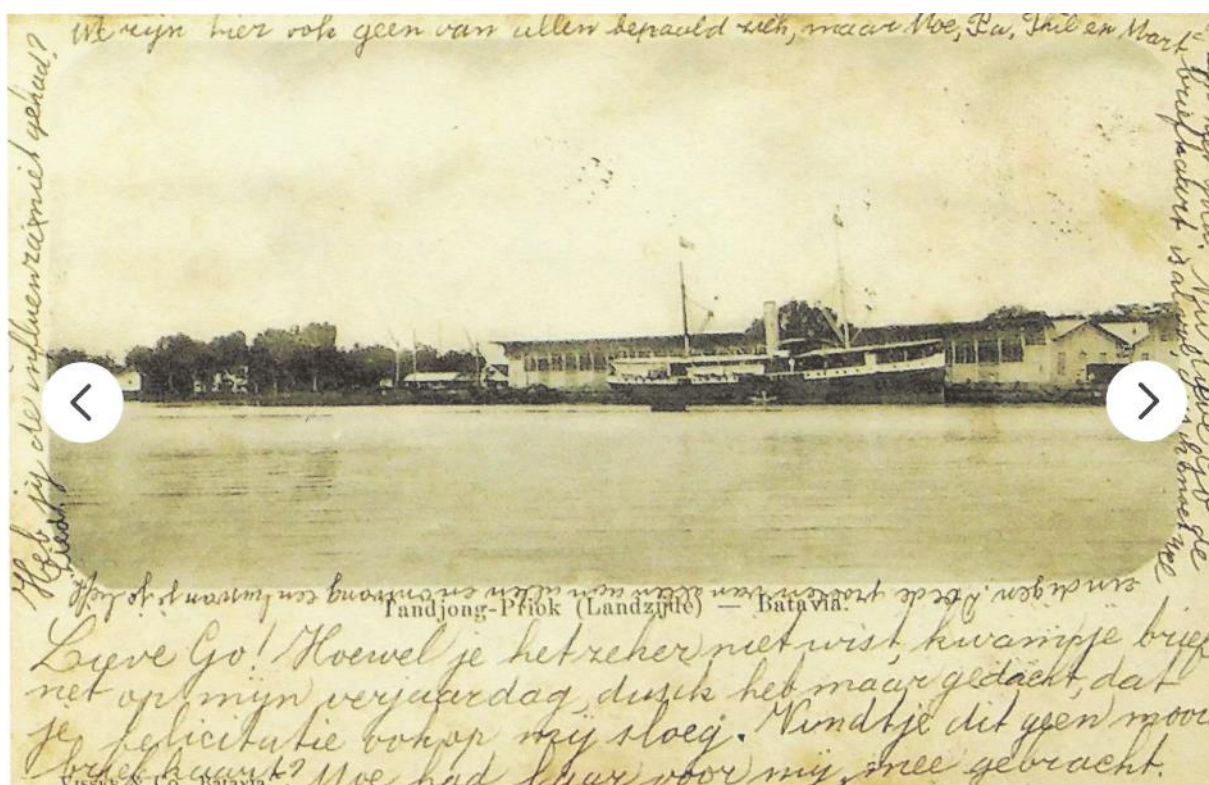


Figure 2: Possibly the S.S. Both (I) at Tandjong Priok.

S.S. Coen, constructed at the same time and at the same shipyard as the S.S. Both (I), is pictured on page 25 of the booklet by Philip Cockrill and J. Haalebos [2]. In closing, I encourage all readers to keep looking for more cancels and photos of the S.S. Both (I), more type 2d KPM ships' chops, and other KPM ships whose cancels are not listed by Bulterman!

Sources

- [1] Bulterman, P. R., *Poststempels Nederlands-Indie 1864-1950*, Davo B.V., Deventer, Netherlands, 1981.
- [2] Cockrill, P. and Haalebos, J., *K.P.M., Koninklijke Paketvaart Maatschappij (1891-1941) with Java-China-Japan-Line to 1970*, Series Booklet 38, P. Cockrill, Newberry, England, 1982.
- [3] Lindeboom, L., *Oude K.P.M.-Schepen van 'Tempo Doeloe'* (Old K.P.M. Ships from the Past,) Volume 1, Maritieme Stichting Koopvaardij Historie van de Oost-Indien, (Maritime Foundation for Historical Research in the East Indies), Bilthoven, Netherlands, 1988.

- [4] Studiegroep ZWP (originally Sudiegroep Zuid West Pacific), <https://www.studiegroep-zwp.nl/schepen/index.htm>
- [5] Stichting Maritiem-Historische Databank, “Marhisdata”, (Martime Historical Databank Foundation), <https://www.marhisdata.nl>
- [6] Wikipedia entry for KPM: https://en.wikipedia.org/wiki/Koninklijke_Paketaanvaart-Maatschappij

1833 Netherlands Indies to France Cover.

Laurens Bosman

The folded letter, shown in Figure 1, seems to be a somewhat standard letter from that time period, but there is much more to this letter than meets the eye. It started its journey in Batavia, Dutch East Indies, and traveled more than 10,000 miles, before finally reaching its destination of Nantes, France.



Figure 1: Front (top) and back (bottom) of double weight folded letter from Batavia to Nantes (France), charged 36 decimes.

The letter was written in Batavia on the 13th of August, 1833, as dated on the inside of the letter (Figure 2). The contents discuss the trade of “sapan wood”, commonly known as Indian redwood.

A close-up photograph of a handwritten date in cursive script. The text reads "Batavia, 13th Aug 1833" in dark ink on a light-colored, slightly textured paper. The handwriting is fluid and characteristic of the early 19th century.

Figure 2: Date written on inside of the letter: Batavia 13th August 1833.

The letter was closed and sealed with a red wax seal and posted privately aboard the American ship “Brazil” under the command of Captain W.B. Parker, departing from Batavia on the 13th of August, 1833 (Figure 3).

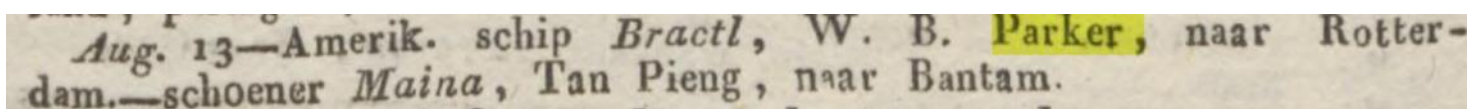
A photograph of a newspaper clipping with a yellowed, aged appearance. The text is printed in a serif font and reads: "Aug. 13—Amerik. schip Bractl, W. B. Parker, naar Rotterdam.—schoener Maina, Tan Pieng, naar Bantam." The word "Parker" is highlighted in yellow.

Figure 3: Newspaper clipping showing departure of the “Brazil” to Rotterdam.

The journey from Batavia to Rotterdam took a total of 132 days. The “Brazil” finally arrived in the afternoon of December the 23rd. The letter was immediately sent to the post office but arrived too late as the mail had already been collected for that day.

On arrival at the post office, it was stamped with a number of cancellations. The first cancel is the Rotterdam date cancel. This particular cancel is catalog number 29 in Korteweg’s “300 Jaar Postmerken van Nederland”. This cancel, the first Dutch cancel showing a date, was issued in postal circular 211 on the 26th of January 1829. It was to be used on the front of all departing mail, as well as on the back of the letter as an arrival cancel.

The next cancel is the “Na Postijd” cancel, catalog number 126 in Korteweg. This cancel was issued along with the date cancel in 1829 and exists in many varieties, including those with a dash between the two words. This cancel indicates that the letter was received at the post office after the post had already been collected for that day. Finally we see the “L.P.B.4.R.” cancel indicating the region of origin in the Netherlands, which was to be applied to all letters with destinations in France. “L.P.B.4.R.” stands for “Lettres des Pays-Bas 4ème rayon” which was used in the southern regions of the Netherlands, such as around Almelo, Arnhem, Delft, Meppel, Rotterdam, Utrecht, Zwolle, among others.

Finally, the rate for this letter seems to be 36 decimes, which poses an interesting puzzle. To understand the rate we must know by what route this letter was sent. Prior to the Belgian revolt of 1830, the mail from the Netherlands to France was sent through one of the border post offices in for example Givet or Valenciennes. However due to the unrest in Belgium, this changed and the post was routed through Luxembourg. We can see that the letter in question entered France through Thionville as indicated by the “Hollande Par Thionville” cancel. From there it took the shortest route to its destination within France.

The breakdown of the 36 decime rate is as follows. The Netherlands postal administration received 7 decimes for any mail originating in the 4eme rayon to the French border. Once it entered France, the rate was calculated based on the distance between the destination and the place where the letter entered the French postal service. The distance between Thionville and Nantes was 620kms which meant a rate of 10 decimes for a single weight letter. This totals to 17 decimes which was doubled giving us a total of 34 decimes for a double weight letter from Rotterdam to Nantes in 1833. This leaves the question of the extra 2 decimes that were charged. One possibility that I would like to offer is that a war tax of 2 decimes was charged, 1 decime war tax was standard but in this case it may have been doubled for the double weight letter. I would love to hear what others may think this extra 2 decimes was for.

The letter finally arrived at its destination in Nantes on the 9th of January, 1834, 149 days after it was written.

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Korteweg, P. C. (1985). 300 Jaar Postmerken Van Nederland 1570-1870. J. K. Rietdijk N.V.

Rare Small Round Cancel “LOBIT with Stars, and a bit Lobith History.

Hans Kremer

When you mention “Lobith” in the Netherlands (Figure 1), the first thing most people would say, and probably the only thing they would know about Lobith is: “The river Rijn (Rhine) enters the Netherlands at Lobith”. This was correct for many centuries but in 1711 the river changed course, and from then on the Rhine entered the Netherlands at Spijk, a town a bit further south from Lobith, right on the German border. However the original saying is still being used today.

The town originally was called ‘t Lobith, changed to Lobith in 1882, to Lobit in 1883, and then back to Lobith in 1903.

The Lobit postmark on the stamp shown in Figure 2 matches that list, since it was postmarked (18)95.

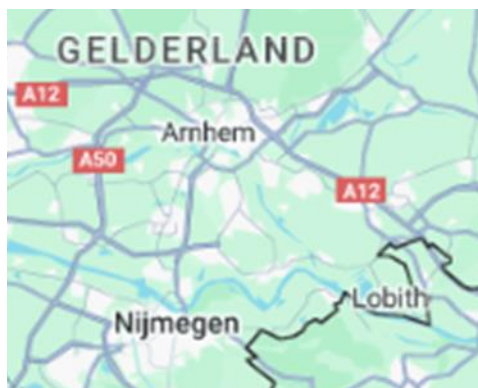


Figure 1: Location of Lobith relative to Arnhem and Nijmegen.



Figure 2: 1895 Lobit small round cancel with two stars.

This Lobit small round cancel is rather unique. The Dutch small round cancels had no stars, with three exceptions: Lobit (two stars), Vlissingen-Queenborough and Queenborough -Vlissingen (Figure 3), each with one star.

Vellinga [1] writes:

1894

In this year three small round cancels were handed out, of which two had one star, while the third cancel shows two stars; the addition of these stars had not been ordered.

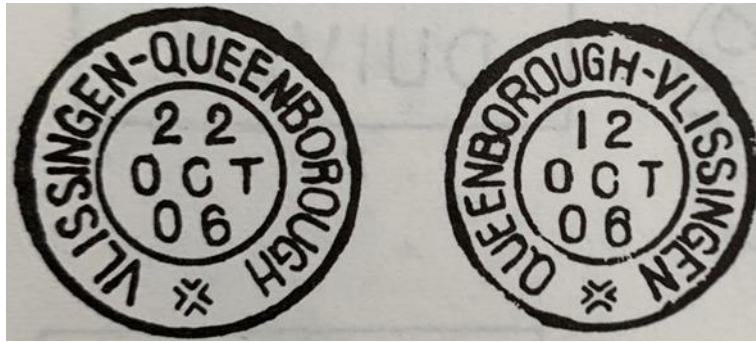


Figure 3: *Vlissingen-Queensborough and Queensborough-Vlissingen small round cancels with one star.*

Although not generally known, an important event took place in Lobith on June 12, 1672, the Dutch Rampjaar (Year of Disasters).

1672 marked the start of the Dutch War [2] (1672-1679) between the Dutch Republic and the French ‘Sun King’ Louis XIV. Louis wanted to extend his territory and conquer the small but mighty Dutch Republic at all costs. He had made a pact with, among others, the Bishops of Cologne and Münster. This allowed him to attack the Dutch Republic from the East instead of the South. He positioned himself and his troops on the east bank of the Rhine at Lobith.

The French, led by General Condé, were helped by a local farmer who directed them to a ford in the river. A day later, the French were standing on the other side of the Rhine, close to Tolhuis Castle. The Dutch soldiers had been instructed to stop – or at least to slow down – the French advance, but the first attack of 2,000 French cavalymen made it clear that the Dutch mercenaries were no match for the well-trained French army.



Figure 4: *Louis XIV watching the French army crossing the Rhine near Lobith, June 12, 1672.*

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- [1] Vellinga, O.M., *De Poststempels van Nederland, 1676-1915*, 1990
- [2] Janssen, Cees, *Small round cancels*, Ned. Academie voor Filatelie
- [3] Exciting History, *The glorious crossing of Louis XIV*, Internet Website

New Member.

Richard St. Clair from Medford, Massachusetts is our newest member. He recently inherited a collection of Netherlands and possessions stamps, and is eager to learn more about this collection area.

A Not-Permitted Postcard.

Ben H. Jansen

My collection of undeliverable mail contains several items for which it is unclear why delivery was not done. One such case is the postcard of which the front and back are presented in Figure 1.



Figure 1: Address-side (top) and front (at left) of hand-made card. The front side is shown at 80% true size.

The card was mailed from Siddeburen (Groningen) to 2nd Exloërmond (Drenthe, and yes, there is a 1st Exloërmond nearby) on April 2, 1914 to the teacher R. Panman. The sender, E. Tuinema (?) made a pen drawing of a windmill at the edge of a lake with a boat and (millers) house on an index card. On the reverse he wrote PRINT-ED MATTER (“drukwerk”), the address and added a 1.5 cent stamp which exceeded the 1 cent required for printed matter effective October 1, 1908.

Along the way, some post clerk attached a rose-red NOT PERMITTED label and wrote ‘not printed matter.’ The label is listed by de Vries as 2.5.A. No handwritten text is present other than address, and the initial ‘E’ and the name of the artist. Thus the clerk must have had a very narrow interpretation of what could be considered as printed matter.

By the way, the *Nieuwsblad van het Noorden* reports on December 16, 1914 that R. Panman has been nominated to become a teacher in Appingedam, just north of Siddeburen.

Reference

De Vries, D, *Naamlijst van Postale Etiketten 1882-1984*, Nederlandse Vereniging van Poststukken en Poststempel Verzamelaars, 1985.

Recent Issues



New Dutch Design: coffee and tea February 17, 2025

The sheet of six stamps with two different designs is devoted to the theme of ‘celebrating’ expressed in color and form. In this case, the ritual of drinking coffee and tea. The stamps were designed by second-year Graphic Design students at ArtEZ in Zwolle.

Experience Nature: butterflies Sint Eustatius March 31, 2025

The sheet of ten different stamps depicts butterflies in their natural environment as they can be found on Sint Eustatius. The design is by Frank Janse from Gouda.



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

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