

THE POSTMARKS
OF THE NETHERLANDS
1676 – 1915

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TRANSLATION BY C.M. SIMPSON AND LES JOBBINS
OF THE NETHERLANDS PHILATELIC CIRCLE

CONVERTED TO DIGITAL FORMAT
BY THE MEMBERS OF THE
NETHERLANDS PHILATELISTS OF CALIFORNIA
AND THE
AMERICAN SOCIETY FOR NETHERLANDS PHILATELY

PUBLISHED WITH PERMISSION FROM THE KONINKLIJKE
NEDERLANDSE BOND VAN FILATELISTENVERENIGINGEN



Contents

Preface.....	
Introduction.....	
List of abbreviations.....	

Chapter One

Domestic (<i>till 1850</i>)	1
Republic of the United Netherlands (till 1795)	1
Mail Transported by Carriers and Skippers	1
Postmasters	2
States Mail (for Holland and Westvriesland). 1752-1795	4
Batavian Republic 1795 – 1806	7
Kingdom Holland 1806 -1810	7
Annexation by the French Empire 1810 - 1813/4	9
Period 1813/4 – 1850	12
Postoffices	13
Distribution offices	26
Rural Mail in Limburg	28

Chapter Two

Domestic. 1850 – 1893	
Postal Reform	29
Main Postoffices	30
Handcancels. 1850 – 1893	30
Machine cancels. 1870 -1890	63
Sub Postoffices	63
Receiving and Forwarding Offices (Bestelhuizen)	102
Trains, Boats, Trams	104
Branch offices	121
Train Stations	127

Chapter Three

Domestic. 1893 – 1915	129
------------------------------	-----

Chapter Four

Domestic. Machine cancels 1893 – 1915	186
--	-----

Chapter Five

Domestic. Administrative cancels. Till 1916	195
--	-----

Chapter Six

Foreign Separate Regulations. Till 1875	
United Dutch Republic (to 1795)	210

1795 - 1813/4	213
1813/4 – 1875	215
English mail 1813 - 1875	216
Northern Correspondence 1814 - 1875	220
German mail 1814 – 1875	224
French mail 1814 -1876	229
Belgian mail 1830 -1875	234
Luxembourg mail 1842 - 1875	237
Mails with the Colonies and Lands Overseas	237
Shipping Arrangements for mail landed at Dutch ports	238
Mails to and from the West Indies by W.I Packetboats	240
Mails to and from Java per Overland	241
Mails for the West Indies per West Indies mailbags via England and France	243

Chapter Seven

Foreign countries. World Postal Union 1875-1915	247
---	-----

Chapter Eight

Field post (until 1914)	256
-------------------------	-----

Chapter Nine

Exempt from paying postage	262
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Index of Type and Page Number Relation

Scans of all Types

Preface

When years ago I started a collection of the cancels of the Netherlands from 1652 till 1900 and described the history of the Postal System in the Netherlands, I never would have thought that somebody else would have the courage to do this as well.

That's why it is a great pleasure to say a few words of praise to Mr. O.M. Vellinga.

He set himself a time consuming, complicated and tough task to describe all information relating to the postmarks of the Netherlands from the beginning and also including examples.

I highly recommend this important work, for which there is a high need, to anybody who collects postmarks. They can find everything they are looking for. It is put together with great care and accuracy and can rightfully be called a standard publication. I wish that this result of years of a work would contribute to the collecting of postmarks.

P.W. Waller

Overveen, 10 October 1931.

INTRODUCTION .

The following pages are devoted to a description of the history of Dutch postmarks. After dealing with the postal systems in operation, so far as is necessary to the purpose of this volume, the book indicates when, for what reason, for what purpose and on what documents the various cancellations were used.

Much data has been derived from Mr. Waller's extensive and scientifically arranged collection, and my thanks are due to Mr. Waller and also to Mr. J. Tresling, curator of the Dutch Postal Museum, for their help and cooperation in my task.

The method of classification of the material and arrangement of the book calls for some explanation. The inland postal service and the postal connections with foreign postal systems are dealt with separately, as for the latter special regulations - and therefore special cancellations were operative. In order to allow of their more detailed survey a separate section is devoted to administrative marks, whilst those used in international mail and those by fieldpost are given separate parts.

The inland postal service is treated in periods, as each period has its distinctive character. the first covers the years leading up to the reform of the postal system in 1850J the second to 1893 - in which year cancellations were standardized and the third to 1916.

The period leading up to 1850, in which postal arrangements became a national institution with a monopoly for the transport of letters and in which year a postal law was introduced, besides its cancellations important for nature and variation - shows in lesser degree the development of postal history, and produced (even at this early date) the introduction of "daymarks" and "marks of arrival". The national history of Holland exercised a great influence on world affairs at this time, which in turn, yielded not only postmarks of foreign origin, but also specimens from places which, even before this end of the period, had been ceded from Holland to other countries.

The period 1850-1893 begins with the reform of the post and is significant for the introduction of uniform rates of postage according to distance, for the important increase in the number of post offices (especially in the country), for the more rapid conveyance of mails, and also for the introduction of postage stamps for special purposes, as well as postcards, stamped wrappers, and letter cards. Also, despite difficulties, a form of parcel post was being evolved. During this period we find a wealth of orders and instructions regarding the cancellations and types of marks to be used, as some confusion existed owing to the differences existing between various groups of offices. Numbers of dispatches were constantly being increased and this in turn led to an added variety in the cancellations used. Machines printing a date stamp were introduced at the most important offices during this period

In the last period uniform types of cancellations were in general use by the different groups of offices, so that each group need no longer be treated separately. A new type of machine cancellation was later introduced and this is dealt with in a separate chapter .

This work does not carry its subject beyond 1915 as it is hoped to make the volume as complete as possible; towards the end of 1915 a new model cancellation stamp was introduced, with which all offices have not even now (November 1932) been supplied. For this reason the "rolling-mark" taken into use in 1912 is only briefly mentioned and fieldpost is dealt with only up to the date of the mobilization. In the first three parts, lists are made up of the known "name marks" of the various offices, as well as all dated postmarks according to the spelling in the cancellation. Some lists in the first and second parts are not complete (Further articles, published later, are incorporated in this translation); in such cases, where I have not seen the actual cancellations, a list is appended with the names of the offices. No doubt more frontier marks were used than are known up to now. For this reason all possible date from official documents is quoted, as it may assist others in discovering further particulars of others, etc. Particulars are given of different sizes of many of the cancellation marks used, but it has not been possible to do this in every case, so in some instances the mention of the smallest and largest sizes has had to suffice. In such measurements parts of mm. have been reckoned to full mm.

There are many differences in size and model, and also in the shape of the-letters, and their spacing (which was not always influenced by the size of the mark). Many similar differences exist in the loose (separate) letters and ciphers. For most of the models of marks used, however, it is impossible to make complete sub-divisions of letter and cipher types used. Many models remained in use at some offices long after newer models were introduced and sometimes both were in use at the same time. When an earlier model was not destroyed, the old one was first used up before the new one was taken into service. Reproductions of cancellations are from the years in which the models were taken into use, so far as has been possible. A continuous numbering in the sequence of the description is preferred to the system followed in Schreuders. It was not possible to follow this plan throughout, however, the addition of a letter has often meant that no further reproductions have been added to those originally given.

List of used Abbreviations.

Generale Instructie.	Algemeene Instructie voor den dienst der brieven posterijen, te Parijs ter Keizerlijke drukkerij, 1810.
Circ.	Circulaires of algemeene aanschrijvingen, van November 1813 tot en met 1880. Voortgezet onder de benamingen:
Verzameling.	Verzameling van voorschriften enz. 1881 tot en met 1893.
D. O. en Med.	Dienstorders en Mededeelingen. Sedert 1894.
Jaarboekje.	Nederlandsch jaarboekje der posterijen, door S. Gille Heringa, jaren 1849 tot en met 1864, 1871/2.
Overvoorde.	Mr. Dr. J. C. Overvoorde, Geschiedenis van het postwezen in Nederland vóór 1795; Leiden, A. W. Sijthoff, 1902.
le Jeune.	Mr. J. C. W. le Jeune, Het brieven-postwezen in de Republiek der Vereenigde Nederlanden; Utrecht, Kemink en Zoon, 1851.
Lettink.	H. J. Lettink, De ontwikkelings-geschiedenis der Nederlandsche posterijen; Breda, Broese & Comp., 1888.
Ringnalda.	W. Ringnalda, Hoofdtrekken van de geschiedenis van het Nederlandsche postwezen; 's Gravenhage, Martinus Nijhoff, 1895.
Schreuders.	De afstempelingen op de postzegels van Nederland, uitgegeven door Schreuders & Co., 's Gravenhage, 1897.
Korteweg.	P. C. Korteweg, De V.O.C.-stempels, December 1929, „De Philatelist"
Benders.	A. M. Benders, De Nederlandsche machinestempels, B. Machinestempels zonder tekst, 4de jaargang van „De Philatelist".

CHAPTER ONE

DOMESTIC (till 1850)

Republic of the United Netherlands (till 1795)

Only private mail of this period will be dealt with in these pages, since the government mail was conducted by means of specially appointed letter-carriers who, even after the improvement of the postal services, were retained. This arrangement did not lead to the establishment of post offices and, from a postal point of view, is not of sufficient interest to justify mentioning here the workings of that service, for which no special marks or cancellations were used.

MAIL TRANSPORTED BY CARRIERS AND SKIPPERS

The first instance of regular carrying of letters for private persons was carried out by merchants' carriers. As early as the 13th and 14th centuries some towns appointed permanent carriers; gradually the right of such appointments by the towns, manors and Courts was taken over by them and no longer disputed. At first the right to carry letters implied transport in one direction only, and the carriers had to deliver their letters; later letters were exchanged en route with the carrier from the other town and each then became responsible for delivery of the letters taken over at the exchange. Thru this system there was a variety of methods to account for the postal charges. It will be understood that in this volume only the main outlines of the system will be given; the more intricate details will be found in Mr. Overvoorde's interesting volume on the subject, from which I have drawn freely regarding the conditions governing until 1795. It was not long before the carriers themselves no longer undertook the journeys but engaged others to do so. Then, in the second half of the 11th century, the mails passed from carriers to riders.(I take this to mean horsemen who made journeys with the express purpose of carrying mail on definite stages and at regular intervals, instead of at irregular intervals and accompanied by general merchandise, as would doubtless be the case with carriers) and skippers, who were appointed by local magistrates. The establishment of 'riding mails' proved such a handicap to the Netherlands skippers that in 1659 'Riding-skipper's mails' were founded between The Hague and Amsterdam and vice versa. In 1662 the Amsterdam skippers inaugurated a further mail to Rotterdam, whilst the Rotterdam skippers introduced a similar service to Amsterdam. These mails were superintended by the postmaster and exchanged en route. The establishment of regular ferry services subsequent to that of permanent carriers' routes often effected that the mail of letters on behalf of the postmaster was excluded from the very beginning. In that case, however, it was permitted for the skippers to convey the letters belonging to the parcels" (This is a literal translation, the exact meaning of which I am unable to follow). Normally under these circumstances, letters were carried during the day, but mails received too late for transit in this way were forwarded by the riding night mail. Up to this time cancellations by carriers were unknown, but on page 52 of the 1849 year-book mention is made of a letter in the author's possession, dated 10 September 1700, prepaid to Amsterdam and thence sent by boat to The Hague, and bearing a postmark, about the size

of a silver threepenny piece, consisting of the Amsterdam coat-of-arms and with the inscription "2 schuit -s".

In most towns the delivery of letters was left to the carriers and skippers, but in other towns it was left to the postmasters. Letters from overseas or those carried by travelers or by boats in irregular service, were left to chance. This led to much abuse. To remedy this the Amsterdam town council ordered (by statute of 1 January 1596) that letters from overseas were to be handed to the "paalknecht", who was the man who received dues from skippers for maintenance of piles and planking of piers and quays. He lived in the 'pile-house'; such a function no longer exists, the office being equivalent to the modern harbormaster. Letters that were not called for were delivered by the "paalknecht".

In Amsterdam regulations were also introduced to apply to skippers on river vessels. By the statute of 17 April 1624 Jochem Dircx was appointed to claim letters that were carried by boat from Delft and to deliver them immediately. In other towns statutes of a similar kind were drawn up.

POSTMASTERS .

The transition from the function of carrier into that of postmaster was usually brought about by order of the magistrates, but it sometimes happened that carriers restyled themselves "postmasters" instead of "carriers"; the alteration was, however, rather a matter of change of description than of change of function. The change was slow, spreading over the second half of the 17th and the first half of the 18th century. Gradually, however, the riding skippers' mails from Amsterdam to the Hague and Rotterdam were transferred into the Amsterdam Interior Office and those from the Hague to Amsterdam into the Hague Office for Amsterdam, and the northern parts of the country, and both offices came under the direction of postmasters.

MAILING OF LETTERS - The carrying of letters was a municipal right.

A MUNICIPAL RIGHT In only a few places was the mail service carried on for the town's benefit, but in most places it was in the hands of special persons or government families, so that the financial interests of the postmaster were considerable. The more important towns, which were principally situated in Holland - the most important province - had their own postoffice. This office maintained its own correspondence in any special direction, regulated its own rates of postage, and the manner and day of dispatching. In this way there were several offices in the large towns, each accepting mail for dispatch to a different situation. In Amsterdam there were six offices: the Antwerp office, the Hamburg office, the Cologne office, the Texel office, the Breda office and one for local mail. These were united into one General Office in 1755 and occupied the same site as the present office. Postal connections with rural districts being unprofitable owing to its small number, were neglected. Conveyance for such letters was provided by the large towns or the postmasters on their own account. A start to centralization therefore became necessary since postmasters of small towns could not afford to support an independent service over long distances, so that they were forced into making an agreement with the larger postal organization. An important postal location was the office at Alphen, which belonged to the Postal Society; this was a combination of all principal towns in Holland to maintain a service with the Generality-provinces, Brabant and

Limburg. (The Generality-provinces were made up of the country outside the United Seven Provinces of the Union. They were ruled over directly by the General States of the Republic of the United Netherlands until 1795). Here the postillions from Rotterdam, Gouda, the Hague and Utrecht met. In Overvoorde's book the principal routes of the postal service in the middle of the 18th century are outlined.

BURRINGS OR MARKINGS

In the same work (page 124) mention is made of the burring or marking of letters by the office of dispatch, and in some towns such mark was in use before 1752. As far as I am aware, however, the only specimens found of marks and cancellations done at the office of receipt are AMSTERDAM and ROTTERDAM

MARKS AND CANCELLATIONS (1 & 2) The Amsterdam mark shows a postman's bugle surmounting the Amsterdam coat-of-arms between "3" and "S" while the letter "H" appears inside the frame made by the bugle cord. No. 1 is found on two letters dated 1676 from the Hague which are now in the Postal Museum. It should be noted that the



mouthpiece of the bugle is to the left whereas, in marks used 1739-1788, it is to the right. Various size marks were used and in some of them the circle consists of disjoined lines; refer to 1a (1722), 1b (1759) and 1c (1788).

Mark 2 is mentioned by Mr. Hanciau under the title "Le doyen de la philatélie" in La Philatliste belge of November 1924. This mark, bearing the Rotterdam coat-of-arms and the letter "A", is taken from a letter dispatched in 1691 from Amsterdam to Rotterdam and, according to the writer in De Ned. Philatelist (1904/5 - 1911) a similar mark is found on a letter sent from Amsterdam to Rotterdam in 1806. (NOTE, See Korteweg - Page 37) It is shown in an article entitled 'Old Letters' in No. 78 (June 1928) of the Ned. Maandblad voor Philatelie that both marks were used to indicate the postage that still had to be paid for the conveyance "out of direction" (beyond the prepaid distance) indicated by the letter. At Amsterdam this letter will have been carried first by the riding skipper's night mail to the Hague and at Rotterdam by the riding night post to Amsterdam, which had been established by the Postmaster of Rotterdam. Both services exchanged mails en route with postillions from other places, so that the Amsterdam postillion conveyed the letters from the Hague and the Rotterdam postillion took the letters from Amsterdam. The riding skipper's post was later turned into the Domestic (Interior) Office which, after taking possession of the General Office, was combined with the Texel Office as the 3rd Department: "Domestic and Texel".



STATES MAIL (FOR HOLLAND AND WESTVRIESLAND) 1752-1795

Conflicting interests became a source of continuous disputes, and in order to overcome these and make use of the considerable revenues, the States General (Algemeene Staten) proposed, in an Assembly of 1716, to annex the postal services for the benefit of the country and at the same time to ameliorate to some extent the economic difficulties. Vested interests, however, turned the scales against such reform, and it was not until a national movement was set into motion in 1747 that it was achieved. The cities with voting rights entrusted the mail to the Stadtholder, Prince William IV, who in turn relinquished it to Holland and Westvriesland. Amsterdam still resisted, but in 1748 gave up, under pressure from the Doelists (The Doelisten were Orangists, moderate and radical democrats, probably mostly reformed and disgruntled merchants, who in the years 1747 to 1750 opposed the power of the mayors, who divided among themselves well paying jobs and in Amsterdam 32,000 jobs were given away or sold). The opposition of the postmasters themselves was overcome by the decision that they should be at once bought out, and the same procedure applied to many skippers and carriers. The transfer proper took place on 1 July 1752, whilst the Texel Office was taken over by the province on 1 January 1753, this bringing the entire system under one authority. In the other provinces, however, the position was unchanged. As early as 1752 the possibility of buying out the remaining skippers was discussed, and it was suggested that no more letters should be carried for them and so force upon them the responsibility for the entire transport of the mails they handled. This would have increased their costs and thus decreased their buyout cost. The rural mail remained unchanged as far as it was not bought out as a part of the discontinued offices. At length, however, a system was devised for dealing with the country post: a man collected and delivered the letters, handing outgoing mail to and receiving incoming mail from the passing postillion. This led to abuse as some held on to the fees that were paid to them, a practice encouraged by the postillions whose duty it was to collect letters on their way between offices. In 1754 a new system was introduced, by which no pre-payment was to be accepted.

PREPAYMENT NOT MANDATORY

Generally speaking, pre-payment was possible, but not mandatory. Previously the revenues had been the possession of the carrier, but slowly the system expanded by which the postage revenues passed to the delivery's office. In this way all prepaid postage had to be accounted for at this office. For mails within the Republic prepaid postage was sometimes required; letters from the northern provinces had to have fees paid to Utrecht; those destined for North-Holland to Amsterdam. Prepayment was also mandatory for letters going by boat from Texel and Hellevoetsluis, since those boats sometimes already had left or because the sailors could not afford to pay for them.

PRINTED MATTER

A special regulation was applicable for the mailing of newspapers, periodicals, lottery lists and samples. Later contract rates were agreed upon with publishers of newspapers and periodicals; the papers were at first sent free of charge or for a nominal fee, because of their small number.

CANCELLATION

In Overvoorde (pages 123 and 124) we also find some information about the cancellation. On 8 June 1752, the stamp-cutter van Swinderen was instructed to make a postmark which comprised of the coat of arms of Holland with the letters P and H on the left and right hand sides respectively, and around it the letters of the name of the office. On consulting the records of the Board of Directors of the Post in the Province of Holland, and the supplements, it appears that instead of "postmark" should be read "cachet" and that the other observations should be supplemented or deleted. The following is derived from those records:

In a resolution of 28 July 1752 instructions for the employees of the posts were laid down. In the directions for head-clerks it was stated that they were to return undelivered letters to the offices whence they came, and that those letters which were unmarked should be marked with the name of place they were sent from. From this we may conclude that in several offices letters were marked before dispatch. No example of this has yet been found.

It appears from a resolution dated 16 October 1752 dealing with a report that was made in consequence of objections raised by some Amsterdam offices, the Hamburg office objected that it was absolutely impossible to mark all letters on arrival there. The Cologne office also objected to the same resolution and the requests of the offices to continue for the present in the old way were granted. It is interesting to note that the index of regulations under the heading "markings" makes no mention of that on 28 July 1752.

Thru the resolution dated 11 September 1767 it was instructed that offices at Amsterdam, Rotterdam, Gorinchem and Alphen should mark letters passing through their hands for North Holland with the name of the town of origin. Later, offices in the province of North Holland were instructed by resolution dated 15 November 1766 to mark all letters dispatched by them, and to request all foreign offices with which this province corresponded to cancel their Netherlands letters.

FRANCO CANCEL

Mark 3 appears on letters that were sent from Amsterdam to a Captain of Marines at den Helder in 1759. Following 15 November 1766 we've come up with (a) Circular marks (and one oval one) in which the townname occurs beside a postman's bugle, either with or without addition of letter "P", the letters "H.P" or a decoration (b) One mark consisting only of a letter in a circle, and (c) Names of towns in script or printed letters

FRANCO₃

The following illustrations apply to these groups:

(a) 4, 4a, 4b with inverted postman's bugle: Amsterdam and Vlissingen



5, 5a with decoration: Delft and Deventer



6, 6a "With a "P"": Gouda in two sizes



7, 7a "With "H P"": Schiedam, also 'S hoven" (abbreviation for Schoonhoven} in all script letters and "H P" in small letters



(b) 8 with

single name letter: M = Middelburg,



(c) 9, 9a with name in script letters: 's Bosch, Breda, 's Haage, Haarlem, Hoorn, Leijden and Midd (abbreviation for Middelburg) in two sizes



10 with name in printed letters: Brielle, Leeuwn, Middelburg and Tilburgh



Later also mark 11 with only a postman's bugle with a scalloped rim, but of which is not known when or when this was used.

PORTO CANCEL A postmark with the Amsterdam coat of arms and the letter "R" is found on letters of the period 1780 to 1806 sent from Rotterdam to Amsterdam i.e. No. 12 (1788) and No. 12a (1806).



Some entrepostes also used marks: according to Overvoorde (page 384) on 15 November 1776 collectors at Boskoop, Waddinxveen, Voorburg, Zwammerdam and Oude Wetering were ordered to mark their letters.

BATAVIAN REPUBLIC 1795 – 1806

At the Hague Convention of 16 May 1795, Staats-Vlaanderen, Venlo and Maastricht with their enclaves were relinquished to the French Republic: this accounts for why, at Venlo and Maastricht, a towncancel was used with the number of the department. Also a French garrison had to be admitted in Vlissingen. In this district the personnel of the postal services varied according to the spirit of the time. Though all post offices were nationalized (by a Resolution of 12 January 1799) details of the service remained unaltered until 1 January 1803, when a new organization was introduced: twenty-eight head offices existed besides thirty-four sub-offices and thirteen branch offices. This marked the end of the municipal and private posts which had existed until this time. Compensations were paid.

CANCELS From this time the Texel post with the Dutch Lion (Rijksleeuw) and the letters "T" and "P" became known as a new cancellation with number 13.



FRANKED MAIL A diagonal line was sometimes used to denote that carriage had been paid, whilst at other times a Z-shaped line was used.

At this time it was possible to pay carriage for a certain part of the distance only: thus we find on a letter from Wolvega to Heerenveen "franco to Groningen".

KINGDOM HOLLAND. 1806-1810

STATE MONOPOLY (14 and 15)

Improvement in the organization of the postal service continued. The postal rates were unified by a publication of 17 April 1801 consisting of a law of the postal charges for domestic correspondence, to avoid fraud ., etc." (extracted from Ringnalda pp 8-14). This was the first legal regulation, and in Article 11 the carrying of mail was declared a State monopoly.



CANCELLATIONS When this law was introduced the number of post offices was increased to 48 in five postal districts. A sixth district was created on 2 October 1809 with the addition of Oost-Friesland against the cession of Vlissingen in accordance with the Convention of Fontainebleau of 11 October 1807. New cancellations of this period are no. 14 of Vlissingen found on letters dated 25 October 1807 and 5 June 1808. Also the town cancellations Eindhoven, Haag and Voorburg in printed letters similar to no. 11, and cancellation no. 15 on a letter sent from Gouda to Amsterdam in 1801. It is also was found on a letter from The Hague received at Amsterdam on 9 April 1803. The postmarks with coat of arms and letters do not appear to have been used after 1806.

The following offices have probably used towncancels for domestic mail after 1 August 1809, although they were destined for mail to France

Alkmaar	Goes	Rotterdam
Alphen	Gorinchem	Schiedam Schoonhoven
Amersfoort Amsterdam	Gouda	Steenbergen
Arnhem	Grave	Thiel
Baartwijk	Groningen	Tholen
Bergenopzoom	Haarlem	Tilburg
Beverwijk	Harderwijk	Utrecht
Boisleduc	Hattem	Veere
Breda	Heusden	Voorburg
Brielle	Hoorn	Wageningen
Delft	Kampen	Woerden
Deventer	LaHaye	Woudrichem
Dirksland	Leeuwarden	ZaltBommel
Doesburg	Leiden	Zevenbergen Zierikzee
Dordrecht	Middelburg	Zutphen Zwammerdam
Eindhoven	Nimegue OudenBosch	Zwolle
Geertruidenberg	Rosendaal	

(Masson's spelling of names has been followed)

According to the "Catalogue des estampilles et obliterations postales de France et des colonies françaises" of 1927 (pp 352 and 357) cancellations Nos. 16 and 17, "B^{AU} Français A Flessingue" and "P.P. B^{AU} Français A Flessingue" were used at Vlissingen in 1807. This dates, however, may not be accurate, and it is uncertain whether these cancellations were used during the time when Vlissingen had a French garrison but still belonged to the Netherlands, or during the entire possession by the French. The Dutch

**B^{AU} FRANÇAIS
A FLESSINGUE**
16

**P.P. B^{AU} FRANÇAIS
A FLESSINGUE**
17

Office probably
operated during the
early days of the
annexation, and

cancellation No. 14 was still in use on and after 3 June 1808. The French cancellation 92 Flessingue mentioned later has been found on a letter dated 7 December 1808 so that the Dutch office stopped its work most probably between these two dates.

Mail by horse Further improvement was effected by the establishment of a postal horse service on 28 September 1809 but this was abolished on 1 June 1854, as a result of a law passed 30 April 1854, Staatsblad no. 74. This subject, as interesting it may be, does not come within the scope of this book as no special cancellations were used.

ANNEXATION BY THE FRENCH EMPIRE. 1810-1813/4

Zeeland, Brabant, the Land van Maas and Waal, the Bommelerwaard and the Land van Altena were ceded to France by the Treaty of Paris, 16 March 1810. By 13 July 1810, the entire country had been annexed. Postal services were brought under the French administration per 1 January 1811 by Imperial Decree dated 14 December 1810. This was the result of the "Instruction générale sur le service des postes aux lettres". Instructions were printed with the Dutch text on the left and the French on the right in the Imperial printing office in 1810. This law of 22 Frimaire Year VIII (13 December 1799) applied to postal charges and regulations. This general instruction applied to the postal service in all its details – it was a well-arranged book and was the cornerstone of the Netherlands postal service until 1850 (Ringnalda p 156).

TOWN CANCELS WITH DEPARTMENT NUMBERS Instructions were also contained in it concerning cancellations. All letters had to be marked by the office of dispatch above the address and the marks had to be impressed on any letters, lists or other documents relative to the service (Articles 101-103). The cancellation was to indicate the name of the office and the number of the district (Types 18 and 18a).



From 1 January 1811 the country was divided into the following districts (Imperial Decree 13 September 1810):

118 Zuiderzee	123 Wester-Eems.
119 Monden van de Maas	124 Ooster-Eems.
120 Monden van den IJssel	125 Monden van de Schelde
121 Opper IJssel.	126 Monden van den Rhijn
122 Vriesland	

The district of Breda was at the same time incorporated in (Monden van den Rhijn). To this have to be added, in accordance with earlier annexations mentioned before: '

92 Schelde	These districts were mostly made up from the area of the Austrian Netherlands. After the general annexation Flessingue was placed in district 125, and Breda, Geertruidenberg, Oudenbosch, Rosendaal, Steenberg and Zevenbergen in district 126. It seems that the old numbering of the cancels was maintained.
93 Twee Nethen.	
95 Beneden Maas	

Known Cancellations

118 Alkmaar	93 Geertruidenberg	119 Rotterdam
120 Almelo	123 Groningue	95 Ruremonde
119 Alphen	122 Harlingen	121 Thiel .
118 Amsterdam	122 Heerenveen	118 Utrecht
121 Arnhem	119 La Haye	125 Ter Veere
* 124 Aurich	118 Le Helder	95 Venlo
118 Beverwyk	122 Leuwarden	119 Vlaardingén
126 Bois Le Due	119 Leyde	121 Wageningen
126 Bommel	119 Maassluis	118 Woerden
119 La Brielle	95 Maestricht	118 Zaandam
122 Dokkum	118 Medenblick	125 Zierikzee
119 Dordrecht	123 Meppel	121 Zutphen
126 Eindhoven	125 Middelbourg	120 Zwolle
118 Enkhuisen	118 Munnikendam	
92 Flessingue	126 Nimegue	

As yet unknown

118 Amersfoort	125 Ter Goes	*124 Norden
123 Assen	119 Gorcum *	93 Oudenbosch
126 Bartwyck	119 Gouda	118 Purmerend
93 Bergen-Op-Zoom	126 Grave	93 Rosendael
93 Bréda	118 Harlem	119 Schiedam
120 Campen	*121 Harderwyk	118 Schoonhoven
119 Delft	121 Hattem	122 Sneek
123 Delfzyl	119 Hellevoetsluis	93 Steenbergén
120 Deventer	126 Helmont	118 Le Texel
119 Dirksland	126 Heusden	126 Tilbourg
121 Doesbourg	118 Hoorn	125 Tolen
118 Edam	*124 Jever	*123 Weener
*124 Emden	*124 Leer	123 Winschoten
120 Enschede	119 Leerdam	*124 Wittmund
*124 Esen	118 Loenen	93 Zevenbergen
122 Franeker	118 Naarden	

The list of post offices is found in “l'Annuaire des Postes” (1812) and was published in the “Almanach du Philatéliste 1928” by Gaston Tournier. In the case of unknown cancellations the Annuaire des Postes has been followed. Offices indicated with an asterisk were situated in what was formerly East Friesland. An order was made that only printing ink should be used in canceling as writing ink was too fluid and its acid corroded iron and rusted (art 700). No instructions were given as to the color of the ink to be used. In the same Article it was stated that if no printing ink was available, use could be made of lamp-black mixed with oil. Cancellations exist in red as well as in black.

Supplement Relating to type 18:

118 Amersfoort	118 Edam	118 Naarden
123 Assen	120 Ensched	118 Purmerend
126 Baartwyk	119 Gorcum	119 Schiedam
93 Bergen op Zoom	118 Haarlem	118 Texel
93 Breda	121 Harderwyk	125 Tholen
119 Delft	121 Hattem	125 Ter Veere
120 Deventer	126 Heusden	123 Winschoten
119 Dirksland	118 Hoorn	126 Woercom
121 Doesburg	120 Kampen	

The information in this supplement has been derived from the "Kring Laren" (De Philatelist, December 1935). In the French book of postmarks the cancellation "123 Appingadam" is found, though it has not yet been seen. During this period there would appear to have been a post office at Willemstad, though no mention is made in the French books, but we have found a letter of 21 December 1813, cancelled Willemstadt (with dt (!)) above which reminds us of the cancellation P. 93. P. The spelling of the names of the offices in the French handbook of cancellations follows closely that in the Annuaire des Postes. There was however a divergence in the spelling of the cancellations. Leiden used two cancellations differing in size. There are known to be three of 's Gravenhage : "119 Lahaije" and two others, differing in size. "119 La Haye"

PORT PAYÉ (pre-payment) (19 and 20)

Pre-payment on letters within the Empire was not mandatory (Article 126). Letters not pre-paid could be placed in the boxes, but all letters to be pre-paid had to be handed in at the offices (Article 57). In addition to the normal cancellation, the mark "PORT PAYE" had to be imprinted on all prepaid letters and parcels (Article 128): an example of this mark – no. 19 - is reproduced from Schreuders.

PORT PAYE
19

P. 95. P. MAESTRICHT

An abbreviation of port payé was found only on pre-paid letters and parcels in combination with the indication numbers of the towncancels with "P. P." in capital letters e.g. nos. 20 and 20a. For instance, Amsterdam had used type 20a with number 118.

P.95.P
RUREMONDE
20

P.95.P
MAESTRICHT
20 a

PRINTED MATTER

It was compulsory that all newspapers and other printed matter should be pre-paid: this is not specifically mentioned in the General Instructions but can be deduced mainly from Articles 297 and 311. Such a rule has always applied, as we shall see later.

DISTRIBUTION OFFICES

Distribution offices were established in the rural areas: their function was only to receive and distribute incoming letters and to dispatch outgoing letters. They were postmarked at the main offices (Article 387).

Supplement relating to type 20a

P. 124. P. Aurich
P. 93 P. Berg.Op.Zoom

P. 118. P. Beverwyk
P. 126. P. Bois-Le-Duc

P. 93. P. Breda
 P. 119. P. La Brielle
 P. 119. P. Dirksland
 P. 121. P. Doesbourg
 P. 119. P. Dordrecht
 P. 92. P. Flessingue
 (P. 125. P. Goes
 (P. 125. P. Ter Goes
 P. 119. P. Gouda
 P. 118. P. Haarlem
 P. 121. P. Harderwyk
 P. 122. P. Harlingen
 (P. 119 P. La Haije
 (P. 119. P. La Haye

P. 118. P. Le Helder
 P. 119. P. Leyde
 P. 119. P. Maasluis
 P. 123. P. Meppel
 P. 125. P. Middelbourg
 P. 119. P. Rotterdam
 P. 125. P. Tholen
 P. 118. P. Utrecht
 P. 125. P. Veere
 P 95 P Venlo
 P. 125. P. Zierikzee
 P. 121. P. Zutphen
 P. 120. P. Zwolle

In some instances the dot behind the final "P" is missing, possibly on account of it becoming worn out. In the Venlo postmark both letters "P" are closer to the number and without dots. The post-paid cancellation is also found on official letters, on the back of which the amount of postage was noted, as opposed to unpaid private correspondence when the postage to be paid was marked on the front of the cover. For instance, the figure "10" might be found on the back of a letter, or on the face of which the "griffe" (name stamp) of the manager of the department was printed. On another letter, addressed to the 3rd Division Infantry at Amsterdam, we find on the back "3d" (i.e. three duiten=farthings).

PERIOD 1813/4 - 1850

RECOVERY OF INDEPENDENCE 1813/4

KINGDOM OF THE NETHERLANDS 1815

In 1813/4 Independence had been regained, and after the Union of the Southern and Northern Netherlands by the Vienna Congress, Royal status was assumed by the Sovereign Prince on 16 March 1815. The Grand Duchy of Luxembourg was assigned to the Prince as an indemnity. As a result of the Traité des limites of the new kingdom, being concluded at Vienna on 31 May 1815, the southern frontier remained as it had been on 1 January 1792, but was rounded off at Givet, while the Prussian enclaves in Gelderland were annexed permanently. The amalgamation of the postal services was delayed thru war and Napoleon's campaign, followed by the Battle of Waterloo on June 18, 1815. At the second peace of Paris on 20 November 1815, the Royal Kingdom the Netherlands obtained from France the fortresses of Philipville Marienburg with surrounding countryside to improve its frontier, and also the Duchy of Bouillon. The postal service in the Southern Provinces had been combined with the Northern on 1 October 1815 (Circular 64). This circular, as was usual in earlier years and up to this time, was printed in both Dutch and French. The Luxembourg postal services came under

the protection of the Dutch Post Office, being included in the fifth district, for as a result of the Royal Decree dated 3 September 1815 (No. 15), the Kingdom had been divided into five districts in which there were 125 post offices. This concerned only postal services (Circular 64). The general instructions remained in force: pre-payment of postage was still not mandatory, but it was ordered that letters addressed to persons on vessels in the harbors of Texel, Vlieland and Terschelling had to be pre-paid. Postal rates for letters according to distance continued: revision of the scale of charges, based on Article 1 of the Law dated 17 April 1807, had not come into operation in the Northern Provinces during the French occupation. In the Southern, however, other conditions applied. The Postmaster-General was authorized by Royal Decree of 18 January 1818 to enforce the Law of 1807 over the entire country on this matter: The simple rate was as follows:

rate for distance under 6 hours journey 10c
rate for distance from 6 - 12 hours journey 15c
rate for distance from 12 - 20 hours journey 20c
rate for distance from 20 - 35 hours journey 25c
rate for distance from 35 - 50 hours journey 30c
rate for distance from 50 - 70 hours journey 35c

and so on for every 20 hours or less beyond the 70 hours an additional 5 cents; the distance being calculated from post office to post office. (Details of the Instructions laid down in the Law of 1849 for fixing rates of postage etc.).

POSTOFFICES

1814

CANCELLATIONS FOR MAIL NOT PRE-PAID.

TOWNCANCELS The numbers of districts were cut from the towncancels, however not always that early in the Southern Provinces. Known is: "95 Huy" from 1817. Some offices are known to have cancellations in different sizes: Refer to types Types 21 -21c.

DORDRECHT
21

**W
HEEREVEEN**
21a

LUXEMBURG
21b

LUIK
21c

Alkmaar
Almelo
Alphen
Amersfoort
Amsterdam

* Antwerpen
Apeldoorn
Arnhem
Assen
Baartwyk
Bergenopzoom
Beverwyk
Breda
Brielle
*Brugge

*(Bruxelles
*(Brussel
Delft
*Dendermonde
Deventer
Dirksland
(Doesburg
(Doesborgh
Dokkum
*Doornik

Dordrecht
 Edam
 Enkhuisen
 Enschede
 Franeker
 *(Gand
 *(Gend
 Goes
 Gorcum
 Gouda
 Grave
 Groningen
 Haarlem
 Harderwyk
 Harlingen
 (La Haye
 ('s Gravenhage
 Heereveen
 Helder
 Hellevoetsluis
 Helmond
 *Henri-Chapelle
 's Hertogenbosch

Heusden
 Hoorn
 Kampen I
 (Leuwaarden
 (Leeuwarden
 (Leijden
 (Leyden
 (Leide
 *Lier
 *(Luik
 *(Luyk
 Luxemburg
 * Maaseik
 Maassluis
 Maastricht
 Medenblick
 Meppel
 (Middelbourg
 (Middelburg
 Monnikendam
 Naarden
 *St. Nicolaas
 *Nieuwpoort

Nymegen
 *Ostende
 Purmerend
 Roermonde
 Rotterdam
 Schiedam
 Schoonhoven
 Sneek
 Thiel
 Utrecht
 Venlo
 Vlaardingen
 Vlissingen
 Winschoten
 Woerden
 *Yperen
 Zaandam
 Zaltbommel
 Zierikzee
 Zutphen
 Zwolle

In the "Heereveen" cancel above the middle "e" is the letter "W". See type 21a.

Cancellations not yet known

*Aalst
 *Arlon
 *Ath
 *Bastogne
 *Beaumont
 *Bergen
 *Hasselt
 Hattem
 *Herve
 *Hoei
 *St. Hubert
 *Kortryk
 Sittart
 *Soignies
 *Spa
 Steenbergen
 *Thielt
 *Beveren

*Binch
 *Bouillon
 *Braine-Le-Comte
 *Charleroi
 *Chimay
 Delfzyl
 *Diest
 *Dinant
 Eindhoven
 *Ehghien
 Geertruidenberg
 *Genappe
 *Gerardsbergen
 *Halle
 Leerdam
 *Leuven
 Loenen
 *Lokeren

*Marche
 *Marienburg
 *Mechelen
 *Meenen
 *Namen
 *Neufchataau
 *Nyvel
 *Oudenaarden
 *Philipstad
 *Pitthem
 *Ronsse
 *Thienen
 Tholen
 Tilburg
 *Tongeren
 *St. Truyen
 *Turnhout
 Vaals

Veere
*Verviers
*Veurne

Wageningen
Willemstad
Winterswyk

Woudrichem

Offices situated in the Southern Netherlands are indicated by an asterisk: in this part of the country it is possible French names may have been used for cancellations, especially during the time immediately following the French Occupation.

Supplement relating to Type No. 21

To the list of known names should be added:

Berg.Op.Zoom	Luxembourg	
Eindhoven	Mechelen	Tilburg
Enkhuizen	Munnikendam	Tongeren
Geertruidenberg	Namur	Ter Veere
Hattem	Namen	Wageningen
Leuven	Steenbergen	Woercom
Liege	Thienen	

From Vellinga page 172 was added:

In December 1813 and throughout the year 1814 the cancellation "La Haije" was used. After early use of the name Medenblick, Medemblik was adopted. It is also shown that Type no. 21a had been in use at the distribution office at Wolvega, the main postoffice marked Heerenveen. (This doubtless accounts for the "W" surmounting the name). The three Leiden cancellations had also to be replaced by Leyde, Leijden and Leyden.

A number of offices used cancellations of varying size and among those find one of 's Gravenhage with the letter "A" as in Type No. 24b, the letter "v" being in the same style as the "A" illustrated on page 2 of the Book of Plates.

MAASTRICHT
FRANCO
24 b

In the Northern Provinces it was some time before all the numbers of the departments were cut from the cancellations: thus we find "118 Medenblick" used 22/1 1815 and "93 Geertruidenberg" as late as 1827. For this reason it is important to collect dated covers as much as possible. It is a pity that many documents on the market bearing a date, or sometimes only a year, depend on the data affixed by the finder of the cover, and not by the sender or the addressee: such annotations are often inaccurate, and even when the collector knew for certain the date of dispatch of the cover (deducing it from the corresponding letter, since destroyed) there can be no guarantee later as to the date assigned by the finder. Such annotations, without the accompanying letter, and despite the good intentions of the finder, are not reliable.

CANCELLATIONS FOR PRE-PAID MAIL

P P OFFICE NAME (type 22)

As the towncancels bearing numbers of departments became obsolete, so also the cancellations with "P P" in print or script letters were discontinued, although in some offices use was still made of an additional "P. P." which in 1809 was used by an

P P
LIEGE
22

agreement laid down in the French Treaty (See Foreign Section). This cancellation is found, for instance, on a wrapper with a domestic address bearing also the town cancellation of Dordrecht.

After the French Occupation, the post offices had to help themselves, so long as no new cancellation marks were received. Marks with "P P" in print letters (Type No. 20a in which the number of the former department was deleted), are found from Alkmaar 11/5 1814, Brielle, Delft, Dordrecht, Leyde 24/12 1814, Middelbourg 20/12 1814, St. Nicolas 5/10 1818, Rotterdam 6/1 1815, and Utrecht 24/12 1814. Type 295 of the former Treaty with France was used independently at Dordrecht 24/12 1814, Goes, 's Hertogenbosch 18/12 1814 and Wageningen 20/12 1814. > .

P. P.
295

A combination of type 295 in the centre above the townname is known from Goes and Hoorn 16/12 1814.

Franco Domestic Offices were forbidden in 1815 (Circular 67) to use the cancellation "Franco" on pre-paid letters addressed to Germany: and in Circular 88 of 1 January 1817, these offices were instructed to use the mark "Franko" on letters to France pre-paid as far as the Dutch frontier if the "P P" marker was not available. In Circular 125 dealing with French mail (q.v.) only the "P P" mark is mentioned. For domestic correspondence, it appears that use of the "Franco" mark was employed by the frontier offices only: Type 23 is an example of this used at Almelo prior to 1829, and in Deventer before and after 1829. An example of the "Franko" mark is not yet known.

Franco
23

Townname Franco Type 24 was in more general use and more examples of this mark are to be found. It consisted of the name of the town with the word "FRANCO" below, both in printed letters. The earliest example is dated 1819. Two types of the letter "A" occur, both in the town-name and

BRUSSEL
FRANCO
24

"Franco" i.e. A and A

A

A

In the case of Leiden the word "Franco" is in script lettering.

Known cancellations

Alkmaar
Almelo
Alphen
Amersfoort
Amsterdam
Bergenopzoom
Beverwyk
Breda
*Brussel
Deventer
Dirksland
Doesborgh
Dokkum

*Doornik
Dordrecht
Eindhoven
*Gend
Ter Goes
Gouda
's Gravenhage
Harlingen
Hattem
Heerenveen
's Hertogenbosch
Heusden
Leyden

Luyk
Luxemburg
Maaseik
Maassluis
Maastricht
Meppel
Middelburg
Monnikendam
Nymegen
Rotterdam
Sittard
Sneek
Steenbergen

*St. Truyen
Utrecht
Venlo

Vlaardingen
Winschoten
Zierikzee

Zutphen
Zwolle

Unknown are:

*Aalst
*Antwerpen
Apeldoorn
*Arlon
Arnhem
Assen
*Ath
Baardwyk
*Bastogne
*Beaumont
*Bergen
*Beveren
*Binch
*Bouillon
*Braine-Le Comte
Brielle
*Brugge
*Charleroi
*Chimay
Delft
Delfzyl
*Dendermonde
*Diest
*Dinant
Edam
*Enghien
Enkhuizen
Enschede
Franeker
Geertruidenberg
*Genappe
*Gerardsbergen

Gorcum
Grave
Groningen
Haarlem
*Halle
Hardenwijk
*Hasselt
Helder
Hellevoetsluis
Helmond
*Henri-Chapelle
*Herve
*Hoei
Hoorn
*St. Hubert
Kampen
*Kortryk
Leerdam
Leeuwarden
*Leuven
*Lier
Loenen
*Lokeren
*Marche
*Marienburg
*Mechelen
Medenblick
*Meenen
Naarden
*Namen
*Neufchateau
*St. Nicolaas

*Nieuwpoort
*Nyvel
*Ostende
*Ondenaarden
*Philipstad
*Pitthem
Purmerend
Roermonde
*Ronsse
Rozendaal
Schiedam Schoonhoven
*Soignies
*Spa
Thiel
*Thielt
*Thienen
Tholen
Tilburg
*Tongeren
*Turnhout
Vaals
Veere
*Verviers
*Veurne
Vlissingen Wageningen
Willemstad
Winterswyk
Woerden . Woudrichem
*Yperen
Zaandam
Zaltbommel


An asterisk indicates offices situated in the Southern Provinces.

The Amersfoort mark has been seen on a letter dated 20/12 1814. In 1831 Leyden with Franco in printed letters was used. Marks with different sizes of printed letters were used at the same office.

Utrecht, like Leiden, used a mark with Franco in scriptletters. In 1837 a mark with both place name and Franco in scriptletters was used at Purmerend.

The following is a list of marks with sub-division into types, so far as the distinctness of the known names allows.

A with the v is indicated by Av.

 *Type Av*

A Aalst	Aav Gorcum	Av Middelberg
Av Alkmaar	Aav Gouda	Av Monnikendam
Av Almelo	Av Grave	Aav Nymegen
Av Alphen	Aav 's Gravenhage	A Ostende
Av Amersfoort	Aav Groningen	A Rotterdam
Aav Amsterdam	Aav Haarlem	Av Rozendaal
A Antwerpen	Aav Harderwyk	AAv Schiedam
Av Arnhem "	A Harlingen	A Schoonhoven
Av Assen	Av Hattem	A Sittard
A Bergen	(Av Heereveen	A Sneek
A Bergenopzoom	(A Heerenveen	Av Steenberg
Beverwyk	Av De Helder	Av Tergoes
Av Bommel	Av Hellevoetsluis	Av Tilburg
A Breda	Av Helmond	Av Tholen
Av Brielle	Av 's Hertogenbosch	A St Truyen
A Brussel	Av Heusden	A Utrecht
A Delft	A Hoorn	AAv Venlo
Av Deventer	Av Kampen	AAv Vlaardingen
Av Dirksland	(Av Leuwaarden	Av Vlissingen
A Doesborgh	(A Leeuwarden	Wageningen
A Dokkum	Aav Leuven	Av Winschoten
A Doornik	Av Leyden	A Winterswyk
AAv Dordrecht	A Luyk	Av Woudrichem
Av Edam	A Luxemburg	A Yperen
Av Eindhoven	A Maaseik	Av Zaandam
Av Enkhuizen	Maassluis	Av Zierikzee
Av Enschede	Av Maastricht	Av Zutphen
Franeker	(A Medemblik	Av Zwolle
A Gend	(Av Medemblik	
	Av Meppel	

There is a further Alkmaar mark in which A is found only in the word Franco.

Journalieres A number of offices exchanged mail only two or three times a week, so that the public was restricted to certain days for mailing. New and improved arrangements

came into force on 1 October 1817, as a result of Circular 102 dated 19 September 1817, inaugurating daily services on all routes used for domestic correspondence. The volume of mail was increased still more when the facilities were further improved by certain routes being served more than once a day, so that very soon it became necessary to use a cancellation at office of dispatch as well as a further mark used on arrival at the receiving office.

1829.

CANCELLATION OF ALL MAIL.

FIRST DATE CANCEL, ALSO ARRIVAL CANCEL (types 25 – 25b)



By Circular 211 of 26 January 1829, a date cancel (Types 25 - 25b) was introduced. The earlier mark for letters not pre-paid - the name cancel - was withdrawn and a uniform mark was introduced to denote both departure and arrival of all letters, newspapers and printed matter. The mark of departure was put on the front of the document and that of arrival on the

back. The cancel had to indicate the day on which the letters were handed in at the post offices or collected from postboxes. Arrival marks were put on all documents either collected or delivered and denoted the day it was canceled. Documents received late in the evening were marked with the next morning's date. In the event of a partial delivery of mail at the receiving office late in the evening, all letters etc. had to be marked with that date stamp.

Marking had to be done in red ink. With every mark issued, 43 separate metal characters for days and months were provided in addition to a separate iron plate to be inserted against the screw. The months were indicated as follows: Jan., Febr., Mrt., Apr., Mei, Juny, July, Aug., Sept., Oct., Nov. and Dec.; a rosette or small cross is found beneath the month. The diameter varies from 24 to 31 mm.

Complete list of names

Aalst	Assen	*Bouilon
Alkmaar	*Ath	* Braine-Le-Comte
Almelo	* Bastogne	Breda
Alphen	*Beaumont	Brielle
Amersfoort	*Bergen	* Brugge
Amsterdam	Bergen-Op-Zoom	*Brussel
Antwerpen	*Beveren	*Charleroi
Apeldoorn	Beverwijk	*Chimay
*Arlon	*Bench	Delft
Arnhem	Bommel	Delfzyl

*Dendermonde	*Hoei	*Ronsse
Deventer	Hoorn	Rotterdam
*Diest	*St. Hubert	Rozendaal
*Dinant	Kamp by Ryen Kampen	Schiedam
Dirksland	* Kortrijk	Schoonhoven
Doesborgh	Leerdam	Sittart
Dokkum	Leeuwarden	Sneek
*Doornik	Leiden	*Soignies
Dordrecht	*Leuven	*Spa
Edam	*Lier	Steenbergen
Eindhoven	*Lokeren	Thiel
Elburg	*Luik	* Thielt
*Enghien	Luxemburg	*Thienen
Enkhuizen	*Maaseik	Tholen
Enschede	Maassluis	Tilburg
Geertruidenberg	Maastricht	* Tongeren
*Genappe	*Marche	*St. Truijen
*Gend	*Marienburg	*Turnhout
* Gerardsbergen	*Mechelen	Utrecht
Ter Goes	Medemblik	Vaals
Gorinchem	*Meenen	Venlo
Gouda	Meppel	*Verviers
Grave	Middelburg	*Veurne
's Gravenhage	Monnikendam	Vlaardingen
Groningen	Naarden	Vlissingen
Haarlem	*Namen	Wageningen
Halle	*Neufchateau	Willemstad
Harderwijk	*St. Nicolaas	Winschoten
Harlingen	* Nieuwpoort	Winterswyk
Hasselt	Nymegen	Woerden
Hatterm	*Nijvel	Woudrichem
Heerenveen	Oldenzaal	*IJperen
Den Helder	Oostende	Zaandam
Hellevoetsluis	Oud Beyerland	Zierikzee
Helmond	*Oudenaarden	Zutphen
's Hertogenbosch	* Philips tad	Zwolle
*Herve	Purmerend	
Heusden	Roermond	

In the cases of Beverwijk, Harderwijk, Kortrijk and Nijvel, “ij” is used instead of “y” as is generally the case. “*” “ denote offices situated in the southern provinces.

Between February and September 1829 all 139 post offices were provided with a date cancel; 29 offices received more than one cancel. Post offices at Elburg, Oldenzaal and Oud Beyerland were





not established until 1831. The cancel "Kamp by Ryen" (Type 25d) was sent in May 1836 to the office that had been temporarily established at that military camp and was used there also in 1837 and 1838 (According to Circulars 288 and 295).

In 1836 Schiedam was issued with Type 25C. In 1840-42 type 25 was sent to another 24

offices: for instance, in 1841 they were sent successively to Alkmaar, Eindhoven, Gorinchem, Den Helder, Gouda, Tilburg, Meppel, Zutphen and Assen.

SCREW CANCELS

Screw cancels were in use until 1906, at first made of copper and later of steel. The name was cut into the cancel and the separate characters, inserted as necessary, were fastened in position by the screw. The previously mentioned cancels of Alkmaar, Gorinchem, Gouda, Tilburg, Meppel and Zutphen were made of steel. The date cancel sent to Tiel on 28 June 1857 was made of copper (Type 40). In 1860 Amsterdam received a steel hour-cancel (Type 42). It is not known when exclusively the steel cancels were made. In 1906 cancels without separate characters were introduced – Refer to: typenraderstempels.



BELGIAN DAY CANCELS (types 26 & 26a)

In Limburg the offices of Roermond, Sittart, Vaals and Venlo had been in the hands of the Belgians who had used types 26 and 26a; type 26 was used at Ruremonde, Sittart and Venlo, likewise type 26a at Venlo.

Supplement relating to type 26a.

Sittard. The distribution office Fauquemont (French name for Valkenburg) was replaced on 4 March 1838 (according to the Belgian book of postmarks) by a postoffice which a smaller version of type 26a postmark (24 mm diameter).



By the final treaty of 19 April 1839, the offices at Roermond, Sittart, Vaals and Venlo came again under Netherlands jurisdiction. Belgium relinquished that part of Limburg on the right side of the Maas, as well as Maastricht with its surrounding countryside and the country north of a line drawn from the southernmost point of North Brabant to the Maas, to the north of Stevensweert. This is confirmed in Article 6 of Circular 301 of 25 June 1839: "As a consequence of the reconquest of that part of Limburg returning under the King's government, correspondence between the places belonging to that area and other parts of the Kingdom will in all cases be treated as domestic correspondence. This applies especially to letters arriving from and dispatched to Roermond, Sittart (see supplement below), Vaals and Venlo". Regarding Luxemburg, the following is an extract from Lettink (page 74): "Belgian troops on taking Luxemburg maintained from there a regular

postal service with Trier which was carried out by cavalry orderlies. Mail addressed to the civilian population of Luxemburg (town) was delivered by Belgian postmen who were allowed into the town by arrangement. The Dutch office was entirely shut off from the outside world (the town of Luxemburg was not occupied by the Belgians as it belonged to the German Confederation and a garrison of 5000 Prussians occupied the fortress). Because of the length of the war, Belgium tried to open negotiations with Prussia in 1836 and proposed a pact regarding the country of Luxemburg. Prussia refused for political reasons. This did nothing to lessen the difficulties surrounding Luxemburg's postal arrangements; it was a peculiarity of the time for the postal affairs of a country to be handed over to a third party. This gave rise to a curious incident with Prussia. After the peace with Belgium in 1839 it was agreed that Prussia should control postal matters in Luxemburg for the ensuing twelve years. The agreement had already been ratified by Prussia, when it was immediately refused by Holland because, on the accession of King Willem II, government policy had been altered. Prussia saw little benefit in the management of the postal affairs of Luxemburg, however, it would not part with the right before the Dutch government had agreed that no other foreign administration would take over the postal administration.

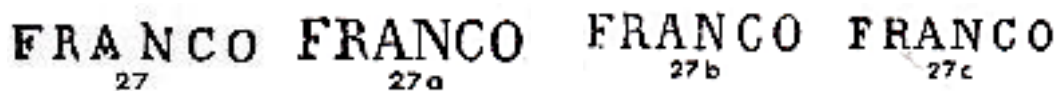
CANCELLATION FOR PREPAID MAIL.

In many "passé"-offices (i.e. clearing-offices dealing with correspondence to be forwarded to its destination) it was the practice to put crossed lines on pre-paid letters. By Circular 242 of 3 September 1831 it was laid down that this should be discontinued to make certain only the word "Franco" appeared on correspondence because the use of crossed lines led to abuse.

FRANCO CANCEL

As the date cancel had also to be put on pre-paid documents the addition of the place of origin in the "Franco" mark was superfluous. It is not exactly known when the first "Franco" cancellations without town name were used. In the oldest book of postmarks only the date cancels of 1829 and cancellations "Na Posttijd" were printed. The second came into use in 1836 and carries us up to 1842. The cancellation with the town name was mentioned with the words "marker Franco" in a Circular dating before 1829 so that the uniform namemark mentioned in Circulars 217 and 242 furnishes no proof

The letter A is found in Dirksland and Leeuwarden. They differ in size; the ones with an A as well - see types 27a - 27c.



Some offices do not seem to have received the canceling marker for some time, as Goes and Rotterdam in 1842 still used the model with town name added. It is also possible that these first "Franco" markers were used for a considerable period; Rotterdam for instance still made use of it in 1855 and even in 1856 without frame, though the "Franco" cancellation marker alone was introduced in 1844 and Franco with frame in 1861 (see also , supplement below).

Supplement relating to type 27

The marker "Franco" had been used at Amsterdam as early as 2 March 1829 and at 's Gravenhage on 26 July of that year, so that only a few weeks could have passed between the receipt of the date cancel and type 27. Also "Franco" with the 'A' and 'v' type has been found for Willemstad.

FIRST FRANCO DATE CANCEL (type 28 & 28a)

Amsterdam used type 28 in 1834 and type 28a in 1835. Cancellations were made in blue and this combination of date and "Franco" are the earliest trial cancellations yet known.

Supplement relating to type 28:

So far as is known to date, the dates of use are between 23 September 1833 and 5 March 1835.



Supplement relating to type 28a:

On 7 August 1835 a cancel was used whose letters were higher and thinner than those in type 28a. For further details concerning the cancellations of Franco Amsterdam refer to an article by Mr. Carsten in "De Philatelist" of May 1936.

FRANCO in oval frame.



Date in centre of circle.

Type V28a

FRANCO in square cornered frame. Date below centre. There is also a difference in the size and shape of the letters of FRANCO.

Based on some recently discovered material a third form of Type 28 has been found. This resembles Type 28a but differs in the following respects: 1. The letters of FRANCO in Type 28a are widely spaced and are plus or minus 3mm in height while those of the third form also fit in closely to the frame while with the Type 28a there is a distinct margin between the letters of FRANCO and its frame. 2.

The day and month figures are in the centre of the circle with the third form while as already mentioned in Type 28a they are below the centre. 3. The circle in the third form has a diameter of plus or minus 31 mm while that of Type 28a is plus or minus 2 mm. The earliest known cancel of Type 28 is on a letter dated 23 September 1833 and this form was used during 1834 and 1835. Type 28a then came into use probably not until the beginning of 1838. It was then re-issued in 1840 of which period only one example is known - 12 December 1840. In its three forms this cancel is only known used at Amsterdam.

1837
CANCELLATIONS FOR ALL MAIL

DATE MARK WITH A NUMBER FOR MONTH (types 29 – 29B)

Subsequent to June 1837 cancellation marks were gradually provided with a rosette, star or clover leaf being found under the figure denoting the month. The diameter of the cancellations shown in the book of plates consists of 23 mm and 24 mm but are seldom found as large as 25 mm.



Alkmaar
Almelo
Alphen
Amersfoort
Amsterdam
Apeldoorn
Arnhem
Assen
(Bergen-op-Zoom
(Bergen-Op-Zoom
Beverwyk
Bommel
Breda
Heerenveen
(Den Helder
(Den-Helder
Hellevoetsluis
Helmond
's Hertogenbosch
Heusden
Hoorn
Hulst
Kampen
Leerdam
Leeuwarden
Leiden
Maassluis
Maastricht
Medemblik
Meppel
Middelburg
Monnikendam

Brielle
Culemborg
Delft
Delfzyl
Deventer
Dirksland
Doesborgh
Dokkum
Dordrecht
Edam
Eindhoven
Elburg
Enkhuizen
Naarden
Ter-Neuzen
Nymegen
Oldenzaal
Oostburg
Oosterhout
Oud-Beyerland
Purmerend
Roermonde
Rotterdam
Schiedam
Sittart
Sluis
Sneek
Tholen
Tiel
Tilburg
Utrecht
Vaals

Enschede
Franeker
Geertruidenberg
Goes
Gorinchem
Gouda
Grave
's Gravenhage
Groningen
Haarlem
Harderwyk
Harlingen
Hattem
Valkenburg
Veendam
Venlo
Vianen
Vlaardingen
Vlissingen
Waalwyk
Wageningen
Winschoten
Winterswyk
Woerden
Woudrichem
Zaandam
Zierikzee
Zutphen
Zwolle

Cancellations still unknown
Naarden, Rozendaal, Schoonhoven, Steenberg, and Willemstad.

Regarding Eindhoven and Sluis, it is doubtful whether the marks Einthoven and Sluis, which were first made, were ever used.

According to Circular 318 of 18 December 1841 post offices in the Grand Duchy of Luxemburg ceased to come under the direct control of the Netherlands postal administration with effect from 1 January 1842. From the evidence of the postage-lists of Luxemburg offices, these offices were established at Diekirch and Wiltz, but neither office appears to have been issued with cancellation Type 29. Circular 217 remained in force so that the cancellation served to indicate departure on all mail, both pre-paid and unpaid, and at the same time as an arrival mark. It had to be impressed in red ink. Between 1845 and 1850 different cancellation marks were issued for these purposes; that of Ter-Neuzen was still in use in 1857.

1844 CANCELLATION FOR PRE-PAIDMAIL

FRANCO CANCELLATIONS WITHOUT YEAR In Circular 348 of 24 December 1844 new instructions were issued regarding the franking of letters and with these new orders was a general instruction for the use of cancellation Type 30 which had already been provided, for instance, to Leiden as early as 23 October 1838 and to Haarlem on 24 February 1839. The diameter of the Type 30 cancellation can be 20, 22 or 25mm. The "Franco" day-mark was now to be used in indicating departure for totally or partially (see foreign section) prepaid letters and blue ink was to be used.



Known cancellations

Alkmaar	Dirksland	Harderwyk
Almelo	Doesborgh	Harlingen
Alphen	Dokkum	Hattem
Amersfoort	Dordrecht	Heerenveen
Amsterdam	Edam	Den Helder
Apeldoorn	Elburg	Hellevoetsluis
Arnhem	Enkhuizen	Helmond
Bergen Op-Zoom	Enschede	's Hertogenbosch
Beverwyk	Franeker	Heusden
Bommel	Geertruidenberg	Hoorn
Breda	Gorinchem	Hulst
Brielle	Gouda	Kampen
Culemborg	Grave	Leerdam
Delft	's Gravenhage	Leeuwarden
Delfzyl	Groningen	Leiden
Deventer	Haarlem	Maassluis

Maastricht	Schiedam	Waalwyk
Medemblik	Sittart	Wageningen
Meppel	Sluis	Willemstad
Middelburg	Sneek	Winschoten
Monnikendam	Tholen	Winterswyk
Naarden	Tiel	Woerden
Ter-Neuzen	Tilburg	Woudrichem
Nymegen	Utrecht	Zaandam
Oldenzaal	Vaals	Zeist
Oosterhout	Veendam	Zierikzee
Oud-Beyerland	Venlo	Zutphen
Purmerend	Vianen	Zwolle
Roermond	Vlaardingen	
Rotterdam	Vlissingen	

For Den Helder and Zutphen refer to 1852 obliteration cancellations

Cancellations still unknown:

Assen, Oostburg, Schoonhoven, Valkenburg (sub-office from 1 September 1850)

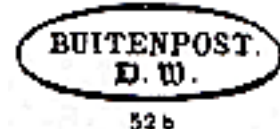
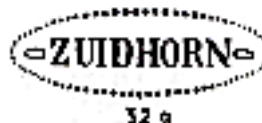
The cancellation of 1837 remained in use for outgoing' unpaid letters (according to Circular 348) but in this case red ink was to be used. The circular does not mention marks of arrival so that in this respect Circular 217 of 26 January 1829 remained operative and therefore Type 29 continued to be used as mark of arrival in red.

The outgoing postmark for all unpaid letters was, therefore, from 1845 the same as that used on all incoming mail. No specific mention was made in Circular 348 regarding printed matter. From 1845 the Franco cancellation was used for printed matter in the manner already dealt with in the earlier section of this book covering the period 1810-1813/ 1814; printed matter had always to be pre-paid.

DISTRIBUTION OFFICES

The franking of letters to and from these offices was carried out, according to the orders laid down in the "General Instruction", only in receiving offices. Though no cancellation stamps had been supplied to distribution offices many of these made use of markers either in the shape of oblong name cancellations (Type 31), as had been in use at post offices until 1829, or models of their own devising, consisting of an oval or circular mark with the name of the place embellished with a linear or some other decoration. Both kinds are represented by types 31-31b and 32-32b.

RHENEN *Blokzijl.*
31 31 b



Types 31-31b

Alblasserdam	Hilversum	Uithuizen
Amerongen	Hoogezand	Weert
Appingedam	Loenen	Weesp
Barneveld	Maarssen	Woercom (later
Batenburg	Onderdendam	Workum)
Beerta	Rhenen	Ysselstein (two types)
Blokzyl	Schagerbrug	Zeist
Driebergen	Sluis	Zuidbroek
Goederede	Sommelsdyk	Zwammerdam
Grijpskerk	Texel	
Hengelo	Tuijl	

The earliest example (Sluis) is dated 1824. The size used for these franking stamps differs considerably. At Hoogezand and Woercom the names are sometimes written on the letters, instead of being canceled (see also supplement below).

Supplement relating to Type 31

The following supplementary names should be added to the above list:

Delden, Dixmuide (7.3.1821), 's Graveland, Middelharnis, Nijkerk, Oudorp, Smilde, Varsseveld, Voorschoten, the letter W of Waddingsveen, Zevenbergen in scriptletters, Wollega in Type 21a and a similar S Heereveen of Steenwyk (23.1.1821). Finally Zwaluw in circle without surround. The oldest known example is Zwammerdam, dated 3.1.1812.

Types 32-32b

Known offices within an oval

Akkrum	Joure	Wormerveer
Axel	Koevorden	Wyhe
Buitenpost	Makkum	Wyk By Duurstede
Culenburg	Mechelen	Ysselstein
Gorredyk	Nykerk	IJzendijke
Hasselt	Steenwyk	Zuidhorn
Hilversum	Stolperbrug	
Irnsum	Weert	

Supplement relating to Type 32

Bloemenaal (not mentioned by Heringa as a distribution office), Breukelen, Brouwershaven, Eemnes, Groenlo (in three sizes), Hardenberg, Harmelen, Hillegom, Klundert, Oudewater (two examples - name in one line enclosed in oval and name curved within circle) and Sassenheijm.

The day-marks used at the Limburg offices of Mechelen and Weert (Type 33) are of Belgian origin.

Supplement relating to Type 33

Also Fauquemont and Horst. It is probable that Beeck, Horn, Kessel, Susteren and Thorn were distribution offices (Belgian book of cancellations, page 39) but they were abolished with effect from 1 January 1837.

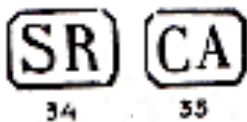


In towns where no post office was established, and in the rural districts a distribution fee was charged for delivery, payable by the addressees. This extra fee was allowed to the distributors in addition to their commission. Usually the charge was 2 ½ cents for delivery of a letter within the more thickly populated area near to where the distributor was established. Beyond such limited area the fee levied was relative to the distance.

RURAL MAIL OF LIMBURG

In that part of Limburg occupied by the Belgians the regulations governing Belgian country posts were in force'. According to this "Reglement pour le service rural" of 20 August 1836, a fixed duty of one centime had to be paid on a letter from a place without a post office and also for a letter to that place, over and above the ordinary postage. If there was no office either in the place of dispatch or the place of receipt the fee was charged once only. Such letters had to be franked at the office of dispatch with S.R (service rural).

This mark was imprinted on the back of the cover for letters prepaid to places with no established post office. These fixed duties were not chargeable on letters to be delivered in the district covered by the office of receipt. Such correspondence was marked C.A. (correspondence de l'arrondissement). But there was one exception: the duty was payable if such a letter was paid for but its destination a rural area without postoffices; in that case the was also stamped S.R. According to the first agreement on postal matters, which was concluded with Belgium on 10th September 1839, this regulation remained in force in that part of Limburg which had been occupied.



The cancels SR (#34) and CA (# 35) have been used there later on as well. These marks were also used in the same district in later years, when the supplementary postage became 5 cents, the authority being Circular 305 of 11th October 183. Subsequently it was pointed out that these regulations were valuable for

correspondence from other provinces to that part of Limburg and vice-versa. Letters destined to, or originating from a place in Limburg where there was no post office but a delivery office, did not need to carry the ordinary country postage.

For place coming under the administration of delivery offices at Bergen, Well, Gennepe, Mook, Arcen, and Afferden, the postal service was arranged as in the other provinces (Circular 382 of 13th April 1848) so that the special regulations did not apply.

For franking by country postmen see under Administrative Marks.

CHAPTER II

Domestic, 1850-1893

POSTAL REFORM

The Postal reform and introduction of postage stamps in England in 1840 was soon followed by other countries, and it was soon plain in Holland that re-organization in this respect was necessary. The first step in this direction was contained in the Official Gazette, No. 15 of April 12, 1850. This fixed the postal rates and regulated postal service generally after September 1850, when it came into operation, and the transport of mails again became a national monopoly. Postal charges varying according to the distance between place of mailing and the destination remained because of the at first unfavorable result of the Penny-Post system introduced in England ten years before.

The rates were:

Up to and including 30 miles	5 cents
Up to and including 30-100 miles	10 cents
Over 100 miles	15 cents

(The third of the above rates was abolished in 1855 when, by the Law of 5th July 1855, Staatsblad No. 61, postage to distances over 30 miles was fixed at 10 cents irrespective of distance.)

The new regulations of 1850 had a far-reaching effect. Most important was the introduction of postage stamps though no actual issue of these occurred until two years later. Secondly, the registration of letters with declaration of values was introduced, and reorganization carried out in other minor respects. The number of offices was also increased from 94 to 120, the smaller delivery offices became sub-offices, which increase as time went by. More deliver offices were introduced in the rural areas. The special delivery fee for rural areas was limited to places in which a delivery office was newly-established, or in which delivery took place at any distance from a sub-office. In 1862 the delivery fees were being abolished gradually and by 1865 the abolition was complete. The Limburg extra rural postage was also abolished and the special marking no longer needed.

From now on the method of transport of mails was extended. In 1844 use was made of the railway in the transport of letters in "sealed bags". In 1850 a further regulation was made governing not only the dispatch of mails in bags but also of separate letters in the care of the railway conductors. Further routes were opened and soon a regular system of dispatch by sea.

1850-1893.

Based on the significant differences within the groups of offices these groups will be handled separately in the following order:

- A: (Main) Postoffices (Postkantoren)
- B: Sub Postoffices (Hulpkantoren)
- C: Delivery houses (Bestelhuizen)
- D: Trains, boats, trams.
- E: Branch Offices(Bijkantoren)
- F: Railway Stations

A: MAIN POST OFFICES

Hand cancels

1850

Cancellation of Non-prepaid Mail

Cancellations with Egyptian letters with bent year.

For this cancellation the regulations laid down in Circular 348 of 24th December 1844 remained in force. The offices opened on 1st September 1850 were issued with type 36, the diameter being 25 or 26 mm., except for Eindhoven which was 24 mm. Variations in the letters and figures are to be found. Insertion of the year in the cancellation made the earlier rosette or other decoration not needed any more.

Known Cancellations

A: The 26 new offices

Appingadam
Bolsward
Boxmeer
Delfshaven
Goor
Heerlen
Hilversum
Hoogezand
Koevorden

De Lemmer
Loenen
Nykerk
Onderdendam
Oudewater
Sas van Gent
Schagen
Steenwyk
Terborgh

Velp
Weert
Weesp
Wormerveer
Wyk by Duurstede Zeist
Zevenaar
Zevenbergen



B: the already existing postoffices

Amersfoort
Amsterdam
Dordrecht
Eindhoven
Geertruidenberg

's Gravenhage
Haarlem
Harderwyk
Rozendaal
Schiedam

Schoonhoven
Tilburg
Zwolle

Cancel 36 has possibly been used by other offices as well. Refer to the complete list of the 120 offices of the listing of 1850 for type 37

1850

Cancellation of prepaid mail

FRANCO postmarks with Egyptian letters and year

Type 37 was supplied to offices opened on 1st September 1850, to some of the earlier established offices and to the temporary office of Zeist, which was used in 1853, 1854, and 1859 for military camps.

The diameter of the postmarks is usually 23, or 24 mm, but some measuring 22 or 25 mm. are known.

Known Marks

A: The 26 new offices (plus Kamp bij Zeist)

Appingadam
Bolsward
Boxmeer
Delfshaven
Goor
Heerlen
Hilversum
Hoogezand
Koevorden

De Lemmer
Loenen
Nykerk
Onderdendam
Oudewater
Sas van Gent
Schagen
Steenwyk
Terborgh

Velp
Weert
Weesp
Wormerveer
Wyk by Duurstede Zeist
Zevenaar
Zevenbergen
Kamp bij Zeist



B: Offices established earlier

Amersfoort
Amsterdam
Arnhem
Assen
Bergen op Zoom
Bommel
Breda
Doesborgh
Dordrecht
Edam

Eindhoven
Enschede
Geertruidenberg
Goes
Grave
's Gravenhage
Groningen
Haarlem
Harlingen
Den Helder

Helmond
Heusden
Hoorn
Leeuwarden
Leiden
Maastricht
Middelburg
Monnickendam
Naarden
Oostburg

Oud-Beyerland
Roermond
Rotterdam
Schiedam
Schoonhoven

Sittard
Steenbergen
Tilburg
Utrecht
Venlo

Vianen
Vlissingen
Willemstad
Zierikzee
Zwolle

Unknown are:

Alkmaar
Almelo
Alphen
Apeldoorn
Beverwyk
Brielle
Culemborg
Delft
Delfzyl
Deventer
Dirksland
Dokkum
Elburg
Enkhuizen
Franeker
Gorinchem
Gouda

Harderwyk
Hattem
Heerenveen
Hellevoetsluis
's Hertogenbosch
Hulst
Kampen
Leerdam
Maassluis
Medemblik
Meppel
Nymegen
Oldenzaal
Oosterhout
Purmerend
Rozendaal
Sluis

Sneek
Ter Neuzen
Tholen
Tiel
Vaals
Veendam
Vlaardingen
Waalwyk
Wageningen
Winschoten
Winterswyk
Woerden
Woudrichem
Zaandam
Zutphen

1852

Obliteration The issuing of the 5, 10, and 15 cents postage stamps - used -
Cancels in respect of the three-tier system for Domestic Mail – by Royal
Degree of 12 November 1851 Staatsblad No. 143, did not as might be
expected result in the issue of new cancellation postmarks, but by Circular 447 of 28
December 1851 a new regulation was laid down concerning cancellations. Letters could
now be prepaid or franked with postage stamps, the latter abolishing the necessity of
taking a prepaid letter to the postoffice since it could be placed in the letter boxes already
provided for the non-prepaid letters, or with the money to defray postage, the affixing of
stamps being done officially.

Types 30 and 37 were used, in black. Cancellations in blue was done away with. In the case of prepaid letters the mark of departure on the face of the cover was also the cancellation mark and had, therefore, to be imprinted on part of the stamp itself. Two stamps affixed side by side might be cancelled with one mark if half of each stamp was covered by the cancellation.



It is possible that not all the offices to which Type 30 was issued made use of it as a cancellation mark. Den Helder and Zutphen are known with Franco in the cancellation. Winschoten continued to use blue ink and cancellations from this town are known with Type 30 in that color.

Legal Rulings and Marking during this Period. Until 1 January 1871 the postal charge for letters was based on distance and weight: for printed matter the question of distance was not taken into consideration (Articles 2 and 13 of the Law dated 12 April 1850, Stbl. No. 15). This regulation had no bearing on cancellation or franking carried out by the post offices.

Uniform Postage. Differences had earlier existed between the methods of marking prepaid and non-prepaid mail. Although not liable to compulsory franking according to the Law of 1870 a new Law of 1 January 1871 stated that all prepaid letters should be subject to a uniform rate of postage as well as non-prepaid letters and those insufficiently stamped. In 1870 71% of the letters were not prepaid; in 1871 the number had fallen to 5%; in 1878 the number of non-prepaid letters dispatched had decreased to below 1%. By Laws of 1850, 1870 and 1891 all printed matter had to be prepaid, but the Laws governing the franking of printed matter were not the same as those applying to prepaid letters. Samples were treated as letters: only for those above the basic letter weight a reduced scale was sometimes allowed (Law of 1850, Article 11). Generally speaking, the marking of non-prepaid and prepaid samples followed the same rules as for letters of similar weight. The departure and cancellation marks will be dealt with later. Regarding arrival marks it is sufficient to mention that all documents on arrival were canceled with the departure mark for letters, i.e. until 1861 with the hand stamp used for non-prepaid letters. In that year the departure mark was used for all correspondence.

Departure- (and Obliteration) Postmarks

Non-prepaid Letters.

These were stamped with a postmark of departure, for which a dated hand stamp had always been used.

Prepaid Letters.

For these the Franco dated-postmark was used for both obliteration and departure mark until 1861. From that date until 1893 dated postmarks were not used for obliteration of stamps on letters, so a dated-postmark had to be impressed on the cover as mark of departure.

Printed Matter.

The Franco dated-postmark was used for this as mark of departure only after 1851, as such documents could not be franked with stamps at that time. Later, even in 1861, it was permitted that the sender might frank with stamps and the Franco dated mark was withdrawn from use for letters at the offices. It was decreed however that the mark should remain in use for printed matter, so that the postage stamps on it had to be cancelled with this mark.

In 1869, on the introduction of printed matter stamps, the Franco dated-mark was used as obliteration marker, and in 1876 a new dated-postmark came into use: the obliteration postmark has always also been the departure postmark.

Summary of Markings for Letters, Samples and Printed Matter from 1850–1893.

For illustrations of these types, refer to the detailed description of each under their specific heading by year

Letters and Samples.

Non-prepaid

Departure Marks

1850 Types 29 and 36.
1852 Type 28.
1854 Type 40.
1860–1866/67 Type 42 principal offices.
1864–1866 Type 44 four offices.
1864–1866 Type 45 three offices.
1865–1866/67 Type 47 thirty-six other offices.
1865–1866 Type 48 's Gravenhage.
1866–1867 Type 49 thirty-nine offices.
1866/67–1877 Type 50a.
These marks were also used for arrival of all letters, samples and printed matter.

Prepaid

Departure Marks

1850–1852 Types 30 and 37

Departure mark and Cancellation of postage stamp.

1852 Types 30 and 37
1854 Type 39.

Departure Mark.

+ *Cancellation Mark.*

1861–1877 as for non-prepaid mail.

1861–1869 Type 43.

1869–1893 Type 52

1877–1893 Type 54, also used as arrival
mark for all letters, samples
and printed matter.

for samples:

1869–1876 also used type 51

1892–1893 Type 54 only serving
dual purpose as above.

Printed matter.

Prepaid franking with stamps was permitted at the beginning of 1861, and became compulsory at the introduction of printed paper stamps.

Not-prepaid

Pre-paid

Departure Marks.

Combining *Cancellation* and *Departure Mark*

1850 Types 30 and 37.

1869–1876 Type 51

1854 Type 39

1876–1877 Type 50a

1861–1866/67 Types 39 and 46. Sometimes
served dual purpose as above.

1877–1893 Type 54

1866/67–1869 Type 51 Sometimes served
dual purpose as above.

Color of Ink. The following changes in the colors of ink to be used for postmarking were decreed for non-prepaid and prepaid mail.

Departure mark on Non-prepaid mail
= mark of arrival on all mail in Red ink.

Departure mark and cancellation on prepaid
mail.

1850–1870 Red
 Red
 Red

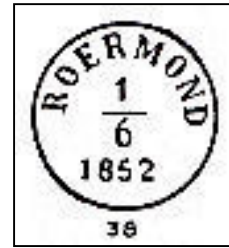
1850–1851 Blue.
1852–1861 Black.
1861–1869/70 Red on letters and samples,
 Black on stamps,
 Black on printed matter.

Starting 1869/70–1893, all marking was done in black ink.

1852.

Marking of Non-prepaid Mail

Dated mark with Roman Letters and year. Type 38 was already in use at Utrecht on 3 September 1851, but in the following year appears to have been taken into more general use. It is found with diameters 24, 25 or 26 mm. Variations in letters and figures for this type too.



Known Marks.

Amsterdam	Edam	Leerdam	Roermond
Arnhem	Enkhuizen	Leeuwarden	Sluis
Bergen op Zoom	Goes	Leiden	Sneek
Beverwyk	Gouda	Maastricht	Steenbergen
Bolsward	Grave	Meppel	Steenwijk
Bommel	's Gravenhage	Monnickendam	Utrecht
Boxmeer	Haarlem	Monnikendam	Venlo
Breda	Hellevoetsluis	Naarden	Vlissingen
Brielle	Hoorn	Oosterhout	Willemstad
Deventer	Kamp bij Zeist	Oud-Beyerland	Zierikzee

Type 38 was also in use at Rotterdam in 1853 --- for about three months --- and may also have been used at other offices additional to those mentioned above. See complete list of 120 offices of 1850, relating to Type 37.

1854.

Cancellation of Prepaid Mail.

Franco Dated Mark with Arabic Letters and Figures. Type 39 with Arabic letters was used after 1854 in the cancellation, the diameter of which varied from 23 to 25 mm.



Known Marks.

Alkmaar	Beverwyk	Delfzyl
Almelo	Bommel	Deventer
Alphen	Boxmeer	Dirksland
Amersfoort	Breda	Doesborg
Amsterdam	Breskens	Dokkum
Apeldoorn	Brielle	Dordrecht
Arnhem	Culemborg	Eindhoven
Assen	Delfshaven	Elburg
Bergen-op-Zoom	Delft	Enkhuizen

Enschede	Leiden	Terborgh
Franeker	Loenen	Tholen
Geertruidenberg	Maassluis	Tiel
Goes	Maastricht	Tilburg
Goor	Medemblik	Utrecht
Gorinchem	Meppel	Vaals
Gouda	Middelburg	Veendam
Grave	Monnikendam	Veghel
's Gravenhage	Naarden	Venlo
Groningen	Ter Neuzen	Vianen
Haarlem	Nykerk	Vlaardingen
Harderwyk	Nymegen	Vlissingen
Harlingen	Oldenzaal	Waalwyk
Hattem	Oostburg	Wageningen
Heerenveen	Oosterhout	Willemstad
Heerlen	Oud Beyerland	Winschoten
Den Helder	Purmerend	Winterswyk
Hellevoetsluis	Roermond	Woerden
's Hertogenbosch	Rotterdam	Wormerveer
Heusden	Rozendaal	Woudrichem
Hilversum	Sas van Gent	Wyk bij Duurstede
Hoorn	Schiedam	Zaandam
Hulst	Schoonhoven	Zevenaar
Kamp bij Zeist	Sittard	Zevenbergen
Kampen	Sluis	Zierikzee
Koevorden	Sneek	Zutphen
Leerdam	Steenbergen	Zwolle
Leeuwarden	Steenwyk	

Marks still unknown.

Appingadam	De Lemmer	Velp
Bolsward	Onderdendam	Weert
Edam	Oudewater	Weesp
Helmond	Schagen	Zeist
Hoogezand		

Edam and Oudewater used in April 1860 a cancellation with Roman letters and year; a specimen of Type 37 was brought back into use in Lemmer in 1865. As the official book of cancels was commenced in 1855 it is not impossible that some of the other offices mentioned received their Type 39 marks in 1854. Amsterdam is known to have issued a cancellation with Arabic figures and no year in 1860.



See under 1861–1866/67 the list of offices established after 1 May 1861. These are especially mentioned in view of the instructions of that month regarding alterations in the use of the Franco and dated marks.

1854

Marking of Non-Prepaid mail.

Dated Mark in Roman Lettering (Type 40.) Type 40 was introduced in 1854. Its diameter at first 25 or 26 mm. was later reduced to 24 mm. Some variation occurs, e.g., Hoorn measures only 24 mm. while Winterswyk is 27 mm. At first, large figures and later small letters were used so that variations in the sizes of the mark and character used vary on different impressions made by the same office.



Complete list of Names.

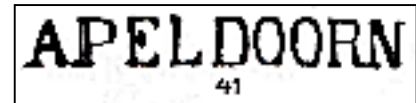
Alkmaar	Eindhoven	Kampen
Almelo	Elburg	Koevorden
Alphen	Enkhuizen	Leerdam
Amersfoort	Enschede	Leeuwarden
Amsterdam	Franeke	Leiden
Apeldoorn	Geertruidenberg	De Lemmer
Appingadam	Goes	Loenen
Arnhem	Goor	Maassluis
Assen	Gorinchem	Maastricht
Bergen-Op-Zoom	Gouda	Medemblik
Beverwyk	Grave	Meppel
Bolsward	's Gravenhage	Middelburg
Bommel	Groningen	Monnikendam
Boxmeer	Haarlem	Naarden
Boxtel	Harderwyk	Nykerk
Breda	Harlingen	Nymegen
Breskens	Hattem	Oldenzaal
Brielle	Heerenveen	Onderdendam
Culemborg	Heerlen	Oostburg
Delfshaven	Den Helder	Oosterhout
Delft	Hellevoetsluis	Oud-Beyerland
Delfzyl	Helmond	Oudewater
Deventer	's Hertogenbosch	Purmerend
Dirksland	Heusden	Roermond
Doesborgh	Hilversum	Rotterdam
Dokkum	Hoogezaand	Rozendaal
Dordrecht	Hoorn	Sas van Gent
Edam	Hulst	Schagen

Schiedam	Utrecht	Willemstad
Schoonhoven	Vaals	Winschoten
Sittard	Veendam	Woerden
Sluis	Veghel	Wormerveer
Sneek	Velp	Woudrichem
Steenbergen	Venlo	Wyk-bij-Duurstede
Steenwyk	Vianen	Zaandam
Terborgh	Vlaardingen	Zeist
Ter Neuzen	Vlissingen	Zevenaar
Texel	Waalwyk	Zevenbergen
Tholen	Wageningen	Zierikzee
Tiel	Weert	Zutphen
Tilburg	Weesp	Zwolle

Later the mark was used at Kamp bij Milligen where a temporary office was established in 1860, 1861, 1862 and 1864 for the military camp there, and at Scheveningen from 1864 until 1870 inclusive for the season (Scheveningen is a holiday resort). After that time the mark Oosterhout was used, but only for a short time for subsequently the year characters were used in cancel Type 38.

1857.

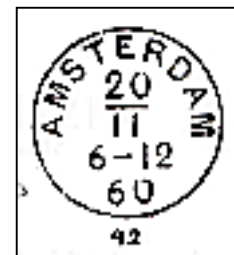
Unofficial Postmarks. In Circular 528 of 13 February 1857 attention was drawn to the fact that the use of marks other than those provided by the administration were not allowed. The town-name cancellations Apeldoorn and Delft are, however, known in Type 41.



1860.

Franking of Non-prepaid mail.

Hour-cancels. The hour-marks as in Type 42 were of 24 or 25 mm. diameter. Such marks were suggested in the Preliminary Report relating to the Budget of 1860, according to Circular 571 of 2 October 1860. The cancellers (marking stamps) were sent on a trial basis to the larger post offices. In the Circular it was decreed that the marks should point out the hours or that part of the day in which the letters were cancelled. Not until 1866 was any order made in the General Instructions as to the division of the time periods. In Type 42 the mark has been divided for each day issued into three divisions of which the middle one applies to all offices, i.e. 12–5. The first and last periods are not always the same for all offices: we find the first time period 2, 4, 5, 6, 7, 8, 9 to 12 and for the last period 5 to 8, 9, 10, 11, 12.



Known Cancellations.

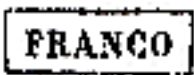
Alkmaar	7-12,	12-5,	5-12;
Amersfoort	7-12,	12-5,	5-12;
Amsterdam	6-12,	12-5,	5- 9;
Arnhem	4-12,	12-5,	5-10;
Assen	8-12,	12-5,	5-10;
Breda	6-12,	12-5,	5-10;
Culenburg	7-12,		
Delft	7-12,	12-5,	5-10;
Deventer	6-12,	12-5,	5-12;
Dordrecht	6-12,	12-5,	5-11;
Enschede	9-12,	12-5,	5-11;
's Gravenhage	7-12,	12-5,	5-10;
Groningen	5-12,	12-5,	5-10;
Haarlem	4-12,	12-5,	5-10;
Harlingen	5-12,	12-5,	5-10;
Den Helder	7-12,	12-5,	5- 8;
's Hertogenbosch	2-12,	12-5,	5-11;
Hoogezaand	7-12,	,	5-11;
Hoorn	7-12,	12-5,	5-11;
Leeuwarden	7-12,	12-5,	5-10;
Leiden	5-12,	12-5,	5-10;
Maastricht	4-12,	12-5,	5-10;
Middelburg	7-12,	12-5,	5-10;
Nymegen	6-12,	12-5,	5- 9;
Rotterdam	5-12,	12-5,	5-10;
Schiedam	7-12,	12-5,	5-10;
Utrecht	5-12,	12-5,	5-10;
Vlissingen	7-12,	,	5- 8;
Zaandam	8-12,	12-5,	5- 8;
Zutphen	7-12,	,	5-11;
Zwolle	4-12,	,	5- 9;

1861.

Changes in the Instructions Concerning Cancellations.

Orders were given that cancellations were to be sharp, but the result was not always satisfactory, due largely to the careless assembling of the interchangeable figures which were sometimes placed in such a way that they could not touch the paper when in use. Also, the cancellations did not show clearly when it was the same as the color of the stamp. Decisive measures were taken, however, as shown in Circular 578 of 12 April 1861, according to which the Minister of Finance --- to whom postal finances reported --- introduced Franco marks combined with an indication of the time of posting. The scheme had nevertheless to be abandoned as the Type of Franco

mark in use at that time could not readily be adapted to it. The following regulations were therefore made which would come into effect at every office on the day of receipt of the new cancellation stamp.



The Franco dated mark was replaced by canceling with only the word FRANCO, in black, (a) as cancel of stamps on letters, and (b) as departure mark on letters to countries with which it was not yet agreed that correspondence was to be franked with postage stamps.

This new mark was delivered to the dispatch office at Moerdijk in 1855, and in the following year to that of the N.R. Spoorweg. The conductors on the Hollandsche Spoorweg received their hand stamps in July 1859, and on 23 December 1859 it was delivered to sixty-one offices. The word FRANCO was enclosed in an rectangular frame and is to be found in various Types. Its use was not confined to main offices, but was employed also at some sub-offices and on certain trains.

The cancellations had to be carried out in such a way that at least it overlapped one side of the stamp, leaving traces on the cover. It sometimes occurred that when this cancellation was made the cover was not touched owing to the depth of stamps being greater than the mark itself. Circular 616 of 23 January 1864 decreed that stamps when placed next to each other must be provided with sufficient cancellation, but without touching the address.

As mark of departure, the hour or dated mark had to be printed in red ink on letters franked with stamps, the Franco dated mark being used only for printed matter, black ink being used.

Nothing was decreed about the cancellation of stamps on printed matter, though presentation of such mail franked with stamps was already allowed by Circular 574 of 29 December 1860 (no official franking), in contrast to letters prepaid with money.

Use of Mark.

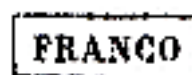
FRANCO (in frame) is found used by:

- A. The offices mentioned in the lists of known and still unknown marks 39, with the exception of Kamp bij Zeist (see Cancellation of Prepaid Matter, 1850, with Type 37, and Oostburg (replaced by a sub-office on 1 January 1858).
- B. The offices which had employed Type 39a.
- C. Kamp bij Milligen and Scheveningen (see under 1854 Non-prepaid Marks), also Hengelo.

The following post offices used Types 43–43a on the dates given and belong therefore to those offices to which the marks were issued on 24 December 1859.



43



43a

Almelo	2.11.60	Heusden	11.5.60
Delfshaven	20. 2.60	Kampen	31.1.60
Goor	4. 3.60	Oudewater	11.5.60
Harlingen	21. 1.60	Sneek	18.1.60
Helmond	30. 1.60	Steenwyk	5.1.60
		Vianen	18.2.60

In the official book of postmarks a list is given of sixty-two offices. It was probably supposed that these were of main offices as the display is labeled "Marks of Post Offices." What was overlooked, however, was the fact that cancellations of some sub-offices were printed in that book. Sub-offices did not receive cancellations directly but from the main offices to which they were attached. Subsequently it was learned that Goedereede and Stellendam which had used the half-circle Dirksland cancellation received on 1 May 1860 and 10 November 1860, respectively, Type 43. Possibly some other sub-offices possessing cancellation stamps of the nearest post office had already received Type 43 in December 1859.

Way of Collecting Cancellations of Types 27, 43, 65, 66, and 74.

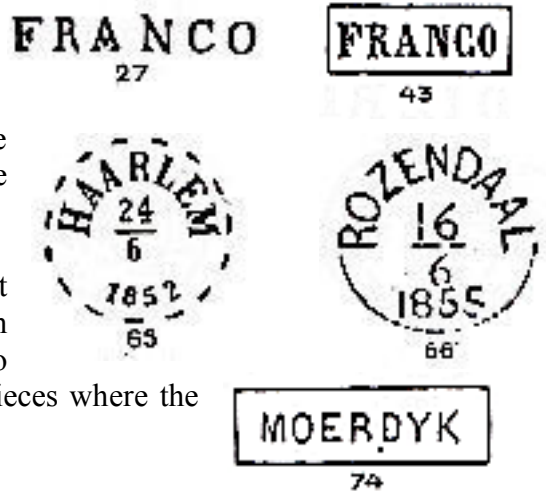
Sandow strongly emphasized that cancellations should only be collected on cover. With all due respect for the excellent intentions of this pioneer collector I have to say that as far as cancels from the time of the introduction of postage stamps are concerned his intentions are going too far for me.

Covers are frequently unnecessary and a strict observance of this rule would hamper collecting. I am however in full agreement with him when there is no certainty of ascertaining from cancels on stamps or pieces where the cancels were used.

Such covers are of no use to the serious collector. Such cancellations as Types 27 and 43 and others without town-name must therefore be collected on cover or piece bearing other cancels indicating the place of use of the cancels in question.

Those who collect these cancels on stamps label themselves as non-expert. It is high time that this was said by a collector who had himself to pass through the beginner stage and has also been the fortunate (?) possessor of such doubtful material. They are collected but their practical value as cancels is nil.

The same applies for the numeral cancellations on stamps from a period when certain numbers were used at more than one office. This also applies to the railway halte postmarks, which we will discuss later.



By collecting on complete covers it will be seen that stamps with the FRANCO (without frame) cancellation were used at Rotterdam post office and later exclusively by the sub-offices which were provided with broken ring or half-circle cancellations.

1861–1866/67

Marks for Printed Matter.

FRANCO dated mark Arabic letters and year. The following offices, established between April 1861 and April 1867, received type 39a.

Boxtel	Driebergen	Maarssen	Texel
Brummen	Haarlemmermeer	Noordwijk	Veenendaal
Doetinchem	Hoogeveen	Oudenbosch	Zwartsluis
Dragten			



The problem that the year was rarely impressed clearly was tried to be avoided by cutting the year directly into the cancel. A specimen of this type of cancel, used at Leerdam in 1863, can be seen in the Postal Museum.

Trial Postmarks.

In the case of each type covered by this period, the diameter of different types ranges from 25 mm. to 27 mm. In 1864 experiments were made with smaller models, and examples measuring 20 mm. in diameter are to be found in each type in use. These do not seem to have been satisfactory, however, for in 1865 an issue measuring 22 mm. diameter was made to post offices. This size was agreed on: dated marks and Franco dated marks which were issued in 1866 and models subsequently sent to offices for a definite use were usually of this diameter.

1864.



Small Type. Type 44 (a 20mm. edition of Type 40) was issued to the offices at Heerlen, Hellevoetsluis, Hilversum and Maastricht, being dispatched on 2 September 1864.

Small Type hour mark. Type 45 (a 20mm. edition of Type 42) was sent to 's Gravenhage, Maastricht and Zwolle, being dispatched on 22 October 1864. The method of indicating the hour was similar to that used in the larger Type mark. At 's Gravenhage there was in 1866 a division into four time periods: 7–12, 12–5, 5–9, 9–11.



Small Type with Franco. Type 46 (a 20mm. edition of Type 39) was sent to Zwolle on 22 October 1864.



1865.

Date-Postmark with branch (“takje”) The diameter of type 47 was 22mm. and was the first example in which the separate characters were placed in the inner circle. The postmark came into use in May 1865 at offices which had not previously received an hour cancellation, and was also issued to offices established in 1865, 1866 and 1867, as well as to the office Kamp bij de Bildt which was temporarily set up on 26 August 1870, and Sliedrecht which was created in 1872.



Known Cancellations

Appingadam	Gouda	Noordwijk
Bergen op Zoom	Grave	Oosterhout
Brummen	Haarlemmermeer	Oud-Beijerland
Delfshaven	Hattem	Oudenbosch
Doesborgh	Heerenveen	Purmerend
Doetinchem	Heerlen	Sliedrecht
Dokkum	Hengelo	Ter-Neuzen
Dragten	Hoogeveen	Veenendaal
Driebergen	Kamp bij de Bildt	Vianen
Eindhoven	De Lemmer	Vlaardingen
Franeker	Maarssen	Woudrichem
Geertruidenberg	Meppel	Zwartsluis
Goes	Naarden	

Type 47 was also used for train and boat cancellations.

A postcard sent from Texel on 7 September 1878 and a postcard marked Purmerend and dated 13 September 1878, both cancellations in type 47, have been found, but neither is shown in the official book of marks. At both offices therefore, the Franco dated mark with branch, type 51, had been in use since 13 January 1876 after removing the Franco ornament at the base. The same may have been done at other offices, probably when pre-canceling. Amsterdam, Druten, Hilversum and Rozendaal have been found on loose stamps. But this is dangerous ground on which to base assumptions, as a date subsequent to 13 January 1876 does not in itself prove anything and used without Franco is not sufficient to base anything with exactitude, owing to the size of the stamp being smaller than that of the entire cancellation, in addition to the distance between the cancellation and the Franco ornament beneath it.



No alteration was made in the directions regarding cancellations, so that types 44, 45, and 47 were used for outgoing letters and samples as well as for arrival of all documents and had to be printed in red ink. Type 46 was intended to serve for outgoing printed matter, black ink, and could be employed as a cancellation mark of the stamps on all mail.

Type with hour indication between circles:

In 1865 and 1866 type 48 (22 mm diameter) was used at 's Gravenhage and was the first cancellation to contain inner circles, the hour indication being placed between the inner and outer circle. The time divisions were 7-12, 12-5, and 5-9. It is possible that as with type 45 there was an additional period 9-11. Egyptian letters were used for name of town and month.



1866

Hour postmark with letter (type 49): Type 49 (22 mm diameter) was issued as a trial to den Helder on 19 June 1866, to Assen on 15 August 1866, to Utrecht on 15 May 1867, and to 's Hertogenbosch on 16 June 1867. In this cancellation the division of each day was marked in three periods and for the first time these were supplemented by a letter, M(orgen) indicating morning and A(vond) indicating evening



Assen	12-5A	5-10A
Den Helder	7-12M	12-5A 5-8A
's-Hert: Bosch	2-12M	12-5A 5-11A
Utrecht	5-12M	12-5A 5-10A

1866-1867 Definitive Cancellations

Two-letter Indications (types 50-50b):

Types 50 – 50b, with a varying diameter of either 22 or 23 mm, gave the time period indicated by two letters. Circular 680 of 22 September 1866 instructed that marks with hour characters, which were to be used in the future, should bear standard time-intervals as follows: 12M-8M, 8M-12M, 12M-4A, 4A-8A, and 8A-12M.



Hour indications: The hour indications in the two-letter small round, large round and star shaped cancellations of

the head-offices, sub- and branch offices, and the stations, were small blocks complete with details of the hour. These blocks contained the upper half of the inner circle, the lower half being inserted as part of the hour indication. In case of train, tram and boat marks both letter and figure characters were assembled.

The first dispatch of the two-letter hour-mark took place on 6 November 1866 to Amsterdam and Rotterdam. In these (type 50) the letters M and A were about half the size of the figure. Later the letters were almost doubled (used at Groningen 10 November 1866). At Rotterdam in January and February 1868 the month "January" and "February" was indicated in very small type, in French, as "Janv" and "Fevr" (type 50b). The reason for this is not known.



At first, as formerly, the new postmarks were issued only to those offices which were considered to be in need of them. But Circular 700 of 17 July 1867 prescribed that all offices should in turn be provided with the new model. Nevertheless, cancellations without hour characters were still issued e.g. type 47 Sliedrecht.

Type 50a was issued to Branch offices and stations as well as to head offices.

Complete list of cancellations (types 50 -50b)

Alkmaar	Enschede	Maassluis
Amersfoort	Franeker	Maastricht
Appingadam	Geertruidenberg	Makkum
Baarn	Geldrop	Medemblik
Almelo	Ginneken	Meppel
Amsterdam	Goes	Middelburg
Arnhem	Goor	Monnikendam
Balk	Gorinchem	Mijdrecht
Alphen	Ginneken	Naarden
Apeldoorn	Gorredijk	Noordwijk
Assen	Gouda	Nijkerk
Barneveld	Grave	Nijmegen
Bergen op Zoom	's Gravenhage	Oisterwijk
Beverwijk	's Gravensande	Oldenzaal
Blokzijl	Groningen	Onderdendam
Bodegraven	Haarlem	Oosterbeek
Bolsward	Haarlemmermeer	Oosterhout
Bommel	Harderwijk	Oss
Zalt-Bommel	Harlingen	Oud-Beijerland
Boskoop	Hattem	Oudenbosch
Boxmeer	Heerenveen	Oude Pekela
Boxtel	Heerlen	Oudewater
Breda	Den Helder	Purmerend
Breskens	Hellevoetsluis	Rhenen
Brielle	Helmond	Roermond
Brummen	Hengelo	Rotterdam
Culemborg	's-Hertogenbosch	Rozendaal
Delden	Heusden	De Rijp
Delfshaven	Hilversum	Rijssen
Delft	Hoogeveen	Sappemeer
Delfzijl	Hoogezand	Sas Van Gend
Deventer	Hoorn	Schagen
Dirksland	Hulst	Scheveningen
Doesborgh	Joure	Schiedam
Doetinchem	Kaatsheuvel	Schoonhoven
Dokkum	Kampen	Sittard
Dordrecht	Klundert	Sliedrecht
Dragten	Koevorden	Sluis
Driebergen	Leerdam	Sneek
Druten	Leeuwarden	Stadskanaal
Edam	Leiden	Steenbergen
Eindhoven	De Lemmer	Steenwijk
Elburg	Loenen	Terborgh
Enkhuizen	Maarssen	Ter Neuzen

Texel	Vlissingen	Woudrichem
Tholen	Voorschoten	Wijhe
Tiel	Waalwijk	Wijk bij Duurstede
Tilburg	Wageningen	Zaandam
Utrecht	Weert	Zeist
Vaals	Weesp	Zevenaar
Veendam	Willemstad	Zevenbergen
Veenendaal	Winschoten	Zierikzee
Veghel	Winterswijk	Zutphen
Velp	Woerden	Zwartsluis
Venlo	Wolvega	Zwolle
Vianen	Workum	Zwijndrecht
Vlaardingenv	Wormerveer	

Specimens of this type were also sent to the temporary offices at Kamp Wiess: Veld on 8 June 1872 and Kamp bij Milligen on 8 August 1873.

At some office the division into five periods, with two letters, remained in use long after the introduction of an eighteen period division e.g. at Leerdam as late as 1899. This type conformed to the instruction already given: to be used as mark of departure on letters and samples, as well as an arrival mark on all mail, impressed in red. In 1869 and January 1870 impressions were made in some places in violet: as the red printing ink was not satisfactory a new manufacturer was approached at the end of 1868 but this too was unsatisfactory.

Finally, by Circular 766 of 9 December 1869, it was decreed that black ink was to be used for cancellation and all other marks as from 15 December 1869. By 1 February 1870 black cancellations were in general use. After the replacement in 1869 of the FRANCO in frame mark by the number type the dated mark had to be printed at the same time on letters or packets (Circular 747 of 16 March 1869).

Postcards When postcards were introduced on 1 January 1871 by Royal Decree of 30 November 1870 under Staatsblad 185 which revised the Laws of 1850, it was decreed that the dated mark should be imprinted on the front of the card in the upper left hand corner at places of departure, and on the reverse side at destination offices. Circular 813 of 23 January 1871, however, stated that the postmarks of the offices of arrival were also to be impressed on the face of cards, if possible on the left side next to or underneath the mark of departure. A later circular, No. 933 of 15 July 1874, ordered that the departure postmark was to be impressed in such a way that about half of the postage stamp should be covered and the arrival mark should be placed in the top left hand corner. By Circular 809 of 23 December 1870 plain postcards for use with adhesive stamps were introduced for correspondence with certain foreign countries, the stamps being affixed in the top right hand corner. It was decreed that these cards were subject to the same postage and conditions that governed letters. No special orders were given regarding the cancellation of such stamps so that the number type will doubtless have been used, since, according to Article 2 of Circular 747 of 16 March 1869, this had replaced the FRANCO type as a cancellation for letters to the colonies and to foreign countries.

Printed Matter When the FRANCO dated mark was abolished in 1876, the common dated mark i.e. the two-letter type was used generally for the cancellation of printed matter.

The two-letter mark which was replaced in 1877 and was used:

A. on letters and samples:

- (1) in red as mark of departure and arrival from 1866 to 1869/70 and also in violet in 1869/70
- (2) in black as mark of departure and arrival from 1869/70 to 1877

The FRANCO in frame mark in black was used as a cancellation mark to 1869 and thereafter the numeral mark (for samples the franco-dated mark, type 51, was also used from 1869 to 1876). As the offices at Leerdam and Rhenen continued to use the two-letter mark even after the abolition of the numeral mark in 1893, it is possible they may still have used the two-letter mark as a cancellation mark.

B. on postcards provided with an impressed postage stamp in black

- (1) as a mark of departure in the top left hand corner on the address side (from 1871 to July 1874)
- (2) as a cancellation mark on the printed stamp (from July 1874)
- (3) as a mark of arrival
 - (a) on the back from 1 to 23 January 1871
 - (b) on any part of the address side from 23 January 1871 to July 1874
 - (c) in the top left corner on the address side from July 1871

C as cancellation mark in black on printed matter in 1876 and 1877

During its long use at certain offices this mark may have served not only for the above purposes but also as a cancellation mark for stamps on Savings Bank deposit forms, stamps used on parcel address cards and for Postal Order stamps (postbewijszegels). This is dealt with in the section dealing with Type 54.

1866 - 1876

Franco Dated Postmark with spray (Type 51) Type 51, with a diameter of 22 or 23 mm and having the Franco attachment affixed with small screws, was first issued to Tilburg on 21 September 1866, later to Zeist on 6 November 1866, to Hengelo on 28 December 1866 and subsequently during the years 1867 to 1869 to all offices.



At first used as a cancellation mark at offices of departure, only on printed matter to which adhesive stamps had been affixed by the sender, it soon became the general postmark for printed matter once special 1 and 2 cent printed matter stamps were issued on 1 January 1869 as a result of Circular 737 of 12 December 1868 and Royal Decree of 3 December 1868. (Prior to this, Type 51 was also used as a dispatch mark on printed matter without stamps).

At this time it was the practice that if mail was handed over the post office counter with cash, the postal officials applied the necessary postage stamps.

This co-operation by postal officials was abolished on 1 May 1877 when by a Royal Decree of 12 April 1877 (Staatsblad No. 81), it was ordered that postage on letters, printed matter and samples or patterns, not sent in franked wrappers, must be paid for by stamps fixed by the interested party before handing in or delivery to the post office. Type 51 may have been used after 1868 on printed matter which had been franked with money. This could be exempt from the official fixing of stamps by senders if authorized by the Board of Directors of the Post, because newspapers and other printed matter were as a rule posted in great quantities. The postage for printed matter destined for local delivery had to be paid by means of stamps (Circular 737).

List of Type 51 marks

Alkmaar	Dordrecht	Heusden
Almelo	Dragten	Hilversum
Alphen	Driebergen	Hoogeveen
Amersfoort	Druten	Hoogezand
Amsterdam	Edam	Hoorn
Apeldoorn	Eindhoven	Hulst
Appingadam	Elburg	Joure
Arnhem	Enkhuizen	Kaatsheuvel
Assen	Enschede	Kampen
Bergen Op Zoom	Franeke	Koevorden
Beverwijk	Geertruidenberg	Leerdam
Bodegraven	Ginneken	Leeuwarden
Bolsward	Goes	Leiden
(Bommel	Goor	de Lemmer
(Zalt-Bommel	Gorinchem	Loenen
Boskoop	Gouda	Maarssen
Boxmeer	Grave	Maassluis
Boxtel	's Gravenhage	Maastricht
Breda	Groningen	Makkum
Breskens	Haarlem	Medemblik
Brielle	Haarlemmermeer	Meppel
Brummen	Harderwijk	Middelburg
Culemborg	Harlingen	Monnikendam
Delfshaven	Hattem	Naarden
Delft	Heerenveen	Noordwijk
Delfzijl	Heerlen	Nijkerk
Deventer	den Helder	Nijmegen
Dirksland	Hellevoetsluis	Oisterwijk
Doesborgh	Helmond	Oldenzaal
Doetinchem	Hengelo	Onderdendam
Dokkum	's Hertogenbosch	Oosterhout

Oss	Steenbergen	Wageningen
Oud-Beijerland	Steenwijk	Weert
Oudenbosch	Terborgh	Weesp
Oudewater	(Ter-Neuzen	Willemstad
Purmerend	(Terneuzen	Winschoten
Rhenen	Texel	Winterswijk
Roermond	Tholen	Woerden
Rotterdam	Tiel	Workum
Rozendaal	Tilburg	Wormerveer
de Rijp	Utrecht	Woudrichem
Rijssen	Vaals	Wijhe
Sappemeer	Veendam	Wijk bij Duurstede
Sas Van Gend	Veenendaal	Zaandam
Schagen	Veghel	Zeist
Scheveningen	Velp	Zevenaar
Schiedam	Venlo	Zevenbergen
Schoonhoven	Vianen	Zierikzee
Sittard	Vlaardingenv	Zutphen
Slidrecht	Vlissingen	Zwartsluis
Sluis	Voorschoten	Zwolle
Sneek	Waalwijk	Zwijndrecht

For the cancellation of adhesive stamps on samples, the Franco dated mark had to be used in accordance with Circular 747 of 16 March 1869, but Circular 986 of 13 January 1816 abolished the use of this mark altogether. In future, stamps on printed matter were to be cancelled by the ordinary two-letter mark and, after 1877, with the small round mark, whilst samples were cancelled only by the numeral mark. Franco dated marks were permitted to be used while serviceable. All cancellation marks, on being withdrawn from service, had to be returned and were replaced by the new dated marks as became necessary.

Dated Marks with Arabic Lettering (Type 53)

At Amsterdam from 1870 to 1814 Type 53, without hour indication, was used for the cancellation of stamps on printed matter only. The date 1873 does not appear to have been issued, for in that year the position of the figures was occupied by a small block which printed a blot of ink instead of year figures.



The designer of this model drew the day, month and year characters in the correct size but the letters of the name Amsterdam are actually a shade larger and printed somewhat heavier. Similar characters and even thicker letters are found in a Middelburg postmark (25mm) of 5 April 1872, on a postcard. These large year figures are also found in the postmarks used on the N R Spoorweg, used in the 70's on the lines Rotterdam-Utrecht and 's Gravenhage-Gouda.

15 January 1868 to 1 April 1869

Mark “AANGETEEKEND” {Registered} used as a cancellation.

According to Circular 709 of 24 December 1867 it was decreed that on and after 1 January 1868, the registration fee of 10 cents must be defrayed by affixing stamps to the mail. Circular 711 of a fortnight after the introduction of this practice further stated that the stamps so affixed to cover the registration fee on letters of inland origin und destination, but which for the rest were not prepaid, had to be cancelled with the mark AANGETEEKEND.

On letters completely prepaid the stamps must be cancelled with the FRANCO in frame mark, but on 1 April 1869 the numeral mark became the cancellation mark on all stamps on registered letters.

1 April 1869 to 15 June 1893

Numeral Cancels Types 52 -52d:



On April 1869 the numeral mark replaced the earlier FRANCO in frame mark as a cancellation mark at main offices on all stamps on letters, as well as on those to the Colonies and foreign countries. At the same time, as already stated, it replaced the earlier “aangetekend” mark. According to Circular 747 of 16 March 1869 introducing the new type, the Illustration showed a number surrounded by dots with a hexagonal layout. A different number was allocated to each office.

The new type was introduced for two reasons: 1: the dispatch office could be clearly recognized by the number if the dated mark was not clearly imprinted; 2: a postage stamp thus marked could not be used again, as the dots left marks which could not be moved by means of chemicals.

The hexagon was formed by seven rows of dots, the actual number of dots varying according to the number of figures in the office number.

An extra dot to the right and left of numbered 1 to 9 inclusive was added to fill up the space taken by the longer numbers. Number 6 was given an extra dot under the 6 to distinguish it from number 9 but this was not repeated when a replacement was supplied on 14 May 1876. The same applies to 66 and 99, the additional dot appearing in the middle of the row under 66. Here again the dot did not appear when a replacement was supplied, but a marker issued to Sneek on 25 November 1890 had a small extra dot to the right of 99.

Since this type of cancel was in use for 24 years it is natural that differences occur in cancellations of the same number, in size and sharpness of the dots as well as in the numeral size, not only owing to the force of impact when striking but also because most offices were issued more than one marker and minor differences must have occurred in these. Branch offices and some stations received the same numbers as their head offices therefore some numbers can only be classified from entires e.g. 5, 6, 8, 44, 46, 73, 91, 106, 107, 135, 152, 177 and 210.

On the introduction of this type of mark, offices were issued in alphabetical order with the marks

1 to 135 inclusive. Numbers 136, 137 and 138 were given to existing railway offices. Number 151 was issued to Oisterwijk on 1 May 1869 and numbers 152 to 257 were issued to offices opened at a later date. Numbers 138 to 150 inclusive were not issued until 1891, 1892 and 1893 and also in 1893 the final marks of 258 and 259 were issued.

Complete list of offices (types 52 -52d)

1	Alkmaar	40	Goor
2	Almelo	41	Gorinchem
3	Alphen	42	Gouda
4	Amersfoort	43	Grave
5	Amsterdam	44	's Gravenhage
6	Apeldoorn	45	Groningen
7	Appingedam	46	Haarlem
8	Arnhem	47	Haarlemmermeer
9	Assen	48	Harderwijk
10	Bergen-op-Zoom	49	Harlingen
11	Beverwijk	50	Hattem
12	Bolsward	51	Heerenveen
13	Bommel	52	Heerlen
14	Boxmeer	53	Den Helder
15	Boxtel	54	Hellevoetsluis
16	Breda	55	Helmond
17	Breskens	56	Hengelo
18	Brielle	57	's Hertogenbosch
19	Brummen	58	Heusden
20	Culenburg	59	Hilversum
21	Delfshaven/Emmen	60	Hoogeveen
22	Delft	61	Hoogezand
23	Delfzijl	62	Hoorn
24	Deventer	63	Hulst
25	Dirksland/'s Graveland	64	Kampen
26	Doesborgh	65	Koevorden
27	Doetinchem	66	Leerdam
28	Dokkum	67	Leeuwarden
29	Dordrecht	68	Leiden
30	Dragten	69	De Lemmer
31	Driebergen	70	Loenen
32	Edam	71	Maarssen
33	Eindhoven	72	Maassluis
34	Elburg	73	Maastricht
35	Enkhuizen	74	Medemblik
36	Enschede	75	Meppel
37	Franeke	76	Middelburg
38	Geertruidenberg	77	Monnikendam
39	Goes	78	Naarden

79	Ter Neuzen	125	Wormerveer	
80	Noordwijk	126	Woudrichem	
81	Nijkerk	127	Wijk bij Duurstede	
82	Nijmegen	128	Zaandam	
83	Oldenzaal	129	Zeist	
84	Onderdendam	130	Zevenaar	
85	Oosterhout	131	Zevenbergen	
86	Oud-Beijerland	132	Zierikzee	
87	Oudenbosch	133	Zutphen	
88	Oudewater	134	Zwartsluis	
89	Purmerend	135	Zwolle	
90	Roermond	136	Railway postoffice	
91	Rotterdam	137	Railway postoffice	
92	Rozendaal	138	Railway postoffice	
93	Sas van Gend	139	Asten	1891
94	Schagen	140	Laren	1891
95	Schiedam	141	Railway postoffice	
96	Schoonhoven	142	Abcoude	1891
97	Sittard	143	Montfoort	1891
98	Sluis	144	Bruinisse	1892
99	Sneek	145	Egmond-aan-Zee	1892
100	Steenbergen	146	Lichtenvoorde	1892
101	Steenwijk	147	Refer to branches	1892
102	Terborgh	148	Bergen	1892
103	Texel	149	Haaksbergen	1892
104	Tholen	150	Valkenswaard	1893
105	Tiel	151	Oisterwijk	1869
106	Tilburg	152	Scheveningen	1869
107	Utrecht	153	Oss	1869
108	Vaals	154	Bodegraven	1870
109	Veendam	155	Kamp bij de Bilt	1870
110	Veenendaal		Kamp Wiessveld	1872
111	Veghel	156	Zwijndrecht	1871
112	Velp	157	Boskoop	1871
113	Venlo	158	De Rijp	1871
114	Vianen	159	Kamp bij Milligen	1872
115	Vlaardingen	160	Sliedrecht	1872
116	Vlissingen	161	Rijssen	1872
117	Waalwijk	162	Voorschoten	1873
118	Wageningen	163	Workum	1873
119	Weert	164	Makkum	1874
120	Weesp	165	Joure	1874
121	Willemstad	166	Ginneken	1874
122	Winschoten	167	Druten	1874
123	Winterswijk	168	Rhenen	1874
124	Woerden	169	Sappemeer	1874

170	Kaatsheuvel	1875	215	Waspik	1882
171	Wijhe	1875	216	Vucht	1882
172	Barneveld	1876	217	Voorburg	1882
173	Gorredijk	1876	218	Valkenburg	1882
174	Delden	1876	219	Renkum	1882
175	Stadskanaal	1876	220	Groenloo	1882
176	Geldrop	1877	221	Lobit	1882
177	Baarn	1877	222	Terschelling	1882
178	Klundert	1877	223	Koog-Zaandijk	1882
179	Oosterbeek	1877	224	Amerongen	1882
180	Blokzijl	1877	225	Aalten	1882
181	Wolvega	1878	226	Lekkerkerk	1883
182	's Gravesande	1878	227	Doorn	1883
183	Mijdrecht	1878	228	Kuik	1883
184	Oude Pekela	1878	229	Hardingsveld	1883
185	Balk	1878	230	Wassenaar	1883
186	Dedemsvaart	1878	231	Ravestein	1883
187	Elst	1878	232	Winsum	1883
188	IJmuiden	1878	233	Grouw	1884
189	Smilde	1878	234	Vlijmen	1884
190	Lochem	1878	235	Naaldwijk	1884
191	Scheemda	1879	236	Breukelen	1884
192	Nieuwe Pekela	1879	237	Hillegom	1884
193	Venraij	1879	238	Oorschoot	1884
194	Raamsdonk	1879	239	Borne	1884
195	Gemert	1879	240	Akkrum	1885
196	Gennep	1879	241	De Bilt	1885
197	Dongen	1879	242	Bussum	1885
198	Olst	1879	243	Velzen	1885
199	Alblasserdam	1879	244	Uithuizen	1885
200	Katwijk-aan-Zee	1880	245	Huisen	1885
201	Winkel	1880	246	Borculo	1885
202	Meerssen	1880	247	Dieten	1886
203	Epe	1880	248	Vreeswijk	1886
204	Wildervank	1880	249	Gulped	1887
205	IJsselstein	1880	250	Versace	1887
206	Nijverdal	1881	251	Sloterdijk	1888
207	IJzendijke	1881	252	Kollum	1888
208	Ootmarsum	1881	253	Raalte	1889
209	Zandvoort	1881	254	Heemstede	1889
210	Overveen	1881	255	Ede	1890
211	Warmond	1881	256	Eibergen	1890
212	St. Oedenrode	1881	257	Middelharnis	1890
213	Ommen	1881	258	Soest	1893
214	Princenhage	1882	259	Waddingsveen	1893
		1893			

Number 21 was used at Delfshaven until its replacement by a Rotterdam branch office in 1886 and from 1891 on was used at Emmen. Similarly 25 was used at Dirksland until replaced by a branch office in 1890 and after that was used at 's Graveland. At Scheveningen and Zandvoort the offices were only open during the season; numbers 152 and 209 respectively were used temporarily by these offices in 1869, 1870 and 1881 to 1884. Circulars give no information as to the times of opening and discontinuing temporary offices at military camps, and nothing is decreed about this with regard to 155. It has, however, been mentioned with regard to the FRANCO dated mark with spray (type 51) that the temporary office Kamp bij de Bildt should be opened on 26 August 1870 and with the two-letter mark (type 50) that it was sent on 8 June 1870 to the temporary office at Kamp Wiess: Veld. In those years 155 must have been used at both places; but in 1870 number 154 was also used.

The dispatch of 159 to the temporary office Kamp bij Milligen is mentioned in Circular 861 of 13 August 1872 from which we learn that this office was open from 16 August to 14 September. From subsequent circulars we know that there was also a temporary office from 12 Aug. to 10 September 1873; 10 August to 18 September 1874; 2 August to 31 August 1880; 9 August to 8 September 1881 and 1 August to 26 August 1882. Possibly in other years a temporary office was established there while the camp was in use but not earlier than 1892 when mention is first made of the establishment of temporary offices, now branch offices (q.v.), in camps – e.g. Kamp bij Zeist. In 1891, however, on 2 September there is known to have been a branch office which used a dated mark and a numeral mark.

When numeral marks were first introduced it was decreed that the impressions were to be made in black printing ink, but they are also found in blue, green, red and violet. The numeral mark was used exclusively as an obliteration marker; the date marker (the two-letter mark until 1877 thereafter the small round mark) had to be imprinted on the letter or sample (Circular 747) as well.

The numeral mark has been used as obliteration marker:

- 1: On stamps on letters and samples from 1 April 1869; in 1892 instructions were changed
- 2: On postage due stamps.

According to Circular 780 of 23 April 1870 postage due stamps of 5 and 10 cents denominations were introduced as a method of controlling the charge of postage on all non-prepaid or insufficiently franked letters within the district of a postoffice and therefore not requiring the intervention of a second postoffice or of a postal official on the railway. The postage due stamps were therefore affixed to non-prepaid or insufficiently franked letters and their value collected at a postoffice from the addressees; postmen and delivery agents working under that postoffice, or in the district where that office was situated, if delivering the letter, were responsible for collecting the fee and paying it into the postoffice.

The numeral mark was used for canceling the postage due stamps subsequent to their introduction on 1st January 1871. These stamps were strafportzegels i.e. they covered the postage due only, even as insufficiently franked printed matter was dealt with.

According to Circular 985 of 31st December 1875, this type of mark was also used for canceling postage due stamps on stamp wrappers, which came into use on 8th January 1876. From 1st April 1881 all insufficient postages had to met by using postage due stamps.

Postage due stamps were also to be used on postcards, printed matter and samples, which in this respect were treated in the same way as letters. To this end, postage due stamps of other than 5 and 10 cents values were introduced, and all postage due stamps were henceforth cancelled with the numeral mark.

3. For stamps on postcards without an impressed stamps (plain postcards) (refer to two-letter mark)

4. On stamps used on receipts, from 1st January 1871.

Receipt Stamps By article 27 of the Law of 1870 permission was given to collect money. The duty had to be paid by means of stamps which were affixed to the receipt and cancelled at the same time with the numeral mark.

5. For stamps on money orders, since July 1, 1876

Money Orders (Postwissels). By Royal Decree of 17th June 1871, Staatsblad no. 56 new instructions came into force regarding money orders. Previously persons had to dispatch the orders themselves, but now a special form was introduced which was filled in by the sender and dispatched by the postal authorities. A duty was charged and was paid by affixing postage stamps to the order. And these had to be cancelled with the numeral mark at the offices of dispatch (circular 824 of 18th June 1871).

6. For stamp impressions on stamped wrappers.

Stamped Wrappers. Those wrappers were introduced as a result of Article 5 of a Law of 1870, on the 8th January 1876. They were valid only for letters and the stamp on these prepaid letters had to be cancelled in the same way as an adhesive stamp.

7. Letter stamp impressions on letter-cards, as off 1st April 1892.

Letter Cards (Postbladen). The introduction of letter cards was covered by Article 5 of the Law of 1870, but they were not actually introduced until the royal decree of 1888. No instructions were issued about the cancellation of the postage stamps on these cards but in 1892 the use of the numeral mark was ordered, not only for these but also for receipts and postal orders.

Postal Orders (Postbewijzen). The introduction of postal orders was based, as was that of money orders, on article 26 of the law of 1870, by which it was possible to collect the amount stated on the order by payment of a small fee. By Royal Decree of 7th October 1884, Staatsblad no. 215, money orders came into use under the new name of “postbewijzen” (postal orders) and were to be dispatched (mailed) by the purchasers.

The stamps affixed to the order had to be canceled by the current date mark, according to Circular 1251 of 1st December 1884.

According to various decrees of 1892 the following instructions were given:

Adhesive and printed stamps on letter cards, stamped wrappers and postal and money orders were to be canceled with the numeral mark. Those on postcards, printed matter, samples, address cards, forms VI and VIa of the State Post Office Savings Bank and receipts were to be canceled with the dated cancellation.

The cancellation had to be carried out in such a way that at least half of the stamp, or stamps, was covered by the cancellation and that the number of the mark or name of the town was clearly legible.

The numeral mark was therefore an obliteration marker for:

8. Postbewijszegels on postal orders after 1st August 1892

In the case of postcards the numeral mark was never authorized to cancel preprinted stamps (i.e. Postal stationery). The following cancellations are, however, known on postcards:

4 Amersfoort	51 Heerenveen	99 Sneek
5 Amsterdam	57 's Hertogenbosch	112 Velp
16 Breda	62 Hoorn	118 Wageningen
20 Culemborg	67 Leeuwarden	120 Weesp
34 Elburg	69 De Lemmer	130 Zevenaar
44 's Gravenhage	82 Nijmegen	153 Oss
45 Groningen	87 Oudenbosch	
46 Haarlem	91 Rotterdam	

On the 3rd of June 1893 it was prescribed that from the 15th of that month the numeral mark as a cancellation for stamps on letters should be abolished and there was to be no difference between the markings of postage due stamps and postage stamps, for both of which the dated cancel would be used.

N. B. A very full account of the use of the numeral postmarks has been given on more than one occasion by P. C. Korteweg. This has appeared in various copies of this magazine.

1877 -- 1894

Small Round Cancels (Type 54) Circular 1025 of 11th April 1877 required that the five time divisions of the cancellations should be replaced by 18 intervals as follows:

1. 6 a.m. – 10 p.m. with intervals of one hour.
2. 10 p.m. -- 12 midnight
3. 12 midnight – 6 a.m.



The new characters denoting the hours were to be distributed as soon as ready and they were to be taken into use as soon as delivered, while the earlier model hour characters were to be returned.

The new characters were used in conjunction with the letters V(oormiddag) and N(amiddag), denoting before and after noon respectively. The 18 were as follows:

12 - 6V, 6 - 7V, 7 - 8V, 8 - 9V, 9 - 10V, 10 - 11V, 11 - 12V, 12 - 1N, 1 - 2N, 2 - 3N, 3 - 4N, 4 - 5N, 5 - 6N, 6 - 7N, 7 - 8N, 8 - 9N, 9 - 10N, 10 - 12N.

Though the existing cancellation markers remained in use and merely new characters were added, the collector must not confuse this small round mark with new characters with the later model of larger size in which the same hour characters were used.

The diameter of type 54 varies between 22 and 23 mm. In March and April 1881 type 54a was used at the Hague. This was of a 24 mm. diameter and the letters and figures were larger (refer to the machine cancels).

A small round mark with different hour divisions was later sent to sub-offices, branch offices and stations. On trams, trains and boats type 54 was used, but on these no hour indication is found but an indication in which direction the ship or vehicle was traveling and by which train, etc.



Complete List of Post Offices using Type 54.

Aalten	Borkeloo	Doorn
Abcoude	Borne	Dordrecht
Akkrum	Boskoop	Dragten
Alblasserdam	Boxmeer	Drachten
Alkmaar	Boxtel	Driebergen
Almelo	Breda	Druten
Almeloo	Breskens	Edam
Alphen	Breukelen	Ede
Alfen	Brielle	Egmond Aan Zee
Amerongen	Bruinisse	Eibergen
Amersfoort	Brummen	Eindhoven
Amsterdam	Buitenpost	Elburg
Apeldoorn	Bussum	Elst
Appingadam	Culemborg	Elst (Gld:)
Appingedam	Culenburg	Emmen
Arnhem	Cuijk	Emmen (Dr:)
Assen	Dedemsvaart	Enkhuizen
Asten	Delden	Ensched
Baarn	Delfshaven	Epe
Balk	Deft	Franeker
Barneveld	Delfzijl	Geertruidenberg
Bergen op Zoom	Deventer	Geldermalsen
Bergum	Dieren	Geldrop
Beverwijk	Dirksland	Gemert
De Bilt	Doesborgh	Gennep
Blokzijl	Doesburg	Ginneken
Bodegrave	Doetinchem	Goes
Bodegraven	Dokkum	Goor
Bolswaard	Dongen	Gorinchem

Gorredijk
Gouda
Grave
's Gravelan
's Gravenhag
's Gravesand
's Gravezande
Groenlo
Groenloo
Groningen
Grouw
Gulpen
Haaksbergen
Haarlen
Haarlemmermeer
Harderwijk
Hardingsveld
Hardinxveld
Harlingen
Hasselt
Hatter
Heemstede
Heerenveen
Heerlen
Heerle
Den Helder
Helder
Hellevoetsluis
Helmond
Hengelo
Hengelo
's Hertogenbosch
Heusden
Hillegom
Hilversum
Hoogeveen
Hoogezand
Hoorn
Huisen
Hulst
Ierseke
Joure
Kaatsheuvel
Kampen
Katwijk a/z
Katwijk Aan Zee

Klundert
Koevorden
Kollum
Koog-Zaandijk
Krommenie
Laren (NH)
Leerdam
Leeuwarden
Leiden
Lekkerkerk
De Lemmer
Lichtenvoorde
Lobith
Lochem
Loenen
Maarssen
Maassluis
Maastricht
Makkum
Markeloo
Medemblik
Meerssen
Meersen
Meppel
Middelburg
Middelharnis
Monnikendam
Monster
Montfoort (Utr)
Moordrecht
Mijdrecht
Naaldwijk
Naarden
Nieuwe Pekela
Noord Wijk
Noord Wijk (Z.H.)
Nijkerk
Nijmegen
Nijverdal
St. Oedenrode
Oirschot
Oorschot
Oisterwijk
Oldenzaal
Olst
Ommen

Onderdendam
Oosterbeek
Oosterhout
Ootmarsum
Osch
Oud-Beierland
Oudenbosch
Oude Pekela
Oudewater
Overveen
Princenhage
Purmerend
Raalt
Raamsdonk
Ravestein
Renkum
Rhenen
Roermond
Rotterdam
Rozendaal
De Rijp
Rijssen
Rijssen
Sappemeer
Sas Van Gent
Sas Van Gend
Schagen
Scheemda
Scheveningen
Schiedam
Schoonhoven
Sittart
Sliedrecht
Sloterdik
Sluis
Smilde
Sneek
Soest
Stadskanaal
Steenbergen
Steenwijk
Ter-Apel
Terborgh
Terborg
Ter Neuzen
Terneuzen

Terschelling	Vlaardingen	Woerden
Texel	Vlieland	Wolvega
Tholen	Vlissingen	Workum
Tiel	Vlijmen	Wormerveer
Tilburg	Voorburg	Woudrichem
Uithuizen	Voorschoten	Wijhe
Utrecht	Vreeswijk	Wijk bij Duurstede
Vaals	Vught	IJmuiden
Valkenburg. L:	Vucht	IJsselstein
Valkenburg (L.)	Waalwijk	IJzendijke
Valkenswaard	Waddingsveen	Zaandam
Vendam	Wageningen	Zaltbommel
Veennendaal	Warmond	Zandvoort
Veghel	Waspik	Zeist
Vechel	Wassenaar	Zevenaar
Velp	Weert	Zevanbergen
Velp (Gld)	Weesp	Zierikzee
Velsen	Werkendam	Zieriksee
Velzen	Wildervank	Zutphen
Venlo	Willemstad	Zutfen
Venloo	Winkel	Zwartsluis
Venraig	Winschoten	Zwolle
Venraai	Winsum (Grn:)	Zwijndrecht
Vianen	Winterswijk	

Valkenburg. L: was issued at the end of October 1889. Prior to this the office was a sub-office and used a similar postmark without a period after the place name.

The postmark Ter-Apel came into use on 1st September 1898 although from 1894/1895 only the larger models were being made. Variations in the spelling of the town names, with the exception of Bodegrave, Culemborg, Hardingsveld, and TerNeuzen, were determined according to Circular 1198 of 22nd February 1883 which required that post office employees must spell place names in accordance with the list drawn up by the Royal Academy of Sciences. The existing postmarks were to remain in use until replaced. As a result, many strange alterations are to be found, such as the alteration of Texel to Tessel. More over, this type of postmark called for a much larger number of cancellation stamps in order to differentiate between offices with the same name but in different provinces.

The practice of abbreviating the names of provinces begins with the words Noord (North) and Zuid (South) using the initials of each word and this had already been put into use with the small round marks for main- and branch offices. Later abbreviations of the province names came to be systematically used.

Though differences existed between the rules for dealing with letters, samples and printed matter, these were practicality abolished as far as letters and samples were concerned after:

1. The introduction of uniformed postage on 1st January 1871 in accordance with the 1870 law.

2. The necessity of prepaying with postage stamps for mail going abroad, from 1st July 1873 and for inland mail on 1st March 1877.

The numeral mark had been a cancellation only (as with the FRANCO mark a dated postmark had also to be used on the mail to indicate place and time of departure, etc.) the small round postmark, however, served as cancellation and also as departure and arrival mark.

The small round postmark was used for:

1. Letters and samples-

a) after 1877 as mark of departure and arrival.

b) as obliteration marker after 1892, for samples and for letters after 1893.

2. Printed matter as obliteration marker and as arrival marker after 1877.

3. Postcards as obliteration marker and as arrival marker after 1877.

4. Obliteration markers on post office savings slips, 12th February 1881

Rijkspostspaarbank (State Post Savings Bank).

By Article to of the law of 25th May 1880 Staatsblad No. 88 and by later decrees, the possibility was provided in 1881 for deposits of fl.l.- in postage stamps. This could be done using stamps of 5 cents value, and in 1882 using 1 cent stamps in school savings banks.

5. **Parcel Post** As cancellation on the stamps on parcel post address cards as off 15th March 1882. Article 2 of the Law dated 21st June 1881 Staatsblad No. 70, establishing a service for parcel post, stating that the postal charge must be paid by means of stamps affixed to the parcels. By a later decree, of 15th January 1882, the stamps were preferably to be attached to the address cards instead of the actual parcels. Such stamps were to be affixed by the sender and were to be canceled by the dated cancellation.

6. As cancellation for postal order stamps (postbewijszegels) from 1st December 1884 until 1st April 1892. From 15th June 1893 this small round post mark was again used.

7. As arrival mark on stamped wrappers and letter cards prospectively from 1877 and 15th October 1888 respectively and as cancellation from 15th June 1893.

8. For franking stamps on receipts and documents as from 1st April 1892.

With the abolishing of the numeral cancel as of 15th July 1893 uniformity came in canceling.

Pre-canceling.

In order to expedite the dispatch of printed matter which was being presented at the post offices in large quantities by this time, at 's Hertogenbosch in 1877, or perhaps even earlier, stamps were canceled before the franked mail was taken to the post office.

To this end the stamps were first affixed to address labels, the stamps then canceled and the labels perforated to aid the separation of the labels. Misplaced perforations gave rise to the so-called **Bossche Perforation**.

Pre-canceling also took place at other places, but these cannot be accurately determined since no special mark was used and the address labels were not perforated. The first instructions on this subject appeared much later. It appears from No. 1168 of the Verz. of 9th March 1882 that stamps were sometimes pre-canceled at post offices and afterwards affixed to address labels by publishers of printed matter. This canceling of loose stamps was always officially discouraged. In 1890 pre-canceling became official. On July 1st

1890 the Minister of Commerce, Industry and Water Management, etc. announced that address labels for printed matter could be pre-canceled (article 5 of the Royal Decree of 2nd May 1890 No. 72 intimated by No. 10 of the Verz. of 1890). In 1903 came the first decree that authority for pre-canceling had to be obtained from the postal administration and that pre-canceling only could be applied to newspapers.

Franking by Subscription.

According to article 6 of the Law of 1891, which came into force on 1st April 1892 from article 2 of the Royal Decree of 11th February 1892, Staatsblad No. 42, the franking of newspapers, i.e. newspapers and magazines published at least once per week could be done by subscription, provided that authorization was first granted by the Board of Directors. The address labels or wrappers were then provided with a printed indication, “FRANKEERING BIJ ABONNEMENT”, according to Schreuder No. 623 some publishers made use of a framed two-line cancel. The dated postmark was then merely a departure mark.

Official Forms.

In addition to money orders, savings bank deposit slips and address labels or cards, which have already been mentioned, there were also other forms which had to be provided with stamps .

Article 14 of the Law of 1870 enabled the sender of a registered letter, with or without declaration of its value, to receive from the postal authorities, against a payment of 5 cents, notification of the receipt of the letter by the addressee. This also applied to registered printed matter and samples. By Royal Decree of 30th November 1870 Staatsblad No. 182, the same service became applicable to express letters and money orders. According to article 44 of the instructions issued in virtue of that law a stamp of 5 cents value had to be affixed to the form “bericht van ontvangst” (notice of receipt) to account for the duty. The stamp was canceled with the numeral mark.

Further, article 7 of the Royal Decree of 15th January 1882, Staatsblad No. 14, relating to the establishment of a parcel post service, stated that senders, when taking a parcel to the post office, could ask for a receipt against a payment of 5 cents. This receipt was free if the value of the parcel was marked. Against a payment of 5 cents, the sender, with or without declaring the value, could receive a notification of the receipt of the parcel by the addressee. According to article 8 of the relevant orders these duties had to be paid for by means of postage stamps applied to the receipts. These stamps were to be canceled by the dated mark.

The instructions regarding the notices of receipt also applied to parcels of declared value. The value was demanded from the addressee and remitted by postal order to the sender, Royal Decree of 21st August 1883, Staatsblad No. 130, article 6 of the Verz. of 1883, No. 1222. According to article 1 this ruling applied as from 1st December 1883.

Special Dated Postmarks.

Dated Postmark with “P. P.” Type 55.

For the parcel post service.

Type 55, Amst:- C: station P. P. was issued to the Amsterdam post office on 30th June 1884. On 4th January 1887 a similar postmark was issued without the dot after the second P. On 29th October 1889 another postmark was issued, Amsterdam -C: Statⁿ P. P. and on 4th February 1890 a similar postmark with double periods after the second P.



Dated Postmark with “R.P.S.B”. Type 56

For the Savings Bank Service

Type 56 with R.P.S.B. instead of an hour indication was issued to the Amsterdam post office on 3rd December 1889. Later, a similar model went to 's Gravenhage, Haarlem, Rotterdam and Utrecht. At Utrecht the postmark also served for other purposes, being used on stamps other than the 1 and 5 cents values and on postage-due stamps.



According to article 105 of the instructions regarding the execution of the Law of 15th April 1891, Staatsblad No. 87 the cancellation of stamps on forms could, where a lot of forms were handled, be done by pen and ink. This order came into force on 4th April 1892 so that cancel 56 was probably only used for canceling when expressly requested.

Machine Cancellations.

In 1870 a machine cancel was produced by A. Millet. Two machines were issued to Amsterdam and one each to Rotterdam and Utrecht. These machines served until 1886; two-letter marks and small round marks were printed by them.

According to the Yearbook published in 1871, page 256, these canceling machines had been in use for some considerable time at the Hague. These had been invented by a clerk of the Board of Directors, J. J. Doffegnies. Two similar machines went to Amsterdam and one each to Rotterdam and Utrecht. These machines were in use until 1890 and with them both two-letter and small round marks were printed.

In the Yearbook mentioned, it only says that with this machine 135 items per minute could be canceled as against 70 by hand and that that plane of the machine was so horizontal that the cancels were regularly impressed with great clarity.

Perhaps type 54a was imprinted at 's Gravenhage with this machine.



B. SUB-POSTOFFICES (HULPPOSTKANTOREN)

Article 22 of the Law of 1850 prescribed: the mail service between post offices and communities in which no such office existed was to be arranged according to local circumstances. To this end the Administration assisted the country districts by establishing sub-offices which were to operate for one or more districts, according to

local conditions. As soon as circumstances permitted, every district was to have a place opened for the receipt and dispatch of letters by the post.

According to a list forming part of Circular 419 of 1st August 1850, whereby delivery offices were replaced by sub-offices, 257 sub-offices were at first established. This order took effect as off 1st September 1850. When on 1st January 1852 postage stamps were introduced, the number of sub-offices had risen to 389. From the circular it appeared that the official in charge of these offices was a “brievengaarder” (literally letter gatherer). Some sub-offices received special cancellations for certain purposes. These will be described after the cancellations for general use.

General Markers

Town Name Markers. 1850 -1879, and later (not until February 1894, all sub-offices were provided with a dated postmark). Regarding the markings of letters the circular prescribed the brievengaarders (mail collectors) were instructed to mark all letters before dispatching them elsewhere. For this purpose they were provided with a mark to be impressed on the back of the mail, with black ink. This mark had only the name of the office and merely indicated the origin of the mail.

Color of marking ink.

In circular 658 of 3rd November 1865 the directors of the head post offices were asked to encourage the brievengaarders to use red ink, such as they themselves used. In 1887 black ink was again prescribed. Some brievengaarders, however, did not follow the instructions and used purple, violet or green ink. From 1869 this was already partially due to the unsatisfactory nature of the red ink (Refer to section A, Main Postoffices).

Town Name in Roman Letters . Type 58.

Until 1866 cancels with Roman letters were provided. The height of these letters varies from 4 mm. to 7 mm. Those of 4 mm. were the most commonly used. The breadth and form of the letters in different cancels varies, also the spacing of the letters (Refer to types 58 to 58b).

DIEREN
58

WINKEL
58a

DOETINCHEM
58b

Other differences occur: e.g. with “ij” in Sommelsdijk, thus differing from other cancels with a “y”. Koog aan de Zaan has “aan de” in lower case letters, and Stad Aan’t Haringvliet with “Aan T” in the same size letters as the others. Also Ouderkerk a. d. IJssel, while after Capelle comes the abbreviation “a.Y”. Uithoorn has a period after the town name and Ginneken has the letters tilting backwards.

Some sub-post offices used the postmark of the former distribution office, among them Texel without frame and Hasselt with frame. As few town cancellations without frame of the distribution offices are known, some town name markers used after 10th September 1850 wit Roman letters and without frame, could have come from distribution offices.

List of Sub-Postoffice Marks, Type 58

Aalsmeer	Bergharen	Delden
Aalten	Bergum	Denekamp
Aardenburg	Berkel	Deurne
Aarle-Rixtel	Berlicum (N.Brab)	Didam
Abcoude	Berlicum (Fries.)	Diemerbrug
Afferden (Limb)	Best	Diepenheim
Akkrum	Beugen	Diepenveen
Alblasserdam	Beuningen	Dieren
Alphen (Geld)	Beusichem	Dieverbrug
Ameide	Biervliet	Dinteloord
Amerongen	De Bildt	Dinther
Ammerzoden	Bladel	Dinxperlo
St. Annaland	De Blesse	Doetinchem
St. Anna-Parochie	Bloemendaal	Domburg
Appelscha	Blokzyl	Dongen
Appeltern	Bodegraven	Doorn
Arcen	Den Bommel	Doornenburg
Arum	Borculo	Dragten
Asperen	Borger	Dreumel
Assendelft	Borne	Driebergen
Asten	Boskoop	Dronryp
Axel	Boven Knype	Drunen
Baambrugge	Boxtel	Druten
Baardwyk	Bredevoort	Duiven
Baarn-Eemnes	Breskens	Dussen
Baexem	Breukelen	Echt
Bakhuizen	Broek in Waterland	Eck en Wiel
Balk	Brouwershaven	Ede (Geld.)
Barendrecht	Bruinisse	Eelde
Barneveld	Brummen	Eemnes
Batenburg	Budel	Eemnes-Buiten
Bath	Buiksloot	Eext
Beek (bij Nijm)	Buitenpost	Egmond aan Zee
Beek (Limb)	Bunde	Eibergen
Beekbergen	Buren	Ellecom
Beerta	Burgervlotbrug	Ellewoutsdyk
Beest	Capelle (a Y)	Elst (Geld.)
Beesterzwaag	Castricum	Emmen
Beilen	Charlois	Enter
Bellingwolde	Colynsplaet	Epe
Bemmel	Cortgene	Ermelo
Bennekom	Cuyk	Etten
Berchem (N.Brab.)	Dalen	Etten en Leur
Bergen (Limb.)	Dalfsen	Eysden
Bergeijk	Dedemsvaart	Ferwerd

Finsterwolde
 Frederiksoord
 Fynaart
 Garderen
 Gasselte
 Gasselter-Nyveen
 Geldermalsen
 Geldrop
 Gemert
 Gendringen
 Genemuiden
 Gennep
 Gent
 Giessendam
 Giessen-Nieuwkerk
 Gieten
 Ginneken
 Goedereede
 Gorredyk
 Gorssel
 Goudriaan
 Gramsbergen
 's Graveland
 's Gravendeel
 's Gravenpolder
 's Gravesande
 's Grevelduin-Kapelle
 Groede
 Groenlo
 Groesbeek
 Gronsveld
 Grootegast
 Groot-Zundert
 Grouw
 Grypskerk
 Gulpen
 Haaksbergen
 Haamstede
 Haarlemmermeer
 Haastrecht
 Hallum
 Halsteren
 den Ham
 Hardegaryp
 Hardenberg
 Haren

Harmelen
 Hasselt
 Havelte
 Hazerswoude
 Hedel
 Heeg
 Heemstede
 Heenvliet
 Heerde
 's Heerenberg
 's Heerenhoek
 Heerjansdam
 Hees (Geld.)
 Heesch (N.Brab.)
 Heeze
 Heilo
 Heinenoord
 Heinkenszand
 Heino
 Hellendoorn
 Helvoirt
 Hemmen
 Hengelo (GD) (Geld.)
 Hengelo (Ov.)
 Herwen
 Herwynen
 Heteren
 Hillegersberg
 Hillegom
 Hilvarenbeek
 Hindelopen
 Hoeven
 Holten
 Holwerd
 Hontenisse
 Hoofdplaat
 Hoogeveen
 Hoogwoud
 Horst
 Houten
 Houtryk
 Huissen (Geld.)
 Irnsum
 Jaarsveld
 De Joure
 Jutphaas

Kaatsheuvel
 Kappele (Z. BvInd)
 Katwyk
 Katwyk aan Zee
 Katwijk-Binnen
 Keppel
 Kerkdriel
 De Kinderdyk
 Klaaswaal
 Klundert
 Koegras
 Kollum
 Koog aan de Zaan
 Korendyk
 Koudekerk
 Koudum
 Krabbendyk
 Kralingen
 Krimpen aan de Lek
 Krimpen (a.Y.)
 Krommenie
 Kruiningen
 Kuinre
 Kuyk
 De Lage Zwaluw
 Langweer
 Laren (N. Holl.)
 de Leek
 Leende
 Leens
 Leidschendam
 Leimuiden
 Lekkerkerk
 Leksmond
 Lent
 Leur
 Lichtenvoorde
 Lienden
 Lisse
 Lith
 'T Lobith
 Lochem
 Loon op Zand
 Loosdrecht
 Loosduinen
 Loppersum

Lunteren
 Maarsbergen
 Maarssen
 Maartensdyk (Utr.)
 St. Maartensdyk
 Maasbracht
 Maasland
 Makkinga
 Makkum
 Markelo
 Marum
 Het Meer (Friesl.)
 Meerkkerk
 Meerssen
 Megen
 Melissant
 Metzlawier
 St. Michielsgestel
 Middelharnis
 Middelstum
 Middenbeemster
 Midwolde
 Mierlo
 Mil
 De Moerdyk
 Molenaarsgraaf
 Monster
 Montfoort
 Mook
 Moordrecht
 Muiden
 Muntendam
 Mydrecht
 Naaldwyk
 Neede
 Neerlangbroek
 Nes (op Ameland)
 Nieuw-Beerta
 Nieuw-Beyerland
 Nieuwe Niedorp
 Nieuwe Pekel-A
 Nieuwersluis
 Nieuwe-Schans
 Nieuwesluis
 Nieuwe-Tonge
 Nieuwkoop

Nieuw-Lekkerland
 Nieuwolda
 Nieuwveen
 Noordbroek
 Noordwolde
 Noordwyk
 Norg
 Nuenen
 Nunspeet
 Nyverdal
 St. Oedenrode
 Oegstgeest
 Oirschot
 Oisterwyk
 Oldebercoop
 Oldehoorn
 Oldemarkt
 Olst
 Ommen
 Onstwedde
 Ooltgensplaat
 Oostburg
 Oosterhesselen
 Oosterland
 Oostermeer
 Oosterwolde
 Oosthuizen
 Oost-Souburg
 Oostwold (near
 Scheemda)
 Oostzaan
 Ootmarsum
 Oss
 Ossendrecht
 Oud-Alblas
 Ouddorp
 Oudenbosch
 Oude Pekel-A
 Ouderkerk
 Ouderkerk a. d.
 Amstel
 Ouderkerk a.d. Yssel
 Oude-Schild
 Oudeschoot
 Oude-Tonge
 Oudetonge

Oude Wetering
 Oud-Gastel
 Oud-Vossemeer
 Over-Asselt
 Overschie
 Ovezande
 Pannerden
 Papendrecht
 Peize
 Pernis
 Prinsenhage
 Putten (Geld.)
 Puttershoek
 Pynacker
 Raalte
 Raamsdonk
 Rauwerd
 Ravestein
 Reeuwijk
 Renkum
 Renswoude
 Reuver
 Rhenen
 Rhoon
 Rhynsaterwoude
 Rhynsburg
 Ridderkerk
 Roden
 Rolde
 Rosmalen
 Rossum
 Ruinen
 Ruurlo
 Ryp
 Rysbergen
 Rysoord
 Ryssen
 Sappemeer
 Sassenheim
 Schagerbrug
 Schalkwijk
 Scheemda
 Scherpenisse
 Scherpenzeel (Geld.)
 Scheveningen
 Schiermonikoog

Schoondyke
Schoorldam
Schyndel
Silvolde
Simpelveld
Sleen
Sleeuwyk
Sliedrecht
Slochteren
Sloten (Friesl.)
Sloten (N. Holl.)
Slyk-Ewyk
Smilde
Soest
Soesterberg
Soetermeer
Someren
Sommelsdyk
Spanbroek
Sprang
Stad aan 't Haringvliet
Stadskanaal
Staphorst
Stavenisse
De Steeg
Steenderen
Stellendam
Stiens
Stolperbrug
Streefkerk
Stryen
Susteren
Swalmen
Tegelen
Terheiden
Termunterzyl
Terschelling
Texel
Thorn
Tubbergen
Tuil
Twello
Ubbrgen
Uden
Udenhout
Uitgeest

Uithoorn
Uithuistermeden
Uithuizen
Ulft
Ulrum
Vaassen
Valkenburg (Limb.)
Valkenburg (Z. Holl.)
Valkenswaard
Varsseveld
Veenendaal
Veere
Veghel
Velsen
Venrzay
Vierlingsbeek
Vinkenveen
Vlagtwedde
Vlieland
Vlymen
Vogelenzang
Vollenhoven
Voorburg
Voorschoten
Voorst
Voorthuizen
Vorden
Vreeland
Vreeswyk
Vries
Vriesenveen
Vught
Vuren
Waddingsveen
Wamel
Warffum
Warga
Warmond
Warnsveld
Waspik
Wassenaar
Wateringen
Wedde
Wehl
Wehe
Werkendam

Westerbork
Westervoort
West-Capelle
Westzaan
Westzanen
Wierden
Wieringen
Wildervank
Willemsdorp
Winkel
Winssen
Winsum (Gron.)
Wissekerke
Wognum
Wolphaartsdyk
Wolvega
Wommels
Workum
Woubrugge
Woudenberg
Woudsend
Wouw
Wychen
Wyhe
De Wyk
Wyk en Aalburgh
Wylre
Yerseke
Ysselmonde
Ysselstein
Yzendyke
Zaamslag
Zaandyk
Zandpoort
't Zandt (N. Holl.)
Zeddam
Zelhem
Zevenhuizen (Z. Holl.)
Zoelmond
Zoutelande
Zuid-Beyerland
Zuidbroek
Zuidhorn
Zuidlaren
Zuylen
Zwammerdam

In the above list a number of the sub-office names have the province name, abbreviated, after the office name. Of these only Capelle (aY), Hengelo (GD) and Krimpen (a.Y.) actually have the province name in the cancellation.

Driebergen and Ede, in which places in 1850 a sub-office was set up according to a list attached to Circular 499 of 30th December 1854, were under the care of an *adjunct-brievengaarder* attached to the station. No mention of this is made in the yearbook for 1864, while in the following yearbook, that of 1871/72, mention is made of a sub-office and a depot-sub-office being set up at Ede. On 1st January 1866 a post office was set up at Driebergen with the result that the service at the station was abolished. Probably the duties of the adjunct-brievengarders amounted to collecting and giving out mail from and to the neighboring sub-offices, and it is then a question whether or not they received a postmark. To name marks of Driebergen are known, but these may have been used by the sub-office. Two name marks are also known of Ede, namely: one in type 58 and in type 59, which based on the frame looks like a haltestempel.



This postmark with Roman lettering does not occur in the cancellation book of 1855 - 1893 and was probably issued in 1854 for the service at the station. This marker was found on a postcard sent from Ede in 1871. On the card is also a train marker, in different ink so that the first marker was probably not applied in the train.

Use of the Town Name Marker for letters

According to Circular 419 the name mark was solely a departure mark. Not until 1879 it was required that - and only for offices which possessed a dated mark - sub-offices should postmark letters *on receipt*. However, earlier than 1879 letters are found with the name mark of a receiving sub-office.

It was also specified in Circular 419 that letters from sub-offices had to be postmarked in the usual manner at post offices of departure and arrival. Letters sent from any particular sub-office did not always bear the postmark of the same post office since the sub-offices did not always send their mail to the same head office. Mail could be sent to any head office in the area.

Calculating Postage

For this, consult the beginning of the Post Law; postage rates for letters from and to sub-offices according to the distance from post office to post office, under: Special postmarks for some sub-offices.

District Postage

The regulation that 10 cents had to be paid for a distance of more than 30 km did not apply to the so-called district postage i.e. to letters handed in to a post office and delivered within their district. These cost 5 cents district postage even should they have to go further than 30 km. This often occurred with letters from sub-offices since most of

these came under the jurisdiction of more than one head office.

Under Circular 419, delivery between sub-offices without the mail passing through a head office was allowed if the situation of the places or the postal route lent itself to this procedure. The treatment of local letters was also mentioned insofar as these letters were handled within the district of the sub-office. In both cases the letters were handled as district letters and charged at the district rate of 5 cents.

Cancellations

Even after the introduction of postage stamps the *town name marks*, according to the instructions issued to the brievengaarders on 24 November 1851 (Circular 447) regarding the issue and use of postage stamps, continued in use as *departure* marks for *prepaid* letters. The brievengaarders might cancel the stamps only if the letters were destined for another sub-office and would not pass through an intervening head office. Although not expressly mentioned, this also applied to mail delivered within the area of the sub-office itself.

The cancelling was to be done with the place name mark, in black ink, on the centre of the stamps. Should this canceling have been omitted at the office of departure, it had to be done at the office of arrival.

According to the instructions for head offices (Circular 447) the stamps on letters for delivery or for further handling had to be canceled.

According to Article 35 of the same orders the place name marks were to be impressed over the centre of the postage stamps. Some brievengaarders took this to mean that the cancel should be placed diagonally across the stamps.

Stamps of the third and fourth issues in particular, can be found with two intersecting diagonal cancellations. Other brievengaarders applied the cancellations horizontally two or three times over the stamps.

Circular 639 of 25. January 1865 changed the requirement of the application of the place name mark on the back of letters. This had caused some inconvenience, since in some cases, the postage had to be figured, not according to the headoffice which applied the mark on the front of the mail, but according to the sub-office which had applied its cancel on the back of the letter. Similar cases had also been mentioned in circular 470-of 30 October 1852. Letters from the sub-office Ede for Apeldoorn were cancelled on the front: Wageningen, and although the postage from Wageningen to Apeldoorn was 10 cents, these letters were only charged 5 cents, because the distance between Ede and Apeldoorn was less than 30 km. Further, letters from the sub-office Amerongen sent to Amersfoort (the head office responsible) were postmarked: Tiel on the front and charged 5 cents district postage to Amersfoort, although the postage from Tiel to Amersfoort was 10 cents. These instances are given as examples (NB we will return to this matter when dealing with the broken ring and half circle postmarks). With an eye to what has been written, it was made mandatory in 1865 that the sub-office mark should be placed on the

front of letters.

1865 Trial Marks

In June and July 1865 cancels with letters 4 mm high (sans serif) were issued to Meerkerk, Mijnsheerenland, Raamsdonk, and Rozenburg. Rijswijk (South Holland), Spijkenisse, Wehe, and Zuidland received cancels 5 mm high (refer to cancels 60 and 60a)



Most probably similar marks were issued to Oosterbeek, and Zwartewaal, which opened during 1865. Later on Wommel (4 mm) and Lisse (7 mm) received this cancel in Arabic letters. These marks must have been sent out before May 1865 since official cancellations started that month.

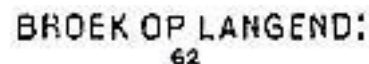
Refer to “Bestelhuizen” for the Made cancel. Balk still used Type 61 with the strange letters “B” and “K” in addition to serif letters A and L (refer to illustration). It is found on the 1864 issue and was probably also used in 1865.

Color of Ink

Refer to the note about Sub-Offices at the beginning of this section. Cancelling with red ink was mandatory based on the regulations after November 3, 1865.

1866 Definitive Cancellations

Town Name cancels with normal grotesque letters After July 1865 cancels with Roman letters were again issued and continued in use until March 1866, after which type 62 with sans serif letters, 3 mm high was sent out; sometimes the letters were slightly higher but this can be ignored. The cancel Heinkenszande, which Schreuders gives under No. 211 has not been printed in the cancellation book, nor do any other marks with the same or similar lettering occur.



Type 62 Most probably the first cancels of Type 62 were issued to Baarn and Eemnes at the end of 1865. For this purpose, cancels were sent to the head offices under which the sub-offices operated on 28 December 1865.

The town name marks as a cancelling mark were replaced by date marks between 20 February 1884 and March 1894.

There now follows the list of town name marks which served as cancellations according

to the regulations. Among these are marks which were issued after 20 February 1884 to offices established before that date (new offices received a dated cancel at once) and before they received a dated cancel. Hence, the town name mark Berlikum was dispatched 23 August 1889; a date marker was sent in October 1890.

List of type 62 postmarks

Aagtekerke	Anjum	(Beek
Aalsmeer	Ankeveen	(Beek Bij Nijmegen
Aalst G.	St Anna	(Beek (bij Zevenaar)
Aalst N.B.	St Annaland	(Beek (in Limb.)
Aalten	St Anna Parochie	Beekbergen
Aardenburg	Anna Paulowna-Polder	Beek En Donk
Aarlanderveen	Annerveen	Beers
Aarle-Rixtel	(Annerveensche Kanaal	Beerta
Abbekerk	St Anthonis	Beest
Abbenbroek	Appelscha	Beetgum
Abcoude	Appeltern	Beetsterzwaag
Achlum	Arcen	Beilen
Acquoi	Arkel	Bellingwolde
Adorp	Arnemuiden	Bemmel
Aduard	Arum	Bennebroek
Afferden (in Gld.)	Asperen	Bennekom
Afferden (in Limb.)	Assendelft	Benningbroek
St. Agatha	Asten	Benschop
Akkrum	Augustinusga	Benthuisen
Albergen	Avenhorn	Bergambacht
Alblasserdam	Axel	Bergen (in Limb.
Alem	Baambrugge	Bergen (in N.Holl.)
Alfen (Gld)	Baard	Bergeijk
Almkerk	Baardwijk	Bergharen
Alphen (in N.Brab.)	Baarle-Nassau	Bergschenhoek
Ameide	Baarn	Bergum
Amerongen	Baflo	Berkenwoude
Ammerstol	Bakel	(Berlicum (in N.Brab.)
Ammerzoden	Bakhuizen	(Berlicum (in Friesl.)
Amsteldijk	Bakkeveen	(Berlikum (in Friesl.)
Amstelveen	Balk	Besoijen
Amstenrade	Balkbrug	Beuningen
(Andel.	Barendrecht	Beusichem
(Andel (Gr;	Barneveld	Bierum
Andel (in N.Brab.)	Barsingerhorn	Biggekerke
Andelst	Batenburg	De Bilt
Andijk	Bath	Binnenwijzend
Angeren	Bathmen	Birdaard
Angerlo	Bedum	Blaauwhuis

(Blaauw-Capel
 (Blaauwkapel
 Bladel
 Blankenham
 Blaricum
 Bleiswijk
 Bleskensgraaf
 Blesse
 Bloemendaal
 Blokzijl
 Blija
 Blijham
 Bodegraven
 Boekel
 Den Bommel
 Bonnerveen
 Boornbergum
 Borculo
 Borger
 Borkel
 Borne
 Borselen
 Boskoop
 Bovenkarspel
 Bozum
 Brakel
 Brantgum
 Breukelen
 Briels-Nieuwl:
 Broek In Waterl:
 Broek Op Langend:
 Brouwershaven
 Bruchem
 Bruinisse
 Budel
 Buggenum
 Buiksloot
 Buitenpost
 Bunnik
 Bunschoten
 Buren
 Burgerbrug
 Burgh
 Bussum
 Buurmalsen
 Camperland

Cappelle Op Den iJ.
 Castricum
 Cats
 Chaam
 Charlois
 De Cocksdorp
 Colmschate
 Colijnsplaat
 Cornjum
 Cortgene
 Cothen
 Dalem
 Dalen
 Dalfsen
 Dedemsvaart
 Deersum
 Deest
 Deil
 Deinum
 Delden
 Demen
 Den Deijl
 Denekamp
 Deurne
 Deursen
 Deuten
 Didam
 Diepenheim
 Diepenveen
 Dieren
 Diessen
 Dieverbrug
 Dinteloord
 Dinther
 Dinxperlo
 Dirkshorn
 Dodewaard
 Domburg
 Dommelen
 Dongen
 Donkerbroek
 Doornenburg
 Dragtener-Comp
 Drieschor
 Drempt
 Dreumel

Drieborg
 Driel
 Driesum
 Drimmeien
 Drogenham
 Dronrijp
 Drumpt
 Drunen
 Druten
 Duiven
 Duivendijke
 Duizel
 Dussen
 Dwingelo
 Echt
 EchteId
 Echterbrug
 Eck En Wiel
 Ede
 Ee
 Eelde
 Eemnes
 Eemnes-Buiten
 Eenrum
 Eerbeek
 Eersel
 Eethen
 (Eext
 (Eekst
 Egmond a/d Hoef
 Eibergen
 Elden
 Elkerzee
 Ellecom
 Ellemeet
 Ellewoutsdijk
 Elshout
 Elsloo
 Elspeet
 Elst (in Utr.)
 Emmen (in Dr.)
 Emmen (in Ov.)
 Emst
 Engelen
 Enscht
 Enspijk

Enter	Gilze	Hantum
Enumatil	Ginneken	Hapert
Epe	Godlinze	Haps
Erica	Goedereede	Hardegarijp
Ermeloo	Goodschalkoord	Hardenberg
Erp	Goirle	Hardinxveld
Esch	Gorredijk	Haren (in Gron.)
Escharen	Gorssel	Harmelen
Est	Gouderak	Hasselt
Etten (in N.Brab.)	Goudriaan	Haulerwijk
Etten (Gld.)	Goudswaard	Havelte
Everdingen	Graauw	Hedel
Exlo	Gramsbergen	Heeg
Eijsden	's Graveland	Heel
Ezinge	's Gravemoer	Heelsum
Ferwerd	's Gravendeel	Heemstede
Finsterwolde	's Gravenpolder	Heenvliet
Frederiksoord	's Gravesande	's Heer-Arendskerke
Fijnaart	's Grev: Capelle	Heerde
Gaanderen	Groede	's Heerenberg
Gaast	Groenlo	's Heerenbroek
Gameren	Groesbeek	Heerewaarden
Gapinge	Groessen	('s Heer-Hendriksk.
Garrelsweer	Gronsveld	('s Heer-Hendriksk:
Garijp	Groot-Ammers	Heer-Hugowaard
Gassel	Grootebroek	Heerjansdam
Gasselte	Grootegast	Hees
Gasselter-Nijeveen	Groote-Lindt	Heesch
Geervliet	Groot-Schermer	Heesselt
Geesteren	Grouw	Heeswijk
Geffen	Grijpskerk	Heeze
Geldermalsen	Grijpskerke	Heilo
Geldrop	Gulpen	Heinenoord
Geleen	Haaften	Heiningen
Gellicum	Haaksbergen	Heinkenszand
Gemert	Haamstede	Heino
Gemonde	Haaren (in N. Brab.)	Hekelingen
Genderen	Haarle	Hekendorp
Gendringen	Haarsteeg	Helden-Panningen
Gennep	Haastrecht	Helenaveen
Gent	Haelen	Hellendoorn
Giesbeek	Hagestein	Hellouw
Giesen-Nieuwkerk	Hallum	Helvoirt
Giessendam	Halsteren	Hemmen
Gieten	Den Ham	Hemrik
Giethoorn	Hansweert	(Hendrik Ido Ambacht

(H: I: Ambacht
Hengelo
Hengstdijk
Hensbroek
Herkingen
Herpen
Herveld
Herwen
Herwijnen
Heteren
Heukelum
Heijen
Heijthuisen
Hilligersberg
Hillegom
Hillesluis
Hilvarenbeek
Hoedekenskerke
Hoek
Hoek Van Holland
Hoevelaken
De Hoeven
Hollandsche-Veld
Hollum
Holten
Holterhoek
Holwerd
Holwierde
Hondsholredijk
Hontenisse
Hoofdplaat
(Hoog-Carspel
(Hoogcarspel
Hoogeloon
Hoogerheide
Hooge Zwaluwe
Hoogkerk
Hoog Soeren
Hoogvliet
Hoogwoud
Hoornaar
Horn
Hornhuizen
Horssen
Horst
Houten

Houthem
Houtrijk en Polanen
Huibergen
Huissen
Huizen
Hurwenen
Ipendam
Ingen
Irsum
Jaarsveld
St Jacobi-Parochie
St Jansteen
St Johannesga
Joure
Jubbega
Jutphaas
Jutrijp
Kaatsheuvel
Kadzand
Kamerik
Kantens
Kapelle (on Duiveland)
Kapelle (on Zuid-
Beveland)
Katendrecht
Katwijk-Binnen
Katwijk a/Zee
Kauter
Kedichem
Keppel
Kerk-Avezaath
Kerk-Driel
(Kerkraede
(Kerkrade
Kerkwerve
Kerkwijk
Kessel
Kesteren
Kimsword
Kinderdijk
Klaaswaal
Klein Dochteren
Kleverskerke
Kloetinge
Kloosterburen
Kloosterzande

De Knijpe
Koedijk
Koegras
Koekange
Koewacht
Kolhorn
Kollum
Koog Aan De Zaan
Kortenhoef
Koudekerk
Koudekerke
Koudum
Krabbendijke
Kralingen
Kralingsche V:
Krimpen Aan De Lek
Krimpen a/d IJssel
Krommenie
Kruiningen
Kruisland
Kuinre
Kuitaart
(Kuijk
(Cuijk
L: Soeren
Lage Mierde
(Lage Zwaluw.
(Lage Zwaluwe
Landsmeer
L. Ruige Weide
Langezwaag
Langweer
Laren (in N. Holl.)
Laren (Gld.)
(Lathum
(Latem
St Laurens
De Leek
Leende
Leens
Leerbroek
Leersum
Leeuwen
Leiderdorp
Leidschendam
Lekkerkerk

Leksmond
Lemelerveld
Lent
Lettelbert
Leur
Leusden
Lichtenvoorde
Liempde
De Lier
Lieshout
Liessel
Limmel
Limmen
Linden
Linne
Linschoten
Lippenhuizen
Lisse
Lith
(Lithoijen
(Lithooijen
Lobith
Lochem
Loene Op De V:
Loon Op Zand
Loosdrecht
Loosduinen
Lopik
Loppersum
Losser
Luikgestel
Lunteren
Lutten
Maarheze
Maarsbergen
St. Maarten
Maartensdijk
St Maartensdijk
Maasbommel
Maasbracht
Maasdam
Maashees
Maasland
Made
Makkinga
Makkum

Malden
Mantgum
Maren
Markelo
Marken
Marrum
Marssum
Marum
Maurik
Meeden
Meerkerk
Meerlo
De Meern
Meerssen
Meeuwen
Megen
Melick
Meliskerke
Menaldum
Mensingaweer
Meteren
Metzlawier
St. Michielsgestel
Middelaar
Middelbeers
Middelharnis
Middelstum
Middenbeemster
Midwolde
Midwoud
Mierlo
Mill En St Hubert
Millingen
Minnertsga
Moercapelle
Moerdijk
Moergestel
Molenaarsgraaf
Monster
Montfoort
Montfort
Mook
Mookhoek
Moordrecht
Muiden
Muntendam

Murmerwoude
Mijdrecht
Mijnsherenland
Naaldwijk
Nederhemert
Nederhorst Den Berg
Nederweert
Neede
Neer
Neerlangbroek
Nes (in
Westdongeradeel)
Nes Op Ameland
Netterden
Nibbixwoud
St Nicolaasga
Niebert
Nieuwaal
Nieuw-Amsterdam
Nieuw-Beerta
Nieuw-Beijerland
Nieuw-Buinen
Nieuw Dordrecht
Nieuwdorp
(Nieuwe Brug
(Nieuwebrug
Nieuwendam
Nieuwendijk
Nieuwenhoorn
(N: Niedorp
(N. Niedorp
Nieuw En St Joostl:
Nieuw-Pekel-A.
Nieuwerbrug
Nieuwerkerk (in Z.
Holl.)
Nieuwerkerk (in Zeel.)
Nieuweroord
Nieuwersluis
Nieuwe-Schans
Nieuwesluis
Nieuwe Tonge
Nieuw-Hellevoet
Nieuwkoop
Nieuwkuik
Nieuw-Lekkerland

Nieuw-Leusen	Oldenhove	Oude Niedorp
Nieuwolde	Olst	Oude-Pekel -A
Nieuwpoort	Ommelandervijk	Ouderkerk a/d A.
Nieuwveen	Ommen	Ouderkerk a/d IJssel
Nieuw Vennep	Ommeren	Oudeschans
Nieuwvliet	Ommerschans	Oude-Schild
Nieuw Vossemeer	Onstwedde	Oudeschoot
Nisse	Ooltgensplaat	Oudesluis
Nistelrode	Oostburg	Oude-Tonge
Noordbroek	Qosteinderdijk	Oude-Wetering
Noorddijk	Oosterbeek	Oud-Gastel
Noordeloos	Oosterblokker	Oud Karspel
N. Hoogetrug	Oosterhesselen	Oudkerk
Noordgouwe	Oostermeer	Oudorp
Noordhorn	Oosterwolde	Oud-Schoonebeek
Noordlaren	Oosterzee	Oudshoorn
N: Scharwoude	Oosthuizen	Oud-Vossemeer
Noordwelle	Oostkapelle	Ouwkerk
Noordwolde	Oostmahorn	Overasselt
Norg	(O: Pannerden	Overlangel
Nuenen	(Oost-Pannerden	Overschie
Nuland	(Pannerden	Overslag
Numansdorp	Oost-Souburg	Overtoom
Nunspeet	Oost-Voorne	Overzande
Nuth	Oostwold (in gem.	Oijen
Nijbroek	Leek)	St Pancras
Nijehorne	Oostwolde (in gem.	Pannerden, See
Nijeveen	Midwolda)	O: Pannerden
Nijkerk (Fries.)	Oostzaan	Papendrecht
Nijland	Ootmarsum	Parrega
Nijverdall	Opende	Peize
Obdam	Ophemert	Pernis
Ochten	Opheusden	Petten
St Odilienberg	Oppenhuizen	Phiippine
Odoorn	Opijnen	St Philipsland
Odijk	Orthen	Piershil
St Oedenrode	Oterdum	Pieterburen
Oeffelt	Oterleek	Pingjum
Oerle	Ottersum	Poeldijk
Oirschot	Ouddorp	Poortugaal
Oldeberkoop	Oudega	Poortvliet
Oldeboorn	Oudelande	Posterholt
Oldebroek	Oudemirdum	Prinsenhage
Oldeholtvade	Oudemolen	Putte
Oldekerk	Oudendijk	Putten
Oldemarkt	Oudenhorn	Puttershoek

Pijnacker
 Raalte
 Randwijk
 Ransdorp
 Rauwerd
 Ravenswaaij
 Ravestein
 Rechteren
 Reek
 Reeuwijk
 Renesse
 Renkum
 Renswoude
 Retranchement
 Reusel
 Reuver
 Rheden
 Rhenen
 Rhoon
 Ridderkerk
 Riel
 Riethoven
 Rilland
 Rinsumageest
 Rockanje
 Roden
 Roelof-Arendsveen
 Rolde
 Roordahuizum
 Roosteren
 Rosmalen
 Rossum
 Rottevalle
 Rucphen
 Ruigenhil
 Ruinen
 Ruinerwold
 Rumpt
 Rustenburg
 Ruurlo
 Rijen
 Rijnsburg
 De Rijk
 Rijsbergen
 Rijsoord
 Rijssen

Rijswijk (in Gld.)
 Rijswijk (in N. Brab.)
 Rijswijk (in N. Holl.)
 Sambeek
 Sappemeer
 Sassenheim
 Sauwert
 Schagerbrug
 Schalkwijk
 Scharmer
 Scharnegoutum
 Scharsterbrug
 (Schaijk
 (Schaik
 Scheemda
 Schellinkhout
 Schelluinen
 Schermerhorn
 Scherpenisse
 Scherpenzeel (in Fries.)
 Scherpenzeel (in Gld.)
 Schildwolde
 Schipluiden
 Schoondijke
 Schoonheten
 Schoonoord
 Schoorldam
 Schore
 Schraard
 Schuddebeurs
 Schijndel
 Sellingen
 Serooskerke (on
 Schouwen)
 Serooskerke (on
 Walcheren)
 Sevenum
 Sexbierum
 Siddeburen
 Silvolde
 Simpelveld
 Sir-Jansland
 Sleenwijk
 Slikgat
 Slikkerveer
 Slochteren

Sloten (in Fries.)
 Sloten (in N. Hol l.)
 Sloterdijk
 Slijk-Ewijk
 Smilde
 Snakkerburen
 Soest
 Soesterberg
 Someren
 Sommelsdijk
 Son
 Sprang
 Spijk
 Spijkenisse
 Stad a/h Haringvliet
 Stadskanaal
 Standdaarbuiten
 Staphorst
 Stavenisse
 Stavoren
 Stedum
 De Steeg
 Steenderen
 Steensel
 Steggerda
 Stellendam
 Stevensweert
 Stiens
 Stolwijk
 Stoppeldijk
 Streefkerk
 Stroobos
 Strijen
 Suawoude
 Surhuisterveen
 Susteren
 Swalmen
 Tegelen
 (Ten Boer
 (Ten-Boer
 Ten Post
 Ter-Aar
 Ter Apel
 Terheiden
 Termunterzijl
 Ternaard

Terschelling	(Velp N.B.	Wamel
Terwolde	(Velp N:B:	Wanneperveen
Teteringen	Velsen	Wanroij
Thorn	Venhuizen	Wapenvelde
Tjalleberd	Venraij	Wapserveen
Tjerkwerd	Vessem	Warffum
Tjummarum	Viane	Warfhuizen
Tolbert	Vierlingsbeek	Warga
Tongelre	Vinkeveen	Warmenhuizen
Tricht	Visvliet	Warmond
Tubbergen	Vlagtwedde	Warns
Tuil	Vledder	Warnsveld
Tull En 'T Waal	Vleuten	Waspik
Twello	Vlieland	Wassenaar
Twisk	Vlierden	Watergang
Twijzel	Vlodrop	Watergraafsmeer
Tzum	Vlijmen	Wateringen
Ubbergen	Voerendaal	Waterlandkerkje
Uden.	Volkel	Waverveen
Udenhout	Vollenhoven	Wedde
Uffelte	Voorburg	Weerselo
Uitgeest	Voorschoten	Wehe
Uithoorn	Voorst	(Wehl
Uithuizen	Voorthuizen	(Weel
(Uithuijzermeeden	Vorchten	(Wehl
(Uithuistermeeden	Vorden	Weidum
Ulft	Vreeland	Weiwert
Ulrum	Vreeswijk	Weil
Ulvenhout	Vries	Wemeldinge
Ureterp	Vriesenveen	Werkendam
Urk	Vroomshoop	Werkhoven
Urquert	Vrouwen-Parochie	Wervershoef
Vaassen	Vrouwepolder	Wessem
Valburg	Vrijenban	Westbroek
Valkenburg (in Limb.)	(Vrijh:-Capelle	Westdorpe
(Valkenburg	(Vrijhoeven-Kapel	Westerblokker
(Valkenburg (Z H:)	Vught	Westerbork
Valkenswaard	Vuren	Wester-Emden
Varik	De Waal	Westerhoven
Varsseveld	Waalre	Westerlee
Veen	Het Waar	Westernieland
Veenhuizen	Waarde	Westervoort
Veenwoude	Waardenburg	Westkapelle
Veere	Waddingsveen	Westmaas
Veessen	Wadenojen	W: Pannerden
Veldhoven	Walsoorde	Westwoud

Westzaan	Wordt-Rheden	Zelhem
Weurt	Woubrugge	Zes-Gehuchten
Wezep	Woudsend	Zetten
Wierden	Wouw	Zevenb:-Hoek
Wieringerwaard	Wijchen	Zevenhoven
Wildervank	Wijdenes	Zevenhuizen (Grn)
Wilhelminadorp	Wijhe	Zevenhuizen (in Z.Holl.
Willemsdorp	De Wijk	Zoelen
Willemsoord	Wijk Aan Zee	Zoelmond
Wilnis	Wijk En Aalborg	Zoltkamp
Wilp	Wijlre	Zonnemaire
De Wilp	IJerseke	Zoutelande
Windesheim	IJlst	Zuid-Beijerland
Winkel	IJmuiden	Zuidbroek
Winssen	IJsselmonde	Zuiddorpe
Winsum (in Frslnd.)	IJsselsteijn	Zuidhorn
Winsum (in Gron.)	IJzendoorn	Zuidland
Wintelre	IJzendijke	Zuidlaren
(Wirdum	Zaamslag	Zuid-Scharwoude
(Wirdum (Fr.)	Zaandijk	Zuidwolde (Dr)
(Wirdum	('T Zandt (in Gron.)	Zuidwolde (in Gron.)
(Wirdum (Gr)	('T Zand (in Gron.)	Zuidzande
Wissekerke	(Het Zand (in N. Holl.)	Zuilen
Witmarsum	Zandberg	Zuilichem
Wognum	Zandpoort	Zundert
Woldendorp	Zandvoort	Zwammerdam
Wolphaartsdijk	Zeddam	Zwartewaal
Wolvega	Zeeland	Zwijndrecht
Wommels	Zeelst	Zijldijk

In the above list the province names (as "in Gron.") have been added to distinguish between sub-offices having the same name. However, the province names do actually occur on the cancels with : Aalst G, Alfén (Gld), Andel (Gr.) Etten (Gld.), Laren (Gld:), Valkenburg (Z H:), Velp N.B., Velp N: B:, Wirdum (Gr), Zevenhuizen (Grn) and Zuidwolde (Dr).

Postmarks for offices with Similar Names. Only 11 offices received a townname from other offices of the same name. Usually the province name was added to differentiate them, however little importance was attached to this further indication. There were, for example, three offices called Beek, two in Gelderland and one in Limburg, which all used the same mark from 1875 to 1880. Beek bij Nijmegen was not issued until 1881.

On the other hand, with the small round cancellation, an indication of the province was given in 58 cases and 12 of these had received this mark before 20th February 1884, while 39 offices which had been set up before that date received a similar mark later on.

With the small round cancellations used at sub-offices, a province indication was of real importance after 20th February 1884, since that time, mail on which those marks occurred, when destined for places outside the district covered by the head office to which the sub-office belonged, were no longer to be provided with the mark of the head office. The province names were abbreviated, but in an irregular manner. There was some system, in that the provinces with compound names were indicated, with but two exceptions, by the initials of both names, these being placed between brackets. From November 1889 the names of some provinces were not always abbreviated in the same manner and different punctuation marks were used. This is particularly noticeable with the cancels of the sub-offices and of the trains, for the makers of these marks seem to have been “innovative” with names. Only in later years were the abbreviations used systematically.

Pen Marking. During the period of use of the small round mark, at several offices, where the town name mark used as a cancel, the date was written under it in ink. This occurred for several years. It is remarkable that this occurred at offices which had received a date marker and some of those which had not, e.g. an instance of pen dating of Stoppeldijk, dated 10.2.87, was shown in De Philatelist of June 1933, page 121, (my (Vellinga) example is dated (13.2.86) and a dated mark was not sent to this office until September 1889. Kuitaart, however (pen-dating 9.12.86, shown next to Stoppeldijk) had received a dated mark in November 1886 and this was still in use at that office on 11th April 1888.

I have noticed the same with early daily statements from sub-offices in connection with the post office savings bank service opened on April 1881. When the offices opened for this service they did not have a dated mark they used one name cancel with pen dating underneath, in the place intended for the dated marker. I have a number of examples, among others: Kuitaart 27.1.1882,; Venhuizen 5.2.1888, the dated mark arrived in December 1889. Oldebroek and Rhijnsaterwoude carried on in this manner long after they had received dated markers.

It seems very probable that this administrative use had led some offices to adopt a similar method for postal obliteration.

Use of the Name Cancel for Other Purposes.

(Refer also to: Directions for the use of the dated cancel and name cancel).

Printed Matter. Circular 419 contained instructions for the canceling of letters. With the introduction of postage stamps of 1 and 2 cents, nothing even then was said regarding the handling of printed matter and the cancelling of printed matter stamps. It therefore followed that the instructions for letters were observed and printed matter received the name cancel. Cancelling of the stamps with the name cancel only occurred when the mail did not go to a head office. Circular 777 of 25th March 1870 repeated the instructions regarding the marking of letters and supplemented these with the order that stamps not to be cancelled if the letters came to a railway office; these orders were at the time given for

letters and other mail.

Postage-due Stamps. According to Circular 780 of 23rd April 1870 the brevengaarders had to apply postage-due stamps on unfranked or in sufficiently franked letters which were mailed at their offices or were received from neighboring sub-offices, bestelhuizen or postmen and destined for the locality of the sub-office or for places resorting under the sub-office. The postage-due stamps had to be cancelled with the mark used for ordinary postage stamps.

Postal cards. Circular 807 of 8th December 1870 made mandatory that the name mark had to be printed above the word “Briefkaart”.

Money Orders. According to the instructions to the brevengaarders attached to Circular 825 of 20th June 1871, the sub-office cancels had to be impressed at the top of the money order and the order was to be sent to the director of the head post office under which the sub-office resorted; at the head office the stamps had to be cancelled with the numeral mark.

Stamped Wrappers. With reference to the cancelling of the postage stamp impressions on these items, Circular 985 of 51st December 1875 instructed that Circular 777 also applied to these wrappers; refer to the section on printed matter.

1879.

Date Mark (Dagtekeningsstempel)

Small round postmarks. Circular 1093 of 28th November 1879, ordered that sub-post offices should be provided with a dated mark of the pattern of that used at the head post offices. For these postmarks for sub-offices the hour characters used were as follows:

12-8V, 8-12V, 12-4N, 4-8N and 8-12N (type 63)



The diameter was always 22mm. even with the postmarks issued in 1894 where the outer circle was thicker than with the other postmarks.

According to the circular mentioned, these postmarks were to be issued as they were made; in groups of not less than 12 and in the first place they were to be sent to the sub-offices which were in direct contact with the postoffices along the railroads. These marks were first sent out on 23rd December 1879 to 28 sub-offices; on 6th February 1894 a postmark was sent to Valkenburg in the province of South Holland, this being the last office to receive this postmark. Various offices, which were closed after 1879, received no small round mark.

List of type 63 markers

Aagtekerke	Arnemuiden	(Bergeijk
Aalsmeer	Arum	(Bergeik
Aalst (Gld:)	Asperen	Bergharen
Aalst (N:B:)	Assendelft	Bergsehenhoek Bergum
Aalten	Asten	Berkel Berkhou
Aardenburg	Augustinusga Avenhorn	Berlikum (Friesl:)
Aarlanderveen	Axel	Berlikum (N: B:)
Aarle-Rixtel	Baambrugge	Best
Abbekerk	Baard	Beugen
Abbenbroek	Baardwijk	Beuningen (Geld:)
Abcoude	Baarle-Nassau	Beusichem
Achlum	(Baexem	Bezooijen
Acquoj	(Baaksem	Bierum
Adorp	Baflo	Biervliet
Aduard	Bakhuizen	Biezeling
Afferden (Gelderl:)	Bakkeveen	Biggekerke
Afferden (Limb)	Balkbrug	De Bilt
St Agatha	Barendreeht	Birdaard
Akkrum	Barsingerhorn	Blaauwkapel
Albergen	Batenburg	Bladel
Alem	Bath	Blankenham
Alfen (Gld:)	Bathmen	Blaricum
Almkerk	Bedurn	Bleiswijk
Alphen N: B:	(Beek (Gld:)	Blerik
Ameide	(Beek Bij (Nijmegen)	Bleskensgraaf
Amerongen Ammerstol	Beek (Bij Zevenaar) }	Blesse
Ammerzoden	Beek: Limb:	Blijham
Amsteldijk Amstelveen	(Beek (Limb:)	Boekel
Amstenrade	Beekbergen	Bolnes
Andel (Grn:)	Beek En Donk	Den Bommel
Andel (N: B:)	(Beers (N: B:)	Boornbergum
Andelst	(Beers	Borculo
Andijk	Beerta	Borger
Angeren	Beest	Borkel
Angerlo	Beetgum Beetsterzwaag	Borne
Anjum	Beilen	Borselen
Ankeveen	Bellingwolde	Boven-Hardinxveld
St Annaland	Bemmel	Bovenkarspel
St Annaparochie	Bennebroek Bennekom	Bozum
Anna P: Polder	Benningbroek Benschop	Brakel
St Anthonis Appelseha	Benthuizen	Brantgum Breedevoort
Appelteren	Berchem Bergambacht	Breukelen
Arcen	(Bergen (N: H:)	Broek In Waterl: Broek
Arkel	(Bergen)	Op L: Dijk

Brouwershaven
 Bruchem
 Bruinisse
 Budel
 Buiksloot
 Buitenpost
 Bunde
 Bunnik
 Bunschoten
 Buren
 Burgerbrug
 Burgh
 Bussum
 Buurmalsen
 Capelle aid IJ: (refer to
 letter K)
 Castricum
 Chaam
 Charlois
 De-Cocksdorp
 Colmschate Colijnsplaat
 Cornjum
 Cothen (refer to letter K)
 Dalem
 Dalen
 Dalfsen
 Deil
 Deinum
 Denekamp
 Deurne
 Deursen
 Den Deijl
 Diedam
 Diemerbrug
 Diepenheim Diepenveen
 Dieren
 Diesen
 Diever
 Dieverbrug
 Dinteloord
 Dinther
 Dinxperlo
 Dirkshorn
 Dirksland
 Dodewaard
 Domburg Donkerbroek

Doorn
 (Doornenburg
 (Doreenburg
 Drachstercompagnie
 Dremp
 Dreumel
 Drieborg
 Driel
 Driesurn
 Drimmelen
 Drogeham
 Dronrijp
 Drumpt
 Drunen
 Drijschor
 Dubbeldam
 Duiven
 Duivendijke
 Duizel
 Dussen
 Dwingeloo
 Echt
 Echteld
 Echterbrug
 Eck En Wiel
 (Ede
 (Eede
 Ee
 Eelde
 Eemnes-Binnen
 Eemnes-Buiten Eenrum
 Eerbeek
 Eersel
 Eeten
 Eext
 Egmond a/d Hoef
 Egmond Aan Zee
 Eibergen
 Elden
 Elkersee
 Ellekom
 Ellemeet Ellewoudsdijk
 Elshout
 Elspeet
 (Elst
 (Elst (Utr:)

Emmen (Dr.)
 Emmer:-Compascuum
 Emst
 Engelen
 Enschoot
 Enspijk
 Enter
 Enumatil
 (Ermeloo
 (Ermelo
 Erp
 Escharen
 Etten
 Etten (N: B:)
 Everdingen
 Exlo
 Eijsden
 Ezinge
 Ferwerd
 St Filipsland
 Finsterwolde
 Frederiksoord
 Fijnaart
 Gaanderen
 Gaast
 Garneren
 Garrelswier
 Garijp
 Gassel
 Gasselte
 Gasselter-Nijveen
 Geervliet
 Geesteren
 Geffen
 Geldermalsen
 Geleen
 Gemonde
 Genderen
 Gendringen
 Genemuiden
 Gent
 Giesbeek
 Giesendarn
 Giessen-Nieuwkerk
 Gieten
 Giethoorn

Gilze
 Godlinze
 Goedereede
 Goidschalxoord Goorle
 Gorssel
 Gouderak
 Goudriaan Goudswaard
 Graauw
 Gramsbergen
 's Graveland
 's Gravendeel
 's Gravenmoer
 's Gravenpolder
 's Greveld-Capelle
 Groede
 Groenlo
 Groesbeek
 Gronsveld
 Groot-Ammers
 Grootebroek Grootegast
 Groote Lindt
 Groot-Schermer Grouw
 Grubbenvorst

Grijskerk
 Grijskerke
 Gulpen
 Haaften
 Haaksbergen Haamstede
 Haarsteeg
 Haastreeht
 (Halen
 (Haelen
 Hagestein
 Hallum
 Halsteren
 Den Ham
 Hank (N: Be) Hansweert
 Hantum (Fr:)
 Hapert
 Haps
 Hardegarijp Hardenberg
 (Haren
 (Haren (Gron:)
 Haren (N: B:) Harmelen
 (Hasselt

(Hasselt (Ov:) Havelte
 Hazerswoude
 Hazerswoude (Rijnd:)
 refer to: Koudekerk
 Hedel
 Heeg
 Heelsum
 Heemskerk Heemstede
 Heenvliet
 's H: Arendsk:
 Heerde
 ('s Heerenberg
 ('s Herenberg
 's Heerenhoek
 Heerewaarden
 's Heer H: Kinderen
 H: Hugowaard
 Heerjansdam
 Hees
 Heesch
 Heeswijk
 Heeze
 Heilo
 Heinenoord
 Heiningen
 Heinkenszand
 Heino
 Hekelingen Hekendorp
 Helden~Pann:
 Helenaveen Hellendoorn
 Hellouw
 (Helvoirt
 (Helvoort
 Hemmen
 Hemrik
 Hendrik Ido Ambacht
 (Hengelo (Gld:)
 (Hengelo (Gld:)
 Hensbroek
 Herkingen
 Herpen
 Herveld
 Herwen
 Herwijnen
 Heteren
 Heukelum

Heijen
 Heijthuisen
 Hilligersberg
 Hillegom
 Hilvarenbeek
 Hindelopen
 Hoedekenskerke Hoek
 Hoek van Holland
 Hoevelaken
 De Hoeven
 Hollands: Veld
 Hollum
 Holten
 Holterhoek
 Holwerd
 Holwierde
 Honselersdijk
 Hoofdplaat
 Hoog-Blokland
 Hoogerheide
 Hooge Zwaluwe
 Hoogkarspel Hoogkerk
 Hoogloon
 Hoogvliet
 Hoogwoud
 Hoornaar
 Horn
 Hornhuizen
 Horsen
 Horst
 Houten
 Houthem
 (Houtrijk en Pol:
 (Houtrijk En Polanen
 Huibergen
 Huissen
 (Huizen
 (Huizen. (N: H:)
 Hurwenen
 (Hijpolitushoef
 (Hippolijtushoef
 Ipendam
 Ingen
 Irnsum
 Jaarsveld
 St Jacobi~Parochie

St Jansland
 St Janssteen
 St Johannesga Jorwerd
 Jubbega
 Jutfaas
 Jutrijp
 Kadzand
 Kamerik
 Kamperland
 Kantens
 (Kapelle Z. B.
 (Kapelle. Z: B:
 (Kapelle (Z: H:)
 (Capelle a/d IJ:
 Katendrecht
 Kats
 (Katwijk-Binnen
 (Katwijk a/d Rijn
 Kedichem
 Keppel
 Kerk-Avezaath
 Kerk-Driel
 Kerkrade
 Kerkwerve
 Kessel
 Kesteren
 Kimsward
 Kinderdijk
 Klaaswaal
 Kloetinge Kloosterburen
 Kloosterzande
 De Knijpe
 Koedijk
 Koegras
 Koekange
 Koewacht
 Kok-Engen
 Kolhorn
 Kollum
 Koog aid Zaan
 Kortenhoef
 Kortgene
 (Kotten
 (Cothen
 (Koudekerk
 (Hazerswoude(Rijnd:

Koudekerke (Zl:)
 Koudum
 Krabbendijke Kralingen
 Kralingsche Veer
 Krimpen a/d Lek
 Krimpen a/d IJ:
 Krommenie Kruiningen
 Kruisland
 Kuinre
 Kuitaart
 Kwadijk
 Laag-Soeren
 Lage-Vuursche
 Lage Zwaluwe
 Landsmeer
 Lange Ruigeweide
 Langezwaag Langweer
 Laren (Gld:)
 Laren
 St Laurens
 De Leek
 Leende
 Leens
 Leerbroek
 Leersum
 Leeuwen
 Leiderdorp
 Leidschendam
 Leimuiden
 Leksmond Lemelerveld
 Lent
 Leur
 Leusden Lichtenvoorde
 Liemde
 Lienden
 De Lier
 Lieshout
 Limmel
 Limmen
 Linne
 Linschoten
 Lippenhuizen
 Lisse
 Lith
 Lithooijen
 Lobith

Loenen (Gld:)
 Loenersloot
 Loon Op Zand
 Loosduinen
 Lopik
 Loppersum
 Losser
 Lottum
 Lunteren
 Lutten
 Maarhees Maarsbergen
 St Maarten
 St Maartensdijk (Utr) St
 Maartensdijk (ZI)
 Maasbommel
 Maasbracht
 Maasdam
 Maashees
 Maasland
 Made
 Makkinga
 Mantgum
 Maren
 Markeloo
 Marken
 Manum (Frl:) Marssum
 Marum
 Maurik
 Mechelen
 Meeden
 Meerkerk
 Meerlo
 Meerssen
 Meeuwen
 Megen

 Melik
 Meliskerke
 Melissant
 Menaldum
 Mensingaweer
 Mereveldhoven
 Metslawier
 St Mich:-Gestel
 Middelharnis
 Middelstum

Middenbeemster	(Nieuwerkerk	Oegstgeest
Midland	(Nieuwerkerk a/d IJ	Oirschot
Midwolde	Nieuweroord	Oldeberkoop Oldeboorn
Midwoud	Nieuwersluis	Oldebroek OldehoItpade
Mierloo	Nieuwe Schans	Oldehove
Mill	Nieuwesluis	Oldekerk
Millingen	Nieuwetonge	Oldemarkt
Minnertsga	Nieuw-Hellevoet	Ommelandervijk
Moerdijk	Nieuwkoop	Ommeren
Moergestel Moerkapelle	Nieuwkuik	Onstwedde
Molenaarsgraaf Monster	Nieuwlekkerland	Ooltgensplaat Oostburg
Montfoort	Nieuw-Leuzen	Oosteinderdijk
Montfort	Nieuwolda	Oosterblokker
Mook	Nieuwpoort Nieuwveen	Oosterend (Friesl:)
Mookhoek	Nieuw-Vennep	Oosterend (N: H:)
Moordrecht	Nieuwvliet	Oosterhesselen
Muiden	Nieuw-Vosmeer Nieuw-	Oosterland (ZI:)
Muiderberg Muntendam	Weeringe Nisse	Oosterlittens
Murmerwoude	Nistelrode	Oostermeer
Mijnsheerenland	Noordbroek	Oosterwolde Oosthuizen
Naaldwijk Nederhemert	Noorddijk	Oostkapelle Oostmahorn
Nederhorst den Berg	Noordeloos	Oost-Souburg
Nederweert	Noordgouwe Noordhorn	Oostvoorne
Neede	Noordlaren	Oostwold (bij Gron:)
Neer	Noordscharwoude	Oostwolde
Neerlangbroek	Noordwelle Noordwolde	(Scheemda)
Nes (Friesl:)	Noordwijk a/Zee	Oostzaan
Nes Op Ameland	Noordwijkerhout	Opende
Netterden Nibbikswoud	Norg	Ophemert
Nichtevecht	Nuenen	Opheusden
St Nicolaasga	Nuland	Oppenhuizen Opperdoes
Niebert	Numansdorp Nunspeet	Op-IJnen Ossendrecht
Nieuwaal	Nuth	Oterleek
Nieuw-Amsterdam	Nijega	Oudade
Nieuw-Beerta	Nijehorne	Oud-Alblas
Nieuw-Beijerland	Nijeveen	Ouddorp
Nieuw-Buinen	Nijkerk (Fr:)	Oudega
Nieuw-Dordrecht	Nijland	Oudelande Oudemirdum
Nieuwdorp Nieuwebrug	Obdam	Oudemolen
(Frl:) Nieuwendam	Ochten	Oudendijk Oudenhoorn
Nieuwendijk	St Odilienberg	O; Niedorp
Nieuwenhoorn	Odoorn	Ouderkerk a/d A;
(N. Niedorp	Odijk	(Ouderkerk a/d IJ;
(Nieuwe Niedorp	St Oedenrode	(Ouderkerk a/d IJseI
Nieuwerbrug	Oeffelt	Oudeschans
Nieuwerkerk	Oerle	

(Oude-Schild
 (Oudeschild
 Oude Schoot Oudesluis
 (N: H:) Oudetonge
 Oude-Wetering
 Oud-Gastel Oudkarspel
 Oudkerk
 Oud-Loosdrecht Oudorp
 (N: H:)
 Oud-Schoonebeek
 Oudshoorn
 Oud-Vosmeer
 Ouwerkerk
 Over Asselt
 Overschie
 Overslag
 Overtoom
 Ovezand
 Oijen
 St Pancras
 Panheel
 Pannerden Papendrecht
 Parrega
 Peize
 Pernis
 Petten
 Philippine
 Piershil
 Pieterburen
 Pingjum
 Poeldijk
 Polsbroek
 Poortugaal
 Poortvliet
 Posterholt
 Putten
 Puttershoek
 Pijnacker
 Raalte
 Randwijk
 Ransdorp
 Rauwerd
 Ravenswaaij
 Reek
 Reeuwijk
 Renesse

Renkum
 Renswoude
 Retranchement Reusel
 Reuver
 Rheden
 Rhoon
 Ridderkerk
 Rilland
 Rinsumageest
 Roden
 Roelof-Arendsv:
 Rokanje
 Rolde
 Roordahuizum
 Rosmalen
 Rossum
 Rottevalle
 Rozenburg
 Ruinen
 Ruinerwold
 Rukfen
 Rumpt
 Rustenburg
 (Ruurlo
 (Ruurloo
 Rijen
 Rijnsaterwoude
 Rijnsburg
 Rijsbergen
 Rijsoord
 Rijswijk (N: B:)
 Rijswijk (Z: H:)
 Sambeek
 (Sandpoort (refer to
 letter Z)
 (Santpoort Sassenheim
 Sauwert
 Schagerbrug
 Schaik
 Schalkwijk
 Scharmer
 Scharnegoutum
 Scharsterbrug
 Schellinkhout
 Schelluinen
 Schermerhorn

Scherpenisse
 Scherpenzeel-G.
 Schiermonnikoog
 Schildwolde
 Schipluiden ..
 Schoondijke
 Schoonoord Schoorldam
 Schore
 Schraard Schuddebeurs
 Schijndel
 Sellingen
 Serooskerke
 (Schouwen)
 Serooskerke (Walch)
 Sevenum
 Sexbierum Siddeburen
 (Silvolde
 (Silvolden
 Simpelveld
 Sleen
 Sleeuwijk
 Slikgat
 Slikkerveer
 Slochteren
 Sloten (Fr:)
 Sloten
 Sloterdijk
 Sluiskil
 Slijk-Ewijk
 Soest
 Soesterberg
 (Soetermeer
 (Zoetermeer
 Sommelsdijk
 Son
 Spanbroek
 Sprang
 Spijk (Gron:)
 Spijkenisse
 Stad a/t Haringvl:
 Standdaarbuiten
 Staphorst
 Stavenisse
 Stavoren
 Stedum
 De Steeg

Steenderen	Ulrum	Vrijenban
Steensel	Ulvenhout	Vrijhoeven-Kapel Vught
Steggerda	Ureterp	Vuren
Stellendam	Urk	De Waal
Stevensweert	Usquert	Waalre
Stiens	Vaassen	Het Waar
Stolwijk	Valburg	Waarde
Stoppeldijk	Valkenburg L:	Waardenburg
Streefkerk	Valkenburg (Z: H:)	Waddingsveen
Stroobos	Valkenswaard	Wadenojen Wagenberg
Strijen	Valthermond	(N:B:) Walsoorden
Suawoude	Varik	Wamel Wanneperveen
Surhuisterveen Susteren	Varsseveld	Wanroij
Swalmen	Veen	Wapenvelde
Tegelen	Veenhuizen (Dr:)	Wapserveen
Ten Boer	Veenwoude	(Warffum
Ten Post	Veere	(Warfum
Ter-Aar	Veessen	Warfhuizen
Ter-Apel	Velp (N:Br:)	Warga
Terheijden	Velsen	Warmenhuizen
Termunterzijl Ternaard	Venhuizen	Warns
Terschelling	Vessem	Warnsveld Wassenaar
Terwolde	Viane (ZeeI:)	Watergraafsmeer
Teteringen	Vierlingsbeek	Wateringen
Thorn	Vinkeveen	Waterlandkerkje Wedde
Tienhoven	Visvliet	Weerseloo
Tjalleberd	Vlachtwedde	Wehe
Tjerkwerd	Vledder	Wehl
Tolbert	Vleuten	Weidum
Tongelre	Vlieland	Weiwerd
Tricht	Vlodrop	Well
Tubbergen	Voerendaal	Wemeldinge
Tuil	Volendam	Werkendam Werkhoven
Tulle En 'T Waal	(Vollenhoven	Wervershoof
Twello	(Vollenhove	Wessem
Twisk	Voorburg	Westbroek
Twijzel	Voorhout	Westdorpe
Tzum	Voorst	Westerblokker
Tzummarum Ubbergen	Voorthuizen	Westerbork
Uden	Vorden	Wester Emden
Udenhout	Vreeland	Westerlee Westervoort
Uffelte	Vries	Westkapelle Westmaas
Uitgeest	VriesscheIoo	Westwoud
Uithoorn	Vriezenveen	Westzaan
Uithuistermeeden	Vroomshoop	Weurt
Ulft	Vrouwenparochie	Wezep

Wierden	Wijk Aan Zee	Zoelmond
Wieringen	Wijk En Aalburg	Zoetermeer (refer to letter S)
Wieringerwaard	(Wijnre	Zoltkamp
Wilhelminadorp	(Wilre	Zomeren
Willemsdorp	IJerseke	Zonnemaire
Willemsoord	IJlst	Zorgvlied
Wilnis	IJselmonde	Zuid-Beijerland
Wilp	IJzendoorn	Zuidbroek
Windesheim	IJzendijke	Zuiddorpe
Winkel	Zaamslag	Zuidhorn
Winsen	Zaandijk	Zuidland
Winsum (Fr.)	'T Zand (Gron:)	Zuidlaren
Wintelre	Het Zand (N: H:)	Zuidscharwoude
Wirdum (Fr.)	Zandberg	Zuidwolde (Dr:)
Wirdum (Gron:)	(Zandpoort	Zuidwolde (Gron:)
Wissekerke Witmarsum	(Sandpoort	Zuidzande
Wognum	(Santpoort	Zuilen
Woldendorp	Zeddam	Zuilichem
Wolfertsdijk	Zeeland	Zundert Zwammerdam
Wommels	(Zeelst	Zwartewaal
Wordt-Rheden	(Zeelst-Meerveldhoven	Zweelo
Woubrugge	Zelhem	Zijldijk
Woudenberg Woudsend	Zetten	
Wouw	Zevenb: Hoek	
Wijchen	Zevenhoven	
Wijdenes	Zevenhuizen	
De Wijk (Dr:)	Zoelen	

Most alterations in the spelling of the office names came as a result of the instructions, mentioned already under post offices, given in no.1198 of the Verz., of 22nd February 1883.

Instructions regarding the use of the date- and townname postmarks.

Letters, printed matter and samples.

According to circular 1093 of 28th November 1879 the date cancel was intended for marking letters, printed matter, samples, etc., on departure and arrival, but strictly speaking was not actually a cancellation mark as yet. The townname marker had to be used as before on regular and postage due stamps on letters destined for the locality of the sub-office and also for cancelling stamps on letters and other mail sent direct from one sub-office to another, or by postal clerks on the railways.

This circular was augmented by letters sent to each sub-office when it received the date marker. In addition to the dated-stamp a full set of month, day and hour figures was also

sent, with instructions to make use of these from now on on all letters and other mail departing from or being received at the office. According to the instructions, letters and other documents had to be postmarked on the address side if being dispatched and on the back when received, though in the case of postcards, the arrival mark went on the address side. Also, mention was made of the abolishment of the townname marker apart from the exceptions made in the circular itself.

In article 105 of no. 1150 of the Verz. of 5th August 1881 containing orders for the sub-offices service, the following was stated regarding cancelling: ‘ Brievengaarders (mail collectors) will put on all letters and other documents, apart from money orders (refer to art. 75) before the dispatch of mail committed for delivery to the sub-office, or any place resorting under it, also before the delivery of mail received at the sub-office and destined for that office or any branch of it, with a distinctly legible impression of the date marker. Where the brievengaarders do not have a date marker they may use the name marker of the office. Letters, etc., will then be provided with the impression or the date marker of the head office to which they are sent.

They are charged with the duty of cancelling the postage stamps occurring on the letters and other mail posted at the sub-office or received there from postmen or bestelhuizen and a) destined for the local sub-office or places covered by the delivery of the sub-office, or b) sent direct by the agency of railway post officials but without passing through a post or railway post office, to a neighboring sub-office, bestelhuis or to a destination abroad.

Article 106 dealt with the cancelling on the address or reverse side of letters as indicated in Circular 1093. Also “ Postage due stamps on letters, as mentioned in art. 41 are to be cancelled with the date marker as well. On letters and other mail, indicated in the second part of the previous article, also on postcards, the marker has to be so impressed that not less than three quarters of the postage stamp or stamp impression will be covered and the mark must be clearly legible. Should this not be the case, a second impression is to be applied. It will be seen from this that the date marker, as from 1st October 1881, on which day the instructions given by no. 1150 of the Verz. came into force, was a cancelling stamp for mail which did not go to a head post office.

Article 41 read “Brievengaarders will affix postage due stamps on letters subject to such a charge and destined for delivery within the delivery area of the sub-office and:

- a) posted there or received from a neighboring sub-office or received in any other way without the intervention of a head post office, or
- b.) sent by railway post office, or railway postal official to the sub-office, or
- c) received directly from foreign countries by a sub-office having direct connections with abroad.”

In article 75 was mentioned, among other matters: “The townname marker will be applied to the top of money orders.”

In article 109: “For the hand stamp, black printer’s ink diluted with rape-oil will be

used”.

In article 110: “Bad quality impressions will be improved upon by the placing of a second impression, next to the first.”

Not until no.1230 of the Verzameling of 20th February 1884 were the brievengaarders permitted to cancel stamps on all letters and other mail posted at the sub-office or collected from the district mail-boxes; the destination of the mail was no longer of importance.

The cancelling had to be done with the date marker, or the townname marker if no date marker had been supplied. In the later case letters and other mail had to receive a date mark at the railway office or head office to which the mail was sent.

Cancelling. The date postmark was not used for cancelling of all mail until February 1884.

Collection of money on receipts and drafts. No mention was made in the orders of the 1870 Law regarding the cancelling of stamps at sub-post offices. According to article 91 all receipts sent to a sub-office for collection had to be sent to the director of the head office under which the sub-office worked. Cancelling took place at the head office. Neither is any mention made of cancelling at sub-offices in the orders of the Law of 1891 part of No. 5 of the Verz. 1st March 1892. Article 89, however, stated that the stamp on a receipt or draft was to be cancelled with a date mark; since, however, no indication was included, as in other articles that sub-offices not possessing a date marker could use their townname marker, there is reason to suppose that the head office continued to cancel the stamp.

Money Orders. No mention was made of cancelling at sub-offices the orders for sub-offices of 1881 (no. 1150 of the Verz.) . According to article 75 the name mark of the sub-office had to be impressed at the top of money orders and these had to be sent to the head office. Date markers should not to be placed on money orders.

Stamped Wrappers. In the orders of 1879 and 1881 information was only given as to the cancelling of postage stamps.

In 1884 when the date marker was permitted for cancelling stamps on all mail, irrespective of the destination of the mail, there was still no mention of the cancelling of the stamp impressions on wrappers. It is evident, however, that when the cancelling of stamps at sub-offices became the rule instead of the exception, this applied to the stamp impressions on wrappers as well.

Savings Bank. Stamps affixed to the forms used for Savings Bank deposits had, according to no. 1129 of the Verz. of 12th of February 1881, to be cancelled at the head post office.

Parcel Post. No. 1162 of the Verz. of 19th January 1882 ordered that stamps were to be canceled by the use of the date marker, or if this was not available, by the use of the town name marker.

Postal Order stamps: The stamps of the postal orders, which were paid out at the sub-offices had, according to no 1251 of the Verz. of 12 November 1884, to be cancelled with the date marker.

Letter sheets. (Postbladen) Since 15th October 1888 the instructions regarding letters will probably have also been applied at sub-offices to letter sheets.

Article 105 of the orders relating to the Law of 1891 and the related Royal Decree of 11th February 1892, Staatsblad no.42 (no. 5 of the Verz. of 1st March 1892), ordered that stamps and stamp impressions on letter sheets, wrappers and postal orders were to be cancelled at sub-offices with the date marker in such a way that at least half of the surface of the stamp or stamps should be covered by the postmark.

The following sub-post offices were still using the small round postmark in 1915:

Biezelinge	Lage Vuursche	Renesse
Ellemeet	Lieshout	Retranchement
Elst (Utr)	Loenersloot	Rijnsaterwoude
Heesch	Nistelrode	Westkapelle
Hoogblokland	Oterleek	

List of the Small Round Postmarks used at the Sub-offices and Post offices of the same name

In the places where the sub-office was replaced by a head office before the introduction the large round postmark, and also at Dirksland, which reverted from being a head office to a sub-office, the various offices all used a small round marker and some offices even different markers. Only Nijverdal did the sub-office, which replaced the head office on 1st October 1892, receive no new postmark or hour characters but continued to use the head office postmark with its hour characters.

h = sub-office

p = post office

h Aalten		h Amerongen	
p	1.10.82	p	1.8.82
h.Abcoude		h Asten	
p	15.11.91	p	1.4.91
h Akkrum		h Bergum	
p	1.2.85	p	16.11.92

h De Bilt
p 1.2.85

h Borculo
p Borkeloo 16.12.85

h Borne
p 1.10.84

h Breukelen
p 1.5.84

h Bruinisse
p 1.2.92

h Buitenpost
p 16.1.94

h Bussum
p 1.6.85

h Dieren
p 16.1.86

h Dirksland
p 16.12.90

h Doorn
p 1.2.83

h (Ede
(Eede
P Ede 1.6.90

h Egmond Aan Zee
p 1.5.92

h Eibergen
p 1.7.90

h (Emmen (Dr:)
p (Emmen 1.4.91

h Geldermalsen
p 1.2.94

h 's Graveland
p 1.2.91

h Groenlo
(Groenlo 1.7.82
p (Groenloo

h Grouw
p 1.1.84

h Gulpen
p 1.1.87

h Haaksbergen
p 1.11.92

h (Hasselt
(Hasselt (Ov:)
p Hasselt 1.5.94

h Heemstede
p 1.11.89

h Hillegom
p 16.6.84

h Huissen
p Huizen 1.12.85

h Kollum
p 16.1.89

h Krommenie
p 1.3.94

h Laren
p Laren (N: H) 1.7.91

h Lichtenvoorde
p 1.8.92

h Lobith
p 1.7.82

h Markeloo
p 1.11.94

h Meerssen
 p Meerssen 1.8.80
 p Meerssen

 h Middelharnis
 p 1.12.90

 h Monster
 p 1.5.94

 h Montfoort
 p Montfoort (Utr:) 1.12.91

 h Moordrecht
 p 1.5.94

 h Naaldwijk
 p 15.1.84

 h St Oedenrode
 p 1.10.81

 h Oirschot
 p Oirschot 1.8.84
 p Oorschot

 h Raalte
 p 16.1.89

 h Renkum
 p 15.6.82

 h Sloterdijk
 p 16.7.88

 h Soest
 p 1.4.93

 h Ter-Apel
 p 1.4.94

h Terschelling
 p 1.7.82

 h Valkenburg L:
 p Valkenburg L: 16.5.82
 p Valkenburg (L.)

 h Valkenswaard
 p 1.2.93

 h Velsen
 p Velsen 1.11.85
 p Velzen

 h Vlieland
 p 1.5.94

 h Voorburg
 p 1.5.82

 h Vught
 p Vught 1.4.82
 p Vucht

 h Waddingsveen
 p 1.6.93

 h Wassenaar
 p 1.8.83

 h Werkendam
 p 1.5.94

 h Winkel
 p 15.4.80

 h Yerseke
 p Ierseke 1.11.87

 h Yzendijke
 p 1.4.81

Rubber (Caoutchouc) Postmarks. Type 64.

In September 1884 rubber postmarks were sent to the following sub-post offices: Asperen, Avenhorn, Huibergen, Loppewrsum, Meerkerk, Oosthuizen, Oostzaan, Stedum, Vinkeveen, and Zomeren.



Most impressions of these postmarks have neither inner nor outer circles. Before they were supplied the outer circles of these post marks were normal but even then the inner circles were only faintly visible, if at all. The experiment was not successful and as early as 23rd October 1885 a metal date marker was sent to Stedum. Vinkeveen was the last of these offices to obtain a metal postmark, namely on 2nd December 1889.

Impressions are known of the metal date marker of Eemnes-Binnen without an outer circle and with a barely discernible inner circle so that they were thought to have originated from a rubber mark, but they do not possess the necessary characteristics. The letters of the rubber marks are broad, there is a dot after the day, month and year indication and the two parts of the hour indication stand close together.

Special Postmarks for some Sub-offices.

I. Postmark of the Nearest Post Office.

Since similar postmarks were used in the trains and the orders applied to postmarks both of the sub-offices and the trains, we'll find orders dealing with these both here and in the section concerning trains.

Similar postmarks were issued to various sub-offices for postmarking letters which did not pass through a head office. This was connected with the principle of the Law of 1850, that the letter postage for letters to and from sub-offices was computed according to the distance from head office to head office. According to article 4 of this law the distance was measured in a straight line from the head office of dispatch to the head office at the destination of the letters. Thereupon followed "If, however, no such office existed at the point of dispatch or if the destination of the mail was similarly positioned, the postage will be computed according to the rate of the office nearest to where the letters are sent to or received from."

In the Royal Decree of 26th July 1850, Staatsblad no. 41, in execution of the Law, it was mandatory that the head office of dispatch, also for mail originating from places where no post office existed, had to apply its postmark.

Regarding the postmarking by sub-offices of letters sent by rail, Circular 420 of 1 August 1850 contained orders as to the service via the Hollandsche and the Rijn Railways, as follows: "Also at the sub-offices will letters be postmarked and taxed. Their postmark will be that of the nearest head office under which they resort, but of slightly different

form to distinguish such letters. In addition, the name of the sub-office will be marked on the back of the letters.”

In Circular 470 of 30 October 1852 the characteristics of the special postmarks were given. There it was mentioned that these date postmarks were provided with an outer circle broken in various ways, whereby the letters could be distinguished from those which were marked at the head office itself.

According to the manner in which the outer circle was broken, these date postmarks will be indicated under the names of broken ring or half circle postmarks.

1850.

Postmark 65, diameter 24 or 25mm.

Broken Ring Cancel.



According to the period of issue, postmarks 36 with Roman letters and curved year, 38 with Roman letters and straight year and 40 with *sans serif* letters and straight year served as models for type 65. In 1863 Warmond used a Leiden mark with *sans serif* letters and curved year.

My earliest example is the postmark Loenen from Nieuwersluis, dated 5-10-1850. According to a list attached to Circular 422 of 14 August 1850, the letters to and from the other sub-offices hereafter mentioned and those sent by railway postal officials, with the exception of Houtrijk, Warmond, Vreeland, Amerongen, Ede, Lunteren and Veenendaal, were to be dropped off and picked up from the stations as off 1 September 1850 so that these sub-offices have the broken circle postmark in 1850.

Known Postmarks

Office:	Postmark:	Office:	Postmark:
Barneveld	Amersfoort	Abcoude	Loenen
Delden	Goor	Baambrugge	Loenen
Hillegom	Haarlem	Breukelen	Loenen
Houtrijk en	Haarlem	Nieuwersluis	Loenen

Polanen
Hillegom Leiden
Lisse Leiden
Noordwijk Leiden
Sassenheim Leiden
Voorschoten Leiden
Warmond Leiden

Vreeland
Amerongen
Maarssen
Ede
Lunteren
Rhenen
Veenendaal
Driebergen
Loenen
Tiel
Utrecht
Wageningen
Wageningen
Wageningen
Wageningen
Zeist

Haarlem and Leiden on the Hollandsche Spoorweg.

Loenen, Tiel, Utrecht, Wageningen and Zeist on the Rijn-Spoorweg.

1851.

Half-Circle Postmark. The earliest known to me is a postmark Haarlem from Vogelenzang, which office was set up after 1 April 1851. This postmark is dated 3–9–1851 and has Roman letters and straight year. The postmark Goor from Hengelo was issued even earlier and has Roman letters and a curved year. My example is dated 6 January 1856.

Postmark 66, diameter 24 or 25mm.

As regards the other half-circle postmarks, as far as is known, only type 40 with *sans serif* letters was used as a model, from which it follows that the postmarks were issued on or after 1854. In the postmark book of 1855--1865 there is a dated list of these as follows:



Office:	Postmark:	Issued:
Soest	Amersfoort	1863
Soesterberg	Amersfoort	
's Graveland	Amsterdam	
Milligen	Apeldoorn	1859
Goedereede	Dirksland	
Ouddorp	Dirksland	
Sommelsdijk	Dirksland	
Stad aan 't Haringvliet	Dirksland	
Stellendam	Dirksland	
?	Eindhoven	1863
Borne	Goor	
Delden	Goor	1861
Bennebroek	Haarlem	
Heemstede	Haarlem	
Zandvoort	Haarlem	



Nunspeet	Harderwijk	1863
Putten	Harderwijk	1863
Hardenberg	Koevorden	1859
Meerssen	Maastricht	
Aardenburg	Sluis	1863

Dispatch of Mail by Railway Postal Official. According to Circular 420, all main- and sub-post offices situated along the same railway were inter-connected regarding the dispatch of individual letters by the train conductor. The sub-offices which gave their letters to the conductors had to assess the postage and cancel the letters, and for this they had to use both the date- and townname-postmarks. Although it was stipulated that the post office of dispatch only had to be indicated, I have seen a letter on which the receiving sub-office had impressed the postmark of the nearest head office. Since in this case the sub-offices acted as head offices the receiving sub-offices also postmarked mail from the conductors, for the postage was based on the distance between the two offices which put their date markers on the mail. It is therefore possible that two different broken ring or half circle markers may occur on one letter.

These postmarks were therefore placed on all prepaid or non-prepaid mail destined for a post office or sub-office on the same line. No change in handling was made when postage stamps were introduced. In the instructions for brievengaarders, already mentioned, it was indicated that stamps on mail sent by train should be cancelled by the dispatching sub-office using the name mark if through a head office. Since the letters of the Hollandsche Spoorweg for the Rijn Spoorweg, and vice versa, according to Circular 420, all went via the head office of Amsterdam; this amounted to mail destined for another sub-office on the same line. If the letters, however, were destined for a post office on the same line or for Amsterdam for forwarding, the canceling had to be done there.

The broken ring and half circle postmarks are to be found on postage stamps but they were not used for cancelling the stamps. (refer to **FRANCO** postmark).

Circular 420 was taken out of use for the Rijn Spoorweg in February 1856. The sub-offices dispatching with the Hollandsche Spoorweg still used type 65 for a considerable time; my latest example is of October 1869 from Hillegom.

Although mail could be sent by conductor on various other lines before 1 January 1871, when the use of the postmark belonging to the nearest head office was disbanded owing to the introduction of uniform postage rates, the postmark book states that only the sub-offices of Soest, Putten and Nunspeet, on the Centraal Spoorweg, received, in 1863, the postmark of the nearest head office. This was when for mail handled by the conductor.

Use for Other Purposes. According to Circular 470 of 30 October 1852, special arrangements were made, not only for the railways, but also for some sub-offices to enable them to cancel the mail with the marker of the nearest head office.

Except in the case of mail passing directly from one sub-office to another nearby, for which the district postage rate of 5 cent was charged, and for which the head office mark was not required, the brievengaarders' mail which did not go directly to a head office had to be taxed and cancelled.

Such dispatches originated in various ways. To begin with, some sub-offices, according to Circular 419, could communicate with more distant head offices, under which they did not normally operate, if it was necessary to speed up delivery. It has already been mentioned with regard to the use of the place name mark for letters that Ede sent letters to Apeldoorn, under which it did not re-sort, but cancelled with a Wageningen mark. Circular 420 also stipulated that letters for distant head offices had to be sent to the nearest head office for taxing and canceling there, "unless the brievengaarder has been provided with a cancel for that purpose and has been given permission to tax letters."

Even a temporary sub-office has put this cancel to such a purpose. The half-circle Apeldoorn mark was used by the temporary sub-office in Kamp bij Milligen (sub-office Milligen was not set up until 1880). For the use of the troops in that camp a temporary post office was set up (Circular 559) in 1859, working under the head office of Apeldoorn, but in direct communication with Amersfoort. During the years 1860 to 1862 and in 1864 a temporary sub-office operated this service.

The sub-offices on Goedereede and Overflakkee received the Dirksland postmark for sending mail by boat via one of those offices to which the letters were sent for forwarding in agreement with Circular 527 of 30 January 1857, thereby simplifying direct communication.

Some sub-offices also used such postmarks for dispatching to another postoffice to that under which they resorted, even if it was not the nearest. Circular 470 gives an example of this, namely, Amerongen which sent letters to Amersfoort, under which it re-sorted, but cancelled these Tiel.

Type 67, diameter 22mm.

Half-Circle Mark with Ornament. This derived from Type 47 which was issued to various head offices in 1865. Of the head offices mentioned below only Meppel used Type 47.



Office:	Postmark:	Issued:
Baarn	Amersfoort	1866
Middelharnis	Dirksland	
NieuweTonge	Dirksland	

Ooltgensplaat	Dirksland	
Ouddorp	Dirksland	
Bennebroek	Haarlem	1867
Nunspeet	Harderwijk	1870
Lisse	Leiden	1870
Sassenheim	Leiden	1868
Voorschoten	Leiden	1868
Warmond	Leiden	1868
Eijsden	Maastricht	1868
Meerssen	Maastricht	1871
Valkenburg	Maastricht	1872
Smilde	Meppel	1868
Gennepe	Nijmegen	1873
Aardenburg	Sluis	1872
Aalten	Winterswijk	1872
Groenlo	Winterswijk	1873

N.B. Refer to German frontier offices, sub-post offices–frontier offices for the postmarks issued to Aalten, Groenlo, Meerssen and Valkenburg.

Type 68: For the half-circle marks with ornament and sub-office names, exclusively issued to sub-office–exchange offices refer to Section VII.



II. FRANCO mark.

1850.

Naturally, all sub-offices which taxed and used the postmarks of the nearby head offices also received a FRANCO mark. Here also information is to be found among letters and the 1855 Stempelboek (Book of Postmarks).

Franco. During the early period the FRANCO (without frame) mark was used. On the 1850 letter from Nieuwesluis mentioned before the list of Type 65, Type 27 occurred and the same mark is impressed near the broken ring mark of Leiden. Another letter was sent in 1865 from Lisse; the stamp is canceled with FRANCO w/o frame, the name cancel is printed next to the Leiden broken ring postmark. On letters from Hillegom and Voorschoten for the period 1860 – 1870 Type 27 is also found. Further a one cent stamp on an item sent from Vreeland on 29 May 1870 was cancelled with the FRANCO (without frame) mark. While in the Stempelboek of 1855 – 1865 only the FRANCO (with frame) mark is found impressed, it must be noted that the FRANCO mark without frame was issued to all the sub-offices named on the list of Type 65 as well as some which received Type 66.

FRANCO
27

Before 1 January 1852 each sub-office which received a postmark for dispatching per conductor, or by any other means, i.e. the postmark of the nearest head office, would also

receive a mark for indicating prepaid mail, i.e. the FRANCO mark. Similarly, as already mentioned in connection with the regulations of that time regarding the use of the name mark, this was used for cancelling letters which did not pass through a head office. The FRANCO mark must also have been used at this time. No definite period of use of this cancelling mark for any particular office at this time can be determined. The only mention of the supplying of a FRANCO mark was made in Circular 747 of 16 March 1869 which stated that the FRANCO mark, as a cancel for postage stamps on letters, printed matter and samples, would remain in use at sub-offices, where it was already in use, or would be introduced.

At Houtrijk en Polanen, Lisse and Warmond, stamps of the first issue were sometimes incorrectly cancelled with both the townname marker and Type 27.

FRANCO (in Frame). Type 43 was issued between 1 June 1859 and 1 October 1871 to the sub-post offices of Aardenburg, Eijsden, Hardenberg, Nunspeet, Putten, Sassenheim, Warmond, IJzendijke, Zandpoort and the temporary sub-office at Kamp bij Milligen offices which used Types 65, 66, and 67, as well as to Bladel, Horst, Koog aan de Zaan, Nieuwe Schans, Sevenum, Susteren, Velsen, Westzaan, and Zaandijk, of which it is not known whether they received one of those marks or not. This, however, was almost certainly the case. Bladel resorted under Eindhoven so that an Eindhoven postmark 66 will have been issued to Bladel.



For the sake of completeness it must be mentioned that on page 39 of the (Jaarverslag over 1879) Annual Report for 1879 an explanation of the cancelling of postage stamps was given, as being done with the franco-dated mark at head offices and with the FRANCO mark at sub-offices. At *some* sub-offices would have been more correct.

C. RECEIVING AND FORWARDING OFFICES (BESTELHUIZEN).

Article 22 of the Law of 1850 stipulated that, to serve the mail, in districts where no head office was established, sub-offices or other means conforming to local circumstances would be established. Each district was successively, as circumstances allowed, to be given the opportunity to have its mail sent and received.

Where no head or sub-office was established the possibility was presented for the opening of 'bestelhuizen' (literally: delivery houses) , with bestelhuishouders in charge. Where no bestelhuis was established it was left to the district administration to make arrangements with the nearest head office.

There were in:

1851	285	sub-offices	and	51	bestelhuizen
1864	528	sub-offices	and	656	bestelhuizen
1870	885	sub-offices	and	158	bestelhuizen
end 1879	1096	sub-offices	and	23	bestelhuizen

(In 1866 a gradual shutting-down of the bestelhuizen was agreed to (Annual Report for 1879)).

In 1909 there was still one bestelhuis, which shut down later that year. According to Circular 432 of 14 December 1850 the bestelhuizen were considered accessories to the service of brievengaarders and postmen and the postal administration had no direct influence over them. A bestelhuis could even be provided by the contractor for a postal route who had pledged himself to set up a bestelhuis in terms of his appointment. The bestelhuis houder was not an official and received only f. 25.00 per annum from the State for looking after the letter box attached to his house. He was obliged to give the mail deposited in the box to the mail carrier or postman for further handling; to attend to the letters and printed matter brought to his home; to hand over mail (non-prepaid mail against payment of postage) and deliver the mail.

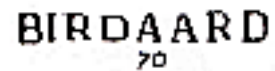
There is absolutely no information suggesting that the postal administration issued postmarks to such offices. Partly because of the very nature of the arrangements made and partly because of the following instructions, this is not at all likely. Article 105 of number 1150 of the Verz., of 5 August 1881 instructed brievengaarders (not the bestelhuis houders) regarding the cancelling of postage stamps on mail received from bestelhuizen, which had not passed through a head post office or a railway office (in which case the mail would have been cancelled at such offices; this also applied to mail from sub-offices). In addition, Circular 780 of 23 April 1870 stated that the bestelhuis houders, if they had to use postage due stamps, they had to cancel these with ink crosses.

Still, some bestelhuis houders did make use of postmarks. Known are:

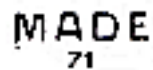
Type 69. Of Zonnemaire which resembles the framed postmarks of the distribution offices. Zonnemaire, however, does not occur in the lists of these offices in the Jaarboek of 1850. Among other years, this postmark was used in 1855.



Type 70. To this type with Roman letters, similar to Type 58 of the sub-post offices, belong the postmarks of Birdaard, Boven Knijpe, Laren P.G., Loenersloot and Twijzel, which are found on letters of 1855–1868.



Type 71. Made with letters around 4mm. high. This postmark, with flat-topped M and A did not appear on the official postmarks, but was found on a 5 cent stamp of 1872 and as a result was used by the sub-office of Made set up in 1870 and was then supplied with Type 62. The former postmark must therefore have originated from the bestelhuis there.



D. TRAINS, BOATS AND TRAMS.

TRAINS

1850

According to the Annual Report for 1879 the railways were first used on behalf of mail transport in 1844. In Circular 420 of 1 August 1850 instructions were given as to the manner of sending the mail and these came into force on 1 September 1850. In this circular the dispatches were arranged for both railways, which at the time only amounted to the lines Amsterdam-Rotterdam and Amsterdam-Arnhem.

The mutual dispatching by sealed bags between offices in direct communication with each other was confirmed. Here also the opportunity was given for sending letters individually via the Conductors. This was indicated as: 'Verzending per Conducteur.'

Sending via the conductor could occur between head offices if the number of letters gave rise to this; between head and sub-offices and vice versa and between sub-offices. Each railway operated separately in this matter so that only offices on the same line were in direct communication with each other, while letters from one line to the other were considered as transfer letters from the Central Office of Amsterdam i.e. letters to Amsterdam for further dispatch.

Sending by Conductor was limited to unregistered letters and to newspapers. Other types of printed matter ought to be sent in other ways except for speed or when it applied to an office which had no other way of transport on any particular day except by rail.

According to Article 18 the duties of the conductor chiefly amounted to receiving and handing out letters. No mention was made regarding taxation or postmarking because there was not much to tax or postmark. The post offices, which delivered individual letters taxed and canceled these letters themselves. Mailboxes were not provided at stations until later so that the individual letters received by the conductors in places where there was a post office, during the earlier years, were handed to him by the offices concerned. Article 8 permitted sub-offices to tax and postmark the letters and for this purpose special dated marks and FRANCO (without frame) marks were received. These postmarks were not supplied to the conductors.

The sending of individual letters by the conductors was in later circulars also indicated: Verzending per Conducteur.

Forwarding Offices (Expediitekantoren)

1855 / 1856

As a result of the Royal Decree of 11 May 1855, Staatsblad number 37, a forwarding office was established at Moerdijk for the Netherlands-Belgian railway, as off 16 June 1855 (Circular 504 of 19 June 1855). Article 2 of the Royal Decree reads as follows:

The service along the railway will be carried out as necessary by means of carriages, which will be set up as travelling post offices.

Article 4 reads:

The postage of letters sent along the railway with the intervention of a post office will be calculated according to the rate of the nearest post office to the point at which the letters were delivered to the railway.

Half-Circle Postmark. It was also indicated in Article 4 that the letters must be postmarked with the name of the relevant post office. As a result the Forwarding Office received postmarks of Rozendaal and Zevenbergen in Type 66.



Similar instructions were issued by Circular 513 of 1 February 1856 concerning the introduction of a forwarding office on the Nederlandsche Rijn Spoorweg between Amsterdam and Emmerich and the branch line Utrecht to Rotterdam. This forwarding office appears to have come into operation around 15 February 1856, for, according to the 1856/1857 Yearbook, officials (who) were appointed to the forwarding office on that date. This office received half circle postmarks of Amsterdam, Utrecht, Arnhem and Zevenaar

Dated Postmark with their own Name. Both forwarding offices received at the same time a dated postmark, number 72, a similar type to number 40 of the post offices, but with the name of the forwarding office itself, for the postmarking of printed matter (since the postage was not calculated according to distance) and probably also for letters if a reason for this arose:).



The FRANCO (in frame) mark, Type 43, was received as a cancelling mark at the same time and therefore *before* it was sent to the post offices.

Letters from Sub-Offices

Although no mention was made in Circular 504 of the sending of individual letters, by the nature of things, such letters were sent by the forwarding office to Moerdijk. The

proof of this was supplied by the wrapper of a letter sent to Amsterdam in 1856 bearing the townname-mark Oudenbosch and the half-circle mark Rozendaal. The latter postmark did not originate from the sub-office Oudenbosch but from the forwarding office, because this was a travelling office and sub-offices did tax letters, and with sending by train the postmark of the nearest post office would be impressed since the letter had not gone via a post office.

It was also indicated in Circular 513 that, as a result of the opening of the forwarding office, Circular 420 for the Rijn-Spoorweg became invalid. The sub-offices, which formerly sent by the conductors, were in direct communication with the forwarding office for sending and receiving letters (Article 7); these were however, postmarked at the forwarding office (Article 8). The postmarking at sub-offices was confined, as with letters sent to a post office, to the application of name-marks. The forwarding office also cancelled the stamps on their letters.

In the broken-ring postmarks of the sub-offices sending by the N.R. Spoorweg, with one exception, no names of the post offices adjacent to the railway occurred, while precisely this and nothing else occurred in the half-circle postmarks of the forwarding office, although for any particular sub-office the closest post office was generally also the nearest post office to the point at which the sub-office handed over its mail. The postage rates for the nearest post office must then have been applicable but apparently the name of the office was not considered in postmarking.

For letters handed in at Breukelen, Nieuwersluis and Vreeland for Amsterdam, Loenen was the nearest post office and according to the Loenen postage list 5 cent was paid. As the postage from Utrecht to Amsterdam was 10 cent, of the five postmarks, only the N.R. Spoorweg or half-circle Amsterdam postmarks could be used. The former occurred on a letter wrapper postmarked 20-2-1856 from ?? to Amsterdam and the latter on a letter postmarked 23-9-1856 from Loenersloot to Amsterdam. The rate for each letter was 5 cent. Were the rules not always acted upon in the early days or with the postmarking N.R. Spoorweg was it considered that the places of receipt and dispatch were both within the district of the same office? Only more letter material will shed light on this subject.

Early on postmarking was not done on the Utrecht-Rotterdam line. It is stipulated by Article 4 that mail should be sent by carriages under the name of travelling post offices or by means of sealed mailbag, but not sealed by the conductor. As a rule the service between Amsterdam and Emmerich used the forwarding office and that between Utrecht and Rotterdam other methods. According to the Stempelboek postmarks were first issued for the latter line in 1859 so that formerly letters were sent in sealed mailbags.

1857.

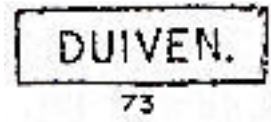
The principle of the Law of 1850 that postages were to be calculated according to the distance, led, by Circular 526 of 7 January 1857, to the prevailing offices to be

considered for postage calculating as ordinary post offices, places temporarily established where the train halted to collect and deliver mail. In connection with this the forwarding offices were provided with postage lists on which the postage was indicated separately for each station in connection with the distance between that station and the point to which the postage would be considered.

Haltestempels (Train stop postmarks).

According to Article 5 all letters (both franked and unfranked) which had not been already postmarked at a post office, were to be provided with the forwarding office date stamp and in addition with a postmark giving the name of the place where the mail had been collected. Both postmarks were to be applied above the address and would therefore give the information required to determine the postage rates of the letters.

Haltestempels with a period. Haltestempels in Type 73, with a period after the name were issued in 1857. The forwarding office on the Rijn-Spoorweg received the postmarks of Amsterdam, Abcoude, Vreeland, Nieuwersluis, Breukelen, Maarsen Utrecht, Driebergen, Maarsbergen, Veenedaal, and shortly afterwards with the correct spelling Veenendaal, Ede, Wolfheze, Arnhem, Westervoort, Duiven and Zevenaar. The forwarding office to the Moerdijk received the postmarks Moerdyk, Zevenbergen, Oudenbosch and Rozendaal.



The use of haltestempels for printed matter was not mandatory as described in Circular 526 --- the only Circular in which the postmarks were mentioned.

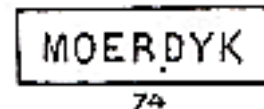
The manner in which the principle: calculating of postage according to distance, was described in Circular 526 so that the use of postmarks by the forwarding offices, in connection with the nearer post offices, became unnecessary and these were taken out of use, except for the following case. Since the postage for letter originating from or going to a sub-office not adjacent to the railway --- letters sent or received via a post office not adjacent to the line but between the sub-office and the line --- was not calculated according to the postage rate list of the forwarding office but to that of the post office, it was prescribed that the postage list of the latter must not be used and the post office postmarks applied.

I know of no example of this so that in the absence of any evidence cannot clarify the above.

No forwarding office was set up for the Hollandsche Spoorweg. This was probably accounted for by the fact that it did not connect with any foreign country and therefore did not fulfill the duty of a frontier office. Circular 420 therefore still applied to this line.

1859.

Haltestempels without a period. After 1857 haltestempels Type 74, without a period were issued. The forwarding office to the Moerdijk received in February 1859 the postmarks Moerdijk, Zevenbergen, Oudenbosch, Rozendaal and that on the Rijn-Spoorweg in July 1859 postmarks Rotterdam, Gouda and Utrecht, as well as FRANCO (in frame) marks.



The conductors of the Hollandsche Spoorweg received in July 1859 the haltestempels Amsterdam, Leiden, 's Gravenhage, Delft, Schiedam and Rotterdam. They therefore received authority to apply postage rates and in connections with this received a date marker in Type 72 as well as a FRANCO (in frame) mark.

1860.

In February 1860 a set of the new model haltestempels was sent to the forwarding office of the Rijn-Spoorweg for the line Amsterdam-Emmerich, namely, postmarks of Amsterdam, Abcoude, Vreeland, Nieuwersluis, Breukelen, Maarsen, Utrecht, Driebergen, Maarsbergen, Veenendaal, Ede, Wolfheze, Arnhem, Westervoort, Duiven, and Zevenaar.

Known Haltestempels (Train Cancels), Number 74

The postmarks with an asterisk in the list below and of which I know no actual impression, were not printed in the Stempelboek but were handwritten there, so that with some of these marks the names may be spelled differently. (Note further the list of haltestempels also under number 85 Boats and 87 Trams).

Aalten	Beilen	Buitenpost
Abbekerk	Benningbroek	Bussum
Abcoude	Bergen Op Zoom	Capelle a/d IJ
Akkrum	DeBilt	Capelle (N:B:)
Alkmaar	*Blerik	Castrum
Almelo	Blokker	(*Culemborg
Almeloo	Bodegraven	(Kuilenburg
Alphen	*Boksmeer	Dalfsen
Amersfoort	*Borkeloo	Delden
Amsterdam	Borne	Delft
A ^a P ^a Polder	Bovenkarspel	Delfzijl
Apeldoorn	(Boxtel	*Deutichem
Arnhem	(Bokstel	Deventer
Assen	Bozum	Dieren
Avenhorn	Breda	Dordrecht
Baarn	Breukelen	Driebergen
Barneveld	Brummen	Dronrijp

Duiven
 Echteld
 Ede
 Eibergen
 Eindhoven
 Elburg
 Elst
 Enkhuizen
 Enschede
 *Ermeloo
 Etten-Leur
 Franeker
 Geertruidenberg
 Geldermalsen
 Gennep
 Goch
 Goes
 Goor
 Gorsel
 Gouda
 'sGravenhage
 (Groenlo
 (Groenloo
 Groningen
 Grubbenvorst
 Haaksbergen
 Haarlem
 Haps
 Harderwijk
 Harlingen
 Harmelen
 Hattem
 Hazerswoude
 Hedel
 Heerenveen
 Heer-Hugowaard
 Heino
 Helder
 Helmond
 Helvoirt
 Hemmen
 (Hengelo
 (Hengeloo
 'sHertogenbosch
 Hilversum
 Hindeloopen

Hoogerheide
 Hoogeveen
 Hoogezand
 Hooge Zwaluwe
 Hogkarspel
 Hoorn
 Houten
 Kampen
 Kesteren
 Koekange
 Krommenie
 *Kuik
 Kwadijk-Edam
 Lage Zwaluwe
 Laren
 Leeuwarden
 Leiden
 Lochem
 Maarsbergen
 (Maarsen
 (Maarssen
 Maastricht
 Mantgum
 Markelo
 Medemblik
 *Meerloo
 Meppel
 Middelburg
 Midwoud
 (Moerdyk
 (Moerdijk
 Molkwerum
 Mook
 Naarden
 Neede
 *Nieuwekerk a/d IJ
 Nieuwersluis
 Nuland-Geffen
 Nunspeet
 Nijkerk
 *Oisterwijk
 Oldenzaal
 Olst
 Oosterbeek
 Oosthuizen
 Oostzaan

Opperdoes
 Oss
 Oudega
 Oudenbosch
 Oudewater
 Overveen
 Purmerend
 Putten
 Raalte
 Raamsdonk
 Ravestein
 Reenen
 Rhenen
 Ressen
 Rilland
 Roermond
 Roordahuizen
 Rosmalen
 Rozendaal
 (Ruurlo
 (Ruurloo
 Schagen
 Schalkwijk
 Scheemda
 Schiedam
 Sittard
 Sneek
 Stavoren
 DeSteege
 Steenwijk
 *Terborgh
 Tiel
 Tilburg
 Twisk
 Uden
 Udenhout
 Uitgeest
 Utrecht
 Valburg
 Varsseveld
 Veendam
 Veenendaal
 Veenwouden
 (Veghel
 (Vechel
 Velp

Velsen	Weesp	IJlst
*Venraai	Westervoort	Zaandam
Vierlingsbeek	Westwoud	(Zalt Bommel
Viervclaten	Winschoten	(Zaltbommel
Vleuten	Winterswijk	Zandpoort
Vlissingen	Woensdrecht	Zandvoort
Vlijmen	Woerden	Zelhem
Voorschoten	Wognum	Zevenaar
Voorst	Wolfheze	Zevenbergen
Vorden	Wolvega	Zuidbroek
Vreeland	Workum	Zuidhorn
(Vucht	Wormerveer	(Zutphen
(Vught	Woudenberg	(Zutfen
Waalwijk	Wouw	Zwaag
Waardenburg	Wijchen	Zwammerdam
Wadenoijen	(Wijc	Zwolle
Waspik	(Wijhe	

By the nature of things the postmarks of Amsterdam, Arnhem and other stations which were frequently used and on different routes, may be of a different size and shape.

Although with the introduction of uniform postage rates on 1 January 1870 the original purpose of the haltestempels no longer applied they still continued to be used. The last haltestempel was in fact supplied on 30 June 1892. Even after 1870 attention was still being paid to help identify where a letter had been picked up, if no other indication of the dispatch point was available. This probably applied when letters were undeliverable or refused; and were not provided with a clear indication of the address of the sender, to assist in returning the mail. These postmarks were taken out of use between 1890 and 1900.

Franco Dated Postmark. Both forwarding offices and the conductors of the Hollandsche Spoorweg received Type 75 during 1860. This was a similar mark to Type 39 of the post offices. As a result the FRANCO (in frame) mark was taken out of use.



1861.

From 12 April 1861 the franco date stamp (Type 75) was not used for cancelling stamps on letters at the forwarding offices because from that date cancels, according to Circular 578, became the FRANCO (in frame) mark. This postmark therefore came back into use at the forwarding offices. That the practice was similar to that of the post offices is evident from the fact that the franco date stamp continued in use for printed matter; in

1864 such a postmark was issued to the forwarding office of the Rijn-Spoorweg.

The conductors of the Hollandsche Spoorweg still received the franco date stamp in 1864.

1865.

Railway Post Offices (Spoorwegpostkantoren).

The first use of the term railway post offices came in Circular 655 of 20 September 1865. In this circular information was given as to the setting up of railway post offices for the new line Arnhem-Oldenzaal; the service was to be carried on by the railway post office and per conductor. Circular 658 of 3 November 1865 stated that the service would come into being as off 1 November 1865.

Date cancels with ornament. According to the Stempelboek, FRANCO in frame postmarks were issued immediately as well as date-stamps in the new type 76 (with takje or ornament), similar to type 47 of certain postoffices and with the inscription Arnh. Oldenz. (this was derived from the Stempelboek that started in 1865 but later was augmented to include cancels already sent out; since the postmark cutter dealt with punctuation marks according to his own ideas, various forms of punctuation may be found).

List of Postmarks.



Type 76 has a diameter of 22 mm. and with the exception mentioned later was issued between 1 November 1865 and 1 May 1870 to the railway post offices as well as for sending per conductor.

According to the Stempelboek, the following postmarks, were issued:

Arnh. Oldenz. 4 Nov. 1865	Harl:-Winsch	24 Nov. 1868
Arnh. Oldenz: 15 July 1869	Zutph:-Leeuw:	24 Nov. 1868
Arnh.-Oldenz: 15 July 1869	Breda-Maastr:	10 June 1869
27 April 1870	Amsterd:-Emm.	15 July 1869
Exp: Moerdijk 18 Sept. 1868	Zaandam-Uitg:	16 Nov. 1869
Eindh-Maastr: 20 Oct. 1868	Utr:-Boxtel	20 Nov. 1869
Moerd-Eindh: 20 Oct. 1868	Meppel-Gron:	27 April 1870
Haarl:-Helder	24 Nov. 1868	

In addition a postmark Almelo-Enschede was used. This was probably already in use in 1865 since it was not mentioned in the Stempelboek but sending by conductor on that line was already permissible. On 7 January 1878 a postmark Enschede-Almelo was issued; the alteration of the direction of the route was the result of its re-naming. The direction of the placenames in the postmarks remained the same irrespective of which way the journey was made.

Refer further under Boat Postmarks.

1869.

Railway Post Offices.

Numeral Postmark. In accordance with the instructions given by Circular 747 of 16 March 1869, applicable as from 1 April 1869, the railway post offices received, simultaneously with the post offices, numeral marks for cancelling stamps on letters, as follows: Amsterdam-Emmerik no. 136; Arnhem-Bentheim no. 137; Moerdijk-Antwerpen no. 138. According to Circular 845 of 20 February 1872 no. 141 was issued to railway post office Utrecht-Zwolle on 1 March 1872; the service as a railway post office was initially only on trains I and C.

The later appointed railway post offices of Maastricht-Venlo, Rotterdam-Venlo and Rotterdam-Vlissingen, mentioned in No. 1208 of the Verz. of 15 June 1883 did not receive numeral postmarks. Gradually railway post offices nos. 1, 2, 3, 4 took the place of the different railway offices for separate lines. On the four lines to which numeral postmarks were issued on the basis of railway post offices, these remained in use but only for those lines.

Used therefor were:

No. 136 on the line Amsterdam -Emmerik.

No. 137 on the line Arnhem-Bentheim.

No. 141 on the line Utrecht-Zwolle.

The trajectory on which cancel number 138 was used gradually was expanded:

The railway postoffice Moerdijk-Antwerpen, according to Circular 868 of 26th October 1872 was extended, as off 1st November 1872 to Feijenoord to Antwerpen and by Circular 984 of 24th December 1875 from Rotterdam to Antwerpen, effective from 1st January 1876. In connection with this the name was successively altered to railway used

on these extended routes. In the already mentioned no.1208 of the Verz. of 15th June 1883 mention was made of the railway postoffice Amsterdam-Antwerpen so that the possibility exists that the postmark was used since then on that trajet; A postmark Amsterd:-Antw: was already issued on 24th March 1882. According to the Stempelboek a numeral mark no. 138 was issued on 2nd December 1887 together with a postmark Amsterd:-Antwerpen and another one on 29th January 1890.

Franco dated mark with “takje”. In 1869, and later, postmarks 77 were issued, similar to type 51 that is used from about 15th January 1876, for the postoffices:

22nd November 1869

6th April 1870,

2nd January 1873, 12th April 1873

15th August 1874 and 23 February 1875

Amsterd:-Emm; and Arnh:-Oldenz;

Moerd:-Antw:

Rotterd:-Antw:



It is remarkable that the railway postoffice Utrecht – Zwolle did not receive a datestamp of this type. Probably the postmarks listed above were issued for international traffic for the postoffices had earlier been issued with type 51 and this according to Circular 737 of 12th December 1868 was intended as a cancel for

printed matter, so that the use of a datestamp in which the work “Franco” was not included, could have given rise to confusion. I have only seen the postmarks issued in 1869 used on stamps, of which the first occurs on a 1 cent stamp; the second was on a stamp on a circular from Dieren to Leeuwarden.

Irregular Postmarking at the Railway Postoffices.

From the foregoing it is apparent that the railway postoffices did not all receive the same postmarks.

So far as I know, no general instructions were issued regarding the postmarking of *letters* at the railway postoffices which had no numeral mark. They had only dated marks and haltestempels at their disposal, for as previously mentioned in Circ. 747, only conductors received the FRANCO in frame mark. The stamp was sometimes cancelled by a haltestempel, but mostly by a dated mark. In connection with the purpose for which the haltestempel was used after 1870, the dated mark was most frequently used for cancelling. To determine, however, with any certainty what the rule was for postmarking letters on the various lines, a larger quantity of letters than what I have at my disposal will be necessary.

As appears from the postmarks found on stamps, the dated marks were frequently used as cancels for stamps on letters used on the train routes which also had numeral marks. One is inclined to think that these were due not only to errors in the use of the postmarks. It is

also possible that on those routes sending was done via the conductor, in which case the numeral mark would not be used.

For printed matter the datestamp of the postoffices in 1876 was the cancelling mark. The railway postoffices, which had received a franco-date stamp could then make use of it no longer for the others the datestamp would immediately have become the cancelling mark for printed matter stamps.

Postmarking for sending by conductor.

Situation till 1st January 1871 (introduction of uniform postage).

Although the haltestempels were introduced, according to Circular 526 of 7th January 1857, on behalf of the forwarding offices, in connection with franking, we have already seen that the conductors of Hollandsche Spoorweg also received these marks and a date postmark, so that they were also permitted to tax, for which purpose they also received a FRANCO in frame mark. One would now expect that with sending by conductor, which before 1st January 1871 was done on other lines, postmarking would be done with these three postmarks. This, however, was not the case.

Up to 1st January 1871, with sending by conductor, apart from Hollandsche Spoorweg, so far as I know, postmarking was only done on the lines mentioned later and on the 's Gravenhage-Rotterdam line, on which sending was done firstly by forwarding office and according to Circular 636 of 20th December 1864, per conductor concerning the line of Arnhem-Oldenzaal, where the mail was sent by both methods.

Before 1871 only haltestempels were issued to the conductors of the Utrecht-Kampen and 's Gravenhage-Gouda lines. Mail was therefore not taxed on the other lines.

Regarding the FRANCO in frame mark, Circ. 747 of 6th March 1869 had the instruction, "The conductors of the mail traffic charged with handling the correspondence on the basis of Cir. 420, will continue to use the FRANCO in frame mark for cancelling."

At the time this circular was issued only the conductors on the Hollandsche Spoorweg (perhaps also on the lines Utrecht-Rotterdam and Arnhem-Oldenzaal) had these marks.

According to the Stempelboek the following were issued to the conductors:

	Date postmark.	FRANCO in frame.
Eindhoven-Maastricht	20 October 1868	5 April 1869
Moerdijk-Eindhoven	20 October 1868	5 April 1869
Haarlem-Helder	24 November 1868	5 April 1869
Harlingen-Winschoten	24 November 1868	25 June 1870
Zutphen-Leeuwarden	24 November 1868	
Breda-Maastricht	10 June 1869	10 June 1869

Zaandam-Uitgeest	16 November 1869	16 November 1869
Utrecht-Boxtel	20 November 1869	20 November 1869
Meppel-Groningen	27 April 1870	27 April 1870
Utrecht-Kampen	7 September 1870	

Unless the issue of FRANCO in frame postmarks was omitted from the Stempelboek, then during this period no cancelling of stamps on letters took place on the Zutphen-Leeuwarden and Utrecht-Kampen lines.

Situation after 1st January 1871.

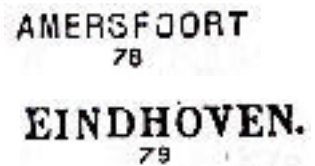
After the introduction of uniform postage the FRANCO in frame postmarks, according to the Stempelboek, were only issued to the conductors of the lines Rozendaal-Vlissingen (23rd March 1872), Boxtel-Gennep (25th August 1873), Amsterdam-Alkmaar (26th July 1878) and Breda-Rozendaal (1st December 1879). On the other lines the conductors, as with the forwarding offices which had not received numeral marks, had only one dated postmark and haltestempel so that which is written regarding railway postoffices also applies to these conductors.

Regarding the use of the datestamp by the conductors for letters which came from sub-offices and had not been date-stamped, refer to no. 1230 of the Verz. of 20th February 1884 (under sub-offices, "Rules regarding the use of the datestamp and name mark.")

1870

Train Station cancels without frame.

Type 78. Around 1st October 1870 the conductors of the Centraal Spoorweg received haltestempels of Utrecht, Amersfoort and Zwolle, while the line 's Gravenhage-Gouda received the postmark 's Gravenhage, all in type 78 with Arabic letters. In the same year the line Moerdijk-Eindhoven received a haltestempel "Eindhoven." (type 79". Roman letters and a period.



Datestamp with numeral or letter.

Types 80 and 81. In September 1870 the issuing of dated postmarks was started, in which the trains in an outgoing direction were indicated by a numeral and on the return journey by a letter; the order of the town names, irrespective of the direction of the route, remained the same.



The first five postmarks had Arabic numerals (type 80), but thereafter only Roman numerals were used (type 81). Later issued postmarks with the same route names as the first five had therefore Roman numerals.

Small Round Postmarks.

Although the postmarks with numeral or letter had a diameter of 22 or 23 mm. and were therefore of the same size or somewhat larger than those with the “takje” the first group is called small round postmarks since postmarks came later in a large size with numeral or letter. This custom is followed here.

1870 - 1872

Type 80. with Arabic numerals.

	Numerals and letters	Issued	Rom. Nmrls issued
Utr:-Kampen	1,2,3,4,A,B,C,D	7 Sept. 1870	
Amst;-Rotterd:	1,2,3,4,A,B,C,D	9 Nov. 1870	28 Nov. 1876
Rozend:-Vliss:	1, 3, B, D	23 March 1872	1 April 1880
Utr:-Zwolle	3,	22 April 1872	24 Jan. 1874
Arnh.Oldenz:	3,	1 July 1872	

On 24th January 1874 a postmark Arnh.-Oldenz: was issued and repeated on 12th May and 26th August 1876. However, on 7th August 1875 a new postmark Arnh. Oldenz: was issued which in contradiction to the 1872 type had Roman numerals.

1872 – 1895

Roman Numerals. On July 1st 1872 the first of the postmarks with Roman numerals was issued, namely, Breda-Maastr. Although this does not appear from the Stempelboek I think from the postmark material I have seen that this is the case.

Characters with ^{BIS} or ^I after them in the postmark occur when trains were added into the regular timetable. Where a second insertion was required trains on the return journey used letters followed by a 2 but the route Emmerik-Amsterdam used F ^{BIS}.

With the large round postmarks, for the outgoing journey, numerals with an ^A were used. My example of the small round postmark Almeloo-Apeldoorn has the date ? Dec. 05 and was put into use during the transition period.

Type 81. Diameter 22 mm.

	Issued.	Known numerals and letters.
Almelo-Apeldoorn	28- 5- 88	I A B D E
Almeloo-Apeldoorn	6- 6- 93	I V V ^{BIS} Va A D
Amersf:-Kesteren	1- 3- 86	B
Amsterd:-Antw:	24- 3- 82	III V VI VIII IX X A C D F H
Amsterd:-Antwerpen	2-12- 87	III VIII IX X XI A E J
Amsterdam-Antwerpen	8- 2-92	I II IV ^A V VI VII VIII IX A B C D F G
Amsterd:-Arnh:	12-12-74	I V VI F H J
Amsterd:-Breda	2- 6-83	V VI F
Amsterdam-Breda	30-12-91	VI F

Amsterd:-Emm: F G H	10- 8-72	I I ^{BIS} II III IV V VI VII VIII X XI A B C D
Amsterdam-Emmerik	18- 6-87	II II ^{BIS} III III ^{BIS} IV IV ^{BIS} VII VII ^{BIS} VIII VIII ^{BIS} IX X XII A AI B BI C D F F ^{BIS} G H ^I
Amsterd:-Enkhuizen	25- 4-86	II
Amsterdam-Enkhuizen	31- 3-90	II III IV V A B C D E F
Amst: Harmelen-Rott:	29-12-94	I A
Amst:-Helder	13-11-78	IV A B D E
Amsterdam-Helder	15-12-88	I II III A B C D E
Amsterd:-Hoorn	17- 5-84	IV B C D
Amsterdam-Nijmegen	31- 5-89	I II II ^I A A B C D
Amst:-Rotterd:	28-11-75	III V A C D
Amst:-Rott: (Rijnspeer)	22- 7-87	D
Amsterd:-Uitg:	2- 6-83	IV B C
Amsterdam-Uitgeest	10- 1-95	I II A B D E
Amst:-Wintersw:	19- 1-78	III IV VI A A ^I B C D E F
Amsterd:-Zutph	30- 5-74	III IV A B C
Amsterdam-Zutphen	3- 6-89	I II III IV V VI A B C D E
Arnhem-Breda	30- 5-85	II IV VBIS VI A B B ^I C F
Breda-Arnhem	1- 8-93	II V A
Arnhem-Dordr:	5-12-83	II III A
Arnh.-Oldenz:	21- 1-74	A
Arnh. Oldenz:	7- 8-75	A D
Arnh:-Oldenz:	16- 3-78	V A B E F G
Arnhem-Oldenz:	8- 6-86	E
Arnhem-Oldenzaal	18- 6-87	I III V A B C D E G
Arnh:-Nijm:	14- 6-79	
Arnh:-Nijmegen	21- 2-82	E
Arnhem-Rotterd:	27- 6-85	II III IV V A B F
Rotterd:-Arnhem	6- 1-90	I II III V A B C D
Boxtel-Gennep	25- 8-73	III A B
Boxtel-Goch	1-11-73	A B CI
Bokstel-Goch	22- 7-87	I II III A B C
Breda-Maastr;	1- 7-72	III A ²
Breda-Rozend:	1-12-79	E
Dieren-Zwolle	29- 5-94	B C
Eindh-Maastr;	26- 8-76	I II III III ^{BIS} IV A A ² C
Endh:-Maastr;	11- 5-83	
Gelderm;-Arnhem	28-10-82	A
Gld;-Ov: Loc; Spwg;	23-10-85	
's Gravenh.-Gouda	28-11-85	II III IV VIII
's Gravenhage-Gouda	5- 1-91	I II III IV V E
Gron:-Delfzijl	29- 5-84	I III
Groningen-Delfzijl	28- 3-89	II III
Groning:Roodeschool	28- 8-93	I A

Groningen-Zutphen	25- 6-88	IV V A B C D E F
Groningen-Zwolle	25- 5-91	I II III V A B C D E F G
Haarl:-Helder	78	I (possibly before 1878)
Haarlem-Uitg:	80	V A C (possibly before 1880)
Haarlem-Zandvoort	27- 7-88	I II III IV V A B C D E
Harl: N:Schans	11-10-76	I I ^{BIS} II III IV A B C D
Harlingen N:Schans	27- 9-88	II III V VI A ¹
Harlingen-N:Schans	26- 2-90	I III IV V B C D E
Hattem-Dieren	28-10-87	I III
's Hertogenb-Zwaluwe	27- 9-83	IV A
's Hartogenb:-Zwaluwe	27-10-86	III B D
Hoorn-Medemblik	13-10-87	I III B
Leeuwarden-Meppel	13-10-88	II III V A C D E F
Leeuw:-Stavoren	20- 6-83	II III V VI C
Leeuward:-Stavoren	4- 2-91	II IV D
Leeuwarden-Stavoren	5- 6-93	I III B
Leiden-Woerd:	79	I III B C possible before 1879)
Leiden-Woerden	1- 5-82	I C
Maastricht-Aken	28- 7-83	I II III IV
Meppel-Gron:	31- 1-80	A B C D
Meppel:-Gron	27- 9-81	IV B C D
Moerd:-Antw:	17- 7-72	B C
Nijmegen Venloo	1- 6-83	I II III IV A B C
Rotterd:-Antw:	2- 1-73	IV A B C D
Rotterd:-Eindh:	12- 6-74	I II III A B C D
Rotterdam-Maassluis	8-12-94	I II
Rotterdam-Rheine	1- 3-89	
Rotterd:-Venlo	5- 1-81	III A
Rotterd:-Venloo	6-7- 83	I III IV V VI A B C E
Rotterdam-Venloo	20- 3-88	I II III IV V VI A C
Rotterd:-Vliss:	22- 4-81	II E
Rotterd:-Vlissingen	4- 5-87	IV V
Rotterdam-Vlissingen	20- 9-94	IV V
Rozend: -Vliss:	1- 4-80	V
Tilburg-Nijmegen	9- 6-81	II IV A C D
Utr:-Boxtel	21- 7-76	C
Utr:-Bokstel	11- 5-83	II III B C
Utrecht-Bokstel	24- 5-67	II IV A B C F
Utrecht-Boxtel	3-12-89	II A C
Utrecht-Leeuwarden	25- 6-83	II B E
Utrecht-Leiden	31- 3-90	A
Utr:-Rotterd:	18- 9-72	I III V VI VII C D E F
Utrecht-Rotterdam	1-11-93	I II IV VI VII A B D F
Utr:-Zwolle	24- 1-74	I V B C D E
Utr:Zwolle	12-10-81	I D E
Utrecht-Zwolle	5- 9-87	I II III IV VII VIII A B C D E F

Venloo-Maastr:	22- 7-85	II III IV VI A B C D
Venloo-Maastricht	29- 1-90	IV
Vlissing:-Breda	12- 6-77	
Breda-Vliss:	3- 8-81	III IV V V ^{BIS} VI D
Breda-Vlissingen	31- 1-87	I II III V VI A B ^I C D E F
Wintersw:-Hengelo	23-10-84	
Zaandam-Enkhuizen	4- 7-85	II D F
Zutph:-Leeuw;	1- 6-74	II IV A B C D E
Zutphen-Leeuw:	11-10-83	D
Zutphen-Leeuwarden	1-11-87	E
Zutphen-Wintersw:		B
Zutphen-Winterswijk	27- 8-89	A B C D
Zwolle-Ensch:	31- 5-81	I ^{BIS} II A B C D
Zwolle-Enschede	29-10-94	II IV B D
Zwolle-Rotterdam	16- 6-85	D F G H
Zwolle-Zutphen	25- 9-91	III VI A A ^I E

(please note that with trains marked Bbis,A1, etc. the additional word, numeral or letter is in small type level with the preceding letter or numeral).

The postmark Gld:-Ov: Loc: Spwg: was used on the Winterswijk-Hengelo, Ruurlo-Neede, Winterswijk-Zevenaar and Doetinchem-Ruurlo spoorweg, according to Mr. Dr. Jonckers Nieboer “Geschieden in der Nederlandsche Spoorwegen”, were already in operation before 23rd October 1885 and on 1st December 1885 haltestempels with the names of the stations on these lines were issued.

Amsterdam E. Type 57.



Regarding this type, of which the earliest known example is dated 29th December 1892, the following information is available from P.J.A. Veen of Nijmegen as a result of statements made by a former conductor for the mail traffic. The mail to and from England and to and from other countries via England, including the West Indies, which went via Vlissingen-Queensborough (according to D.O. and M. 77 of 1st May 1894) was escorted to and from Roosendaal by an Amsterdam official who sorted out the mail for Amsterdam and postmarked it – letters on the reverse side and postcards on the address side.

For this purpose an Amsterdam mark with the train character E was used since the time of arrival would not always be the same. This postmark replaced the normal marker used at arrival (in Amsterdam) of the mail.

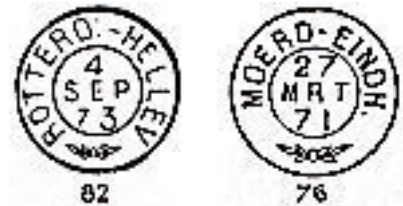
This postmark was also used on the route Amsterdam – Vlissingen for mail posted at Amsterdam at the last moment, for mail lifted from the station box or found in the train box, so that the postmark also did service as a cancellation.

According to the DO. and M. in question the mail was carried both before and after 1st May 1894 respectively by the train E Rotterdam-Vlissingen and II Vlissingen-Rotterdam, so that the character E was not chosen at random. Later the train ran via Breda and Utrecht.

BOATS

Dated postmark with twig, Type 82.

A similar type to type 76. Around 1st May 1871 the dated postmark with twig and the inscription Rotterd:-Hellev was issued to the conductor of the steamboat Rotterdam – Hellevoetsluis as well as a FRANCO in frame mark.



Dated postmark with hour indication. Type 83.



On 14th August 1882 a new dated postmark with the inscription Rotterd:-Hallev: was issued. Unlike the train marks of the period this postmark was not issued with numerals and letters but with an hour indication such as was issued to the postoffices in 1877. It was probably only used on mail traveling in the direction Rotterdam – Hellevoetsluis.

Small round postmark. Type 84.

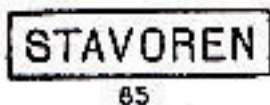


Dated postmark with numeral or letter. A similar mark to type 81. As from 15th July 1886 the steamboat service between Enkhuizen and Stavoren carried mail (no.16 Verz.1886). In the month of December of that year FRANCO in frame and dated postmarks were issued to the conductors. In the postmarks the marginal inscription was Enkhuizen – Stavoren and numerals I, III, IV and letters A, C, D were used, so far as

is known.

On 15th July 1892 the postmark Vlaard:-Hellevoetsl: was issued for the steamboat Vlaardingen to Hellevoetsluis. I have only seen letters A, B, or C.

Halte postmark. Type 85.



A similar mark to type 74. On 23rd December 1886 when the dated postmarks Enkhuizen – Stavoren was delivered, haltecancels Enkhuizen and Stavoren were handed out. Because haltecancels Stavoren etc. and Enkhuizen etc. for the new lines

Stavoren – Leeuwarden and Enkhuizen – Zaandam were handed out respectively in December 1885 and August 1886 it must be assumed that the conductors on the steamboat used these two postmarks.

For the Sea-Postoffice refer under Abroad.

TRAMS.

Small round postmark.

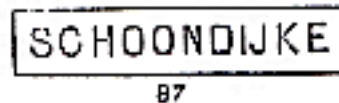
Dated postmark with numeral or letter. Type 86 (diameter 22 mm.); a mark similar to type 81.



	Issued.	Known numerals and letters.
Amsterdam-Edam	20- 4-89	A,B,C,D.
Amsterdam-Laren	2- 5-92	I,II,III,A,B.
Arnhem-Zeist	30- 6 89	I,IV,A,B,C,F.
Breskens-Maldeghe	28- 2-87	A,B,C.
Dieren-Terborgh	21- 1-88	B,C,D,E.
Hardenberg-Dedemsv:	4- 5-87	I, II,A B.
Heerenv:-Drachton	31- 5-88	I, II,A,B,C,D.
Hilversum-Huizen	2- 5-92	I,II,A,B,C.
Sneek-Harlingen	31- 5-88	I,II,B.
Sneek-Heerenveen	31- 5-88	A.
Wijk bij Duurst:-Zeist	13-10-87	I,B,D,E.

Haltestempel. Type 87.

A mark similar to type 74.



Aardenburg	Driebergen	Oostburg
Amsterdam	Edam	Oosterbeek
Balkbrug	Ede	Renkum
Breskens	Hardenberg	Rhenen
Broek in Waterland	Heelsum	Schoon dijke
Buiksloot	Lutten	't Schouw
Dedemsvaart	Maldeghe	Sluis
Doorn	Monnikendam	

Haltecancels were still in use on the Breskens – Maldeghe line in August 1900.

E. BRANCH OFFICES.

According to Circular 878 of 26th February 1873 the first branch office, 's Gravenhage Parkstraat, was opened on 20th December 1872. This office, which initially sold postage stamps, postcards and postal order forms as well as handling registered letters, with or without declaration of value, had as of 10th March 1873 its service extended to include the sending and paying out of postal orders, except that orders valued at more than f.50.- had to be paid out at the main post office.

On 1st October 1873 a branch office was also opened in the Spiegelstraat of Amsterdam and thereafter a number of further branch offices were opened in various towns.

By no.1229 of the Verz. of 26th January 1884 regulations were defined for the branch office service. In future, registered letters could be issued if such was required, receipts for collection of money could be accepted, they participated in the savings bank service and also that for parcel post. Non-registered letters which were too large to be posted in the letter box were accepted for dispatch.

Since the branch offices were in a sense part of the main offices much the same regulations applied to them as to the main offices, so that in general the branch offices used the same postmarks as the main offices and for the same purposes. The datestamps of the branch offices in which were the same hour characters as those used at the main offices had the name of the main offices followed by that of the branch office. Later the branch offices were indicated by a number instead of the actual name.

The franco-datestamp, which was in use for printed matter at postoffices until January 1876, was not issued to any branch office; for printed matter the two-letter mark was used at branch offices until the small round mark was issued.

1872 – 1879

Two-letter postmark. Type 88.

This mark was issued to the branch offices opened before 1877. In the circulars given the dates of opening or replacing of branch offices, the inscriptions were also given; this occurred until May 1882.



The various inscriptions are:

Amsterd:-Amstel	Apeldoorn-Loo
Amst:-Haarl:Dijk	's Gravenhage: (Parkstr:)
Amst:-Spiegelstr:	Schevening: Badh.

The branch office at Apeldoorn was only open during the period when the King was in residence at the Loo Palace and that of Scheveningen during the summer season.

1872 – 1893

Numeral Postmarks.



The branch offices also received numeral marks of type 52. The branch office numeral marks, apart from those of the army camps, had the same numbers as their main post offices.

No.52e was used at the Amsterdam Exhibition in 1883.



According to no. 25 Verz. of 1892, in that year from 24th August to 22nd September, branch offices were opened at the army camps near Laren, Rijen and Zeist which, respectively, came under the postoffices of Laren, Breda and Utrecht. The branch office Kamp bij Zeist was also in operation in 1891.

From 1891 the postal service for the army camps was no longer handled by the postoffice.

The temporary branch office Soestdijk came under Baarn and from 1894 under Soest. Bloemendaal came under Haarlem from January to October 1883 and thereafter under Overveen, so that later years perhaps numeral no. 210 was used there. The branch office Scheveningen Sporttentoonstelling was operational from 16th May to 1st October 1892.

<u>Number.</u>	<u>Office Name.</u>	<u>Moved or other head office.</u>
5 Amsterdam	(Amstel (Amstelstraat Amsteldijk Commelinstraat (Haarlemmerdijk (Westerdok (Centraalstation Handelskade Van der Helststraat Houtmankade Overtoom P.C.Hoofstraat Potgieterstraat Prins Hendrikkade Spiegelstraat Tentoonstelling Veemarkt	1883 1879 1889
6 Apeldoorn	Loo	
8 Arnhem	(Driekoningendwarsstraat (Spoorwegstation	
177 Baarn	Soestdijk	
44 's Gravenhage	Balistraat (Bilderdijkstraat (van Galenstraat Boekhorststraat Fluweelenburgwal Parkstraat	1887
46 Haarlem	(Bloemendaal	
210 Overveen	(Bloemendaal	1883
73 Maastricht	Wijk	

91 Rotterdam	Delftshaven Goudsche Singel Kralingen Kruiskade (Tulpstraat (van der Takstraat Veerkade	1888
152 Scheveningen	(Badhuis (Sporttentoonstelling	
106 Tilburg	Goirke	
107 Utrecht	Catharijne Kade Twijnstraat Weistraat	

Also Kamp bij Laren 147, Kamp bij Rijen 159 and Kamp bij Zeist 155.

1879 – 1895

Small round postmark with name, type 89.

Type 89 was first issued to the branch office of Amsterdam Westerdok (prior to 15th May 1879 this office was at Haarlemmerdijk); the diameter measures 21 or 22 mm.



The inscriptions of the various postmarks read as follows.

Moved or other head office.

(Amsterd:-Amstel
(Amsterd:-Amstelstr:
(Amst: Amsteldijk
(Amsterd: Amsteldijk
Amst: Commn str:
Amsterd:-Handelsk:
(Amst:-Houtmk:
(Amsterd: Houtmanka:
Amst:-Overtoom
(Ams: P: C: H: str:
(Amst: P: C: H: str:
(Amsterd: P: C: Hoofdstr
(Amst: P:H: Kade
(Amsterdam P:H: Kade
(Amst:-Spiegelstr:
(Amsterd:Spiegelstr:
Amsterdam-Tent:
Amsterd:-Veemarkt

1883

(Amst: W: Dok	
(Amsterd: Westerdok	
(Amsterdam C: Station	1889
Apeldoorn-Loo	
(Arnh: Drk:Dws:	
(Arnhem Driek: Dw:str	
(Arnh: Station	
(Arnhem-Station	
(Baarn-Soestdijk	
(Soest (Soestdijk)	1894
's Gravenh: Balist:	
('s Gravenh: Bild:St:	
('s Gravenh: v. Galenstr	1887
's Gravenh: Boekhst:	
's Gravenh: Fluw: Burgw:	
's Graven: (Parkst:)	
(Haarl:-Bloemend:	
(Overveen-Bloemend:	1883
(Haarl:-Bloemend:	1894
Kamp Bij Laren	
Kamp Bij Rijen	
Kamp Bij Zeist	
Rotterd:-Delftsh:	
(Rotterd:-Goud:S:	
(Rotterd:-Goud: Sing:	
(Rott:-Kralingen	
(Rotterd:-Kralingen	
(Rotterd:-Kruisk:	
(Rotterd:-Kruiskade	
(Rotterd:-Tulpstr:	
(Rotterdam v/d Takstr:	1888
(Rotterd:-Veerk:	
(Rotterd:-Veerkade	
Schevening: Badh:	
Scheveningen (Sport)	
Tilburg-Goirke	

Amsterdam C: Station was probably only a station mark; the branch office still used Amsterd: Westerdok in 1892 and in later time: Amsterdam 14.

In Amsterdam and Arnhem, in addition to the branch offices with the name “station”, postmarking was also done in station lokalen (station rooms), which were also used for the mail service. At such offices in places with similarly named branch offices the same dated postmarks were used as at the branch offices so that with postmarks on loose stamps one can not determine where the postmarking was done. Similarly, it is even a question whether a postmark such as Arnhem-Stn was used by the branch office. The

postmarks for offices in stations were often abbreviated, e.g. Amsterdam Stn in 1883. A branch office was first opened there in 1889 and it is not known whether it received that postmark.

Similar difficulties occur with later types of postmarks.

1890 – 1895.

Small round postmark with numeral, type 90.

Postmark type 90 was first issued to the branch office of Utrecht Catharijne Kade, opened on 1st February 1890. Still serviceable (not worn) postmarks, after the introduction of the new types, still continued in use at some branch offices. Diameter 21 to 22 mm.



<u>Postmark.</u>	<u>Office Name</u>	<u>Moved.</u>
Amsterdam 1	(Amstelkijk Hemonijstraat	1900
Amsterdam 2	Amstelstraat	
Amsterdam 3	Commelinstraat	
Amsterdam 4	Handelskade	
Amsterdam 5	van der Helststraat	
Amsterdam 6	(Houtmankade Haarlemmerplein	1894
Amsterdam 7	Overtoom	
Amsterdam 8	(P.C.Hoofstraat Hobbemastraat	1896
Amsterdam 9	Potgieterstraat	
Amsterdam 10	Prins Hendrikkade	
Amsterdam 11	Spiegelstraat	
Amsterdam 12	Tulpplein	
Amsterdam 13	Veemarkt	
Amsterdam 14	Centraalstation	
Arnhem 1	Driekoningendwarsstraat	
Arnhem 2	Spoorwegstation	
's Gravenhage 1	Balistraat	
's Gravenhage 2	Boekhorststraat	
's Gravenhage 3	Fluweelen Burgwal	
's Gravenhage 4	van Galenstraat	
's Gravenhage 5	Noordeinde	
Maastricht 1	Wijk	
Rotterdam 1	Delftshaven	
Rotterdam 2	Goudsche singel	
Rotterdam 3	Kralingen	
Rotterdam 4	Kruiskade	
Rotterdam 5	van der Takstraat	

Rotterdam 6	Veerkade
Utrecht 1	Catherijne Kade
Utrecht 2	Twijnstraat
Utrecht 3	Weistraat

The postmark Amsterdam 13 was still in use in 1931.

F. STATIONS

For Driebergen and Ede refer to : ‘Sub-postoffices, townname markers with Roman lettering.

Even before 1877 an office for the mail service was in use at the stations of Utrecht and Zwolle and later this was the case at other places. Although these station offices were branch offices they are separately handled because they were not open to the public and were only there for the handling of letters and parcels to and from the stations.

Two-letter postmark. Type 91.

Only two postmarks of type 91 were issued, namely to Utrecht-Station and to Zwolle-Station.



Numeral Postmarks.

Probably all the station offices which used main office hour characters also received a numeral mark. On letters I have only seen numeral mark 91 of Rotterdam-Station Beurs and numeral 8 of Arnhem-Station; this may, however, have been a branch office mark, otherwise, the following numeral marks may have been used :

4 at Amersfoort	56 at Hengelo	107 at Utrecht
5 at Amsterdam	62 at Hoorn	113 at Venloo
15 at Boxtel	67 at Leeuwarden	116 at Vlissingen
36 at Enschede	73 at Maastricht	135 at Zwolle
44 at 's Gravenhage	83 at Oldenzaal	
45 at Groningen	92 at Rozendaal	

Small Round Postmark

The dated marks of the station offices did not always have the main-office hour characters. This depended upon whether the local postoffice was a main-office or a sub-office. For example, until 1st February 1894 there was a sub-office at Geldermalsen and Geldermalsen Station was from 1st November 1886 to 1st February 1894 a branch office of Tiel; yet in the date stamp similar hour characters were used as in the sub-office datestamp.



Postoffice Hour Characters Type 92 (diameter 21 or 22 mm).

Amsterdam-Stat ⁿ	(Leeuwarden-Station
(Amsterdam-St ⁿ	(Maastricht-St ⁿ
(Amsterdam C Station	(Maastricht-Station
Arnhem-St ⁿ	(Oldenzaal-St ⁿ
(Bokstel-Station	(Oldenzaal-Station
(Boxtel-Station	(Rott: Stat ⁿ Beurs
Enschede-St ⁿ	(Rotterdam St ⁿ Beurs
's Gravenhage-St ⁿ	Rozendaal-Station
Groningen-Station	Utrecht-Station
Hengelo-Station	Venloo-Station
Hoorn-Station	Vlissingen-Station
(Leeuwarden-St ⁿ	Zwolle-Station
(Leeuwarden-Stat	

N.B. In the various station postmarks where the word station is abbreviated to Stⁿ or Statⁿ the letter n is raised above the lower case letters.

Refer to the note regarding small round postmarks with the name of branch offices, regarding the abbreviations Stⁿ and the use of postmarks with similar inscriptions to similarly named branch and head offices in stations; the postmark Arnhem-Station was probably used by both branch and head offices of this station.

Sub Office Hour Characters Type 93 (diameter 21 or 22 mm)



Geldermalsen-St ⁿ	of that name)
Helenaveen Station	Stavoren-Station
Nieuweschans-St ⁿ	Uitgeest-Station
Nunen-Station (not until	Vogelenzang-St ⁿ
March 1, 1907 a sub-office	Zandvoort-Stat ⁿ

CHAPTER THREE.

Interior. 1893 – 1915

Obliteration Marker. With Circular 17 of 3 June 1893 it was determined that from the 15th of this month the numeral cancel to obliterate stamps on letters was abolished and the cancelling of postage-due and postage stamps on all pieces without distinction needed to be done through the use of a date marker. This ended the different ways of canceling, and from June 15, 1893 on only the date cancel should be used as obliteration marker. For some sub-offices a bit later; in February 1894, all sub-post offices were provided a date stamp.

As far as the sub-offices were concerned the following regulations remained in force: the dated postmark was not to be impressed on postal orders and the name mark had to be placed at the top of the orders (this was repeated in number 23 of the Verz. of 1902). Also, the stamps on money orders paid out at sub-offices and those which were attached to the deposits made there had to be cancelled at the head offices.

For all purposes the small round postmark was used. Since uniformity in postmarking had been introduced and later the same types of postmark were used, the postmarks in this section will not be divided into groups according to the types of offices but according to the postmark types.

Savings Bank. In the savings bank and money order services came the following alterations: By Royal Decree of 8 May 1896, Staatsblad nr. 77, savings bank stamps of 1 and 5 cents were introduced, which from 1 June 1896, apart from a transitional period to 31 October 1896, were to be used in place of postage stamps for deposits (of f. 1.00).

According to Article 27 of the instructions for post and branch offices, of no. 12 of the Verz. of 1896, the stamps had to be cancelled by means of the dated postmark. This could, however, be done by means of ink crosses at offices where so large a number of stamp covered forms were offered that cancelling by means of the dated postmark was impractical.

Money order stamps. As off 1 January 1900 the existing money order forms were replaced by a form which had an impression of a 2½ cent stamp and on which the amount of the order was not shown by stamps but written by the postal officials in ink (nr. 26 of the Verz. of 1899).

Departure Postmark. When the numeral postmark was withdrawn, the orders to post offices that letters must bear a dispatch mark were not withdrawn so that in addition to the impression of the dated mark obliterating the stamps, a second impression of the date stamp had to be applied. By nr. 9 of the Verz. of 21 April 1897 this regulation also became applicable to sub-offices. According to nr. 9 Verz. of 30 April 1907 the inspectors at offices where good impressions of the date stamp were the rule could exempt the offices from the obligatory second impression. These instructions were still in force in 1915.

Arrival Postmark. Arrival postmarking at postoffices and sub-offices was gradually limited. According to Dienst Order 229 of 6 October 1911, on postcards where the left part of the address

side was intended for correspondence, no arrival mark should be placed. It was laid down by nr. 20 of the Verz. of 3 June 1914 that arrival impressions of the date stamp on mail were done away with with regard to printed matter, newspapers, samples and foreign documents in so far as these items were not registered or sent express.

Hour Characters. The hour characters introduced for the post offices in 1877 and for the sub offices in 1879 were also used in the large round model.

1894

In that year small round postmarks were issued, two of which had a single star and one with two stars. No instructions about these stars accompanied these postmarks: refer to type 94 under Sea Post offices.

Small Round with Star Postmark Type 95. Type 95 was sent to the LOBIT post office on 26 July 1894.



Trial Postmarks.

Instructions were sent to the Mint to manufacture a postmark which made it unnecessary to provide mail with a second impression of a postmark. This led to postmark type 96 which was sent on 23 February 1894 to the post offices of Amsterdam, 's Gravenhage, Gouda and Maassluis for trial. This postmark at Amsterdam and 's Gravenhage was used in the Roelants hand stamp machine. Amsterdam rejected the postmark; 's Gravenhage did not, but on 29 March asked for it to be withdrawn. Apparently approval was given later to use the postmark as a hand stamp for Amsterdam used it from 1894 to 1896, 's Gravenhage from 1894 to 1895, Gouda from 1894 to 1897 and Maassluis until the spring of 1900.



Star Postmark Type 97. The Mint then produced another trial postmark based on the small round mark but of greater diameter, namely 25 mm. No instructions were given to include the stars. This postmark was sent to Amsterdam and 's Gravenhage on 16 May 1894 but was rejected because the letters were too thick and the space between the circles too small.



Definitive Postmarks.

On 17 September 1894 instructions were sent to the Mint to produce a postmark measuring 2 mm. greater in diameter. This was the definitive type with a diameter of 27 mm., although some postmarks measure only 26 mm.

Large Round Postmarks. Star Postmarks. These definitive postmarks are known as large round postmarks to distinguish them from the small round postmark, also as star postmarks when stars were included in the design. The first large round postmark was issued on 14 November

1894 to the sub-office Oostereinderdijk; on 23 February 1895 the first star postmarks were issued to 's Gravenhage and Meersen.

The postmarks, with their variations, are numbered successively according to their office group, the first numbers being given to normal postmarks and the later ones for postmarks for special purposes.

Numbering of large round postmarks

- 98 post office
- 102 field post office
- 103 sub-post office
- 106 branch post office, with small numbers
- 107 branch post office, with office name

Numbering of star postmarks

- 99 1 star
- 100 special hour characters
- 101 2x2 stars
- 104 1 star
- 105 2 x 2 stars



98



99



100



100 a



101



102



103



104



105



106



107

108 branch post office, with large numbers

109 large numbers

110 train station post office, hour characters

111 train station sub-office, hour characters

112 train postmarks

113 train postmarks, hour indication

114 tram postmarks

115 tram postmarks, large numerals & hours

116 tram postmarks, large numerals & numeral or letter

117 boat postmarks

118 boat postmarks, postagents

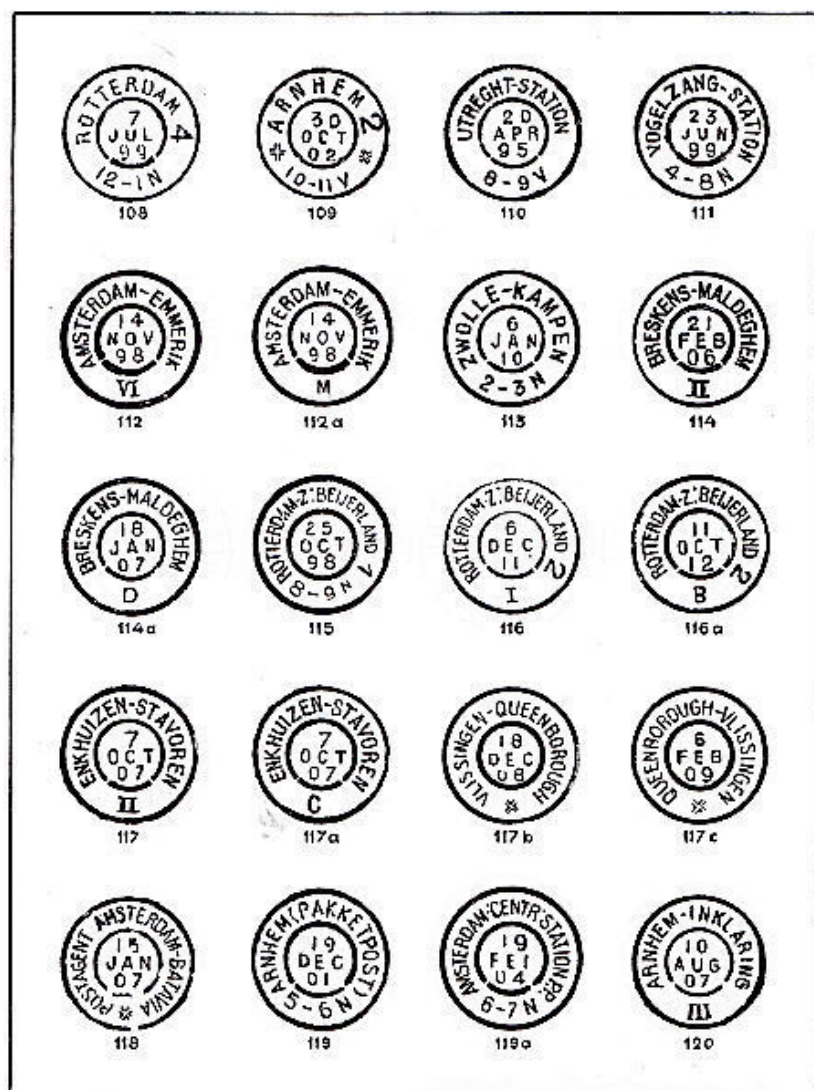
Special Postmarks

120 boat postmarks, customs

119 parcel post

122 savings bank

123 national insurance



121



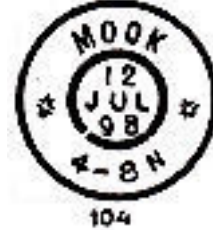
122



123

MAIN- and SUB-POSTOFFICES

List of the different large round postmarks 98 and 103 and the star postmarks 99, 101, 104 and 105.



Since in some places, first a sub-office and later a head offices was established, and both offices used similar postmarks, these offices with the same name are given together in the list, the sub-offices being marked with an “h” (=hulppostkantoor) and the head post offices with a “p” (=postkantoor). The star postmarks are indicated with a *; postmarks 101 and 105, having four stars, with **.

Various offices have successively used postmarks with different spellings, because, by Dienst Order and M. 262 of 1903 the spelling laid down by the Department for Inland Matters (*Departement van Binnenlandsche Zaken*) was also introduced to the Post and Telegraph Services and the alphabetical list included not only the list of offices as of August 1903 but those provided with postmarks later than this. Other alterations, e.g. Velsroord instead of De Heide and Klazienaveen instead of Nieuw-Dordrecht were made on the request of the local administration.

* h) Aalsmeer
 * p) Aalst (Gld.)
 h Aalst (N: Br:)
 * p Aalten
 h Aardenburg
 h Aarlanderveen
 h Aarle- Rixtel
 h Abbenbroek
 * h Achlum
 * h Acquoij
 * h Adorp
 * h Aduard
 h Afferden (Geld.)
 h Afferden (L: B:)
 h Akersloot
 p Akkrum
 * h Albergen
 p Alblasserdam

* h Alem
 * h (Alfen (Gld.)
 h (Alphen (Gld.)
 * p)Alfen (Z: H:)
 p (Alphen (Z.H.)
 * p Alkmaar
 (Almeloo
 * p (Almelo
 * h Almkerk
 h Alphen (N.B.)
 * h Ameide
 * h America
 * p Amerongen
 * p Amersfoort
 p Ammerstol
 h Ammerzoden
 h Amstelveen
 h Amstenrade
 * p Amsterdam

h	Andel (Gron.)	h	Beek (Bij Nijmegen)
h	Andel (NB:)	h	Beek (Bij Zevenstar)
* h	Andelst	h	Beek (Limb.)
* h	Angeren	* h	Beek (N.B:)
* h	Angerlo	h	Beekbergen
* h	Anjum	p	Beek En Donk
* h	Ankeveen	* h	Beers (NB.)
h	Anna-Jacobapolder	* h	Beerta
h	St Annaland	* h	Beesd
h	St Annaparochie	* h	(Beetgum
h	(Anna-Paulownapolder	h	(Beetgumermolen
p	(Anna Paulowna	h	Beesterzwaag
* p	Apeldoorn	* h	Beilen
* h	Appelscha	h	Bellingwolde
h)	Appelteren	* h	Bemmel
)	Appeltern	h	Bennebroek
* p	Appingedam	* h	Bennekom
* h	Arcen	h	Benningbroek
* h	Arkel	h	Benthuizen
* h	Arnhem	* h	Berchem
* p	Arnhem	h	Bergambacht
* h	Arum	* h	Bergeik
* h	Asperen	h	Bergen (Limburg)
* p	Assen	h	Bergen (N.H.)
h	Assendelft	h	Berg En Dal
* p	Asten	p	Bergen Op Zoom
h	Augustinusga	h	Bergharen
* h	Avenhorn	h	Bergschenhoek
* h	) Axel	* p	Bergum
p	)	h	Berkel (Z.H.)
* h	Baak	* h	Berkhout
* h	Baaksem	h	Berlikum (Fr.)
* h	Baardwijk	h	Berlikum (N.Br:)
* h	Baarland	* h	Best
* h	Baarloo	* h	Beugen
* p	Baarn	h	Beuningen (Gld:)
* h	Babberich	h	Beusichem
* h	Bakel	* p	Beverwijk
* h	Bakhuizen	* h	Bezooij en
h	Bakkeveen	* h	Bierum
* p	Balk	* p	(De Bilt
* h	Balkbrug		(De Bildt
h	Barendrecht	* h	Birdaard
* p	Barneveld	* h	Bladel
* h	Batenburg	h	Blankenham
* h	Bathmen	* h	(Blarikum

(Blaricum
 h Blauwkapel
 * h Bleiswijk
 * h Blerik
 h Bleskensgraaf
 * h Blesse
 p Bloemendaal
 * p Blokzijl
 * h Blijham
 * h Bocholtz
 p Bodegraven
 h Boertange
 * p (Bokstel
 (Boxtel
 * h Bolnes
 * p Bolsward
 h Den Bommel
 h Bonnermond
 h Boornbergum
 * p Borculo
 * h Borger
 h Borger-Compagnie
 * h Borkel
 * h Born
 * p Borne
 * p Boskoop
 h Bovenkarspel
 * p Boxmeer
 * h Bozum
 * h Brakel
 * h Brantgum
 * p Breda
 h (Breedevoort
 (Bredevoort
 * p Breskens
 * p Breukelen
 * p Brielle
 h Broek In Waterland
 h Broek Op Langendijk
 h Brouwershaven
 p Brouwershaven
 * p Bruinisse
 * p Brummen
 * h Budel
 * h Buiksloot
 h Buinerveen

p Buitenpost
 * h Bunde Bunnik
 h Bunschoten
 * h Burg and
 Den Burg (Texel); Refer to:
 Texel
 H Burgerbrug
 * h Burum
 * p Bussum
 h Buurmalsen
 h Capelle a/d IJssel
 * h Castricum
 * h Clinge
 h De Cocksdorp (Texel)
 Coevorden; Refer to: K
 h Colmschate
 Colijnsplaat; Refer to: K
 * h Cornjum
 * h Cothen
 * p Culenborg
 * p Cuijk
 * h Dalem
 * h Dalen (Dr.)
 * h Dalfsen
 p De Dedemsvaart
 * h Deest
 * h Deil (Gld.)
 * h Delinum
 * p Delden
 * p Delft
 * p Delfzijl
 * h Denekamp
 * h Deurne
 * h Deursen
 * p Deventer
 * h Didam
 h Diemerbrug
 h Diepenheim
 * h Diepenveen
 * p Dieren
 * h Diever
 h Dieverbrug
 h Dinteloord
 * h Dinther
 " h Dinxperlo
 h Dirksland

p	Dirksland	* h	Eeneind
" h	Dodewaard	* h	Eerbeek
* p	Doesburg	* h	Eersel
* p	Doetinchem	* h	Eethen
* p	Dokkum	h	Egmond-Binnen
* h	Domburg	* p	Eibergen
* p	Dongen	* p	Eindhoven
h	Dongensche Vaart	* h	(Ek En Wiel
h	Donkerbroek	h	(Eck En Wiel
* p	Doorn	* p	Elburg
h	Doornenburg	* h	Elden
* p	Dordrecht	* h	Ellecom
* p	(Drachten	h	Ellewoutsdijk
	(Dragten	h	Elshout (N.R.)
h	Drachtster-Compagnie	* h	Elspeet
* h	Dreischor	* p	Elst (GId)
* h	Drempt	* p	Emmen
* h	Dreumel	* h	Emst
p	Driebergen	* h	Engelen
* h	Drieborg	* p	Enkhuizen
* h	Driel	* p	Enschede
* h	Driesum ...	* h	Enschot
h	Drimmelen	* h	Enumatil
* h	Drogeham	* p	(Epe
* h	Dronrijp	**p	(Epe
* h	Drunen	* h	Erica
* p	Druten	* h	Ermelo
h	Dubbeldam	**h	Erp
* h	Duiven	* h	Esch
* h	Duizel	* h	Escharen
h	Den Dungen	* h	Etten (GId.)
* h	Dussen	* h	Etten (N.Br.)
* h	Dwingeloo	h	Everdingen
* h	(Echt	* h	Ewijk
* p	(Echt	* h	Exlo
* h	Echteld	h	!ste Exloërmond
h	(Echterbrug	h	2de Exloërmond
	(Echterbrug	h	Eijgelshoven
p	Edam	* h	Eijsden
* p	Ede (GId.)	* h	Ezinge
* h	Ederveen	* h	Ferwerd
**h	Ee	h	St Filipsland
* h	Eefde	h	Finsterwolde
* h	Eelde .	* h	Foxhol
h	Eemnes-Binnen	* p	Francker
h	Eemnes-Buiten	h	(Frederiksoord

p (
 * h Fijnaart
 * h Gaast
 * h Garneren
 * h Garijp
 * h Gassel
 * h Gasselte
 p Geerttuidenberg
 h Geervliet
 h Geesteren (Gld)
 * h Geffen
 h Gelderingen
 * p Geldrop
 * h Geleen
 * p Gemert
 * h Gemonde
 * h Genderen
 h (Gendringen
 p (Gendringen
 h Genemuiden
 * p Gennep
 (Gent (Gid)
 * h (Gendt
 (Gent (Gid)
 h Giekerk-Oenkerk
 * h Giesbeek
 h Giessendam
 * h Gieten
 * h Giethoorn
 * h Gilze
 * p Ginneken
 h Glanerbrug
 h (Goedereede
 p (
 * p Goes
 h Goidschalxoord
 * h Goirle
 * p Goor
 * p Gorinchem
 p Gorredijk
 * h (Gorsel
 (Gorssel
 * p Gouda
 * h Gouderak
 h Goudswaard
 h Gramsbergen

* p Grave
 p 's Graveland
 h 's Gravemoer
 h 's Gravendeel
 * p 's Gravenhage
 h 's Gravenpolder
 p 's Gravenzande
 h (Grevelduin-Capelle
 ('s Grevelduin-Capelle
 h Grevenbicht
 h Griendtsveen
 * h Groede
 * p (Groenloo
 (Groenlo
 * h Groesbeek
 * h Groessen
 * p Groningen
 * h Gronsveld
 h Groot-Ammers
 h Grootebroek
 h Grootegast
 h Groote Lindt
 h Groot-Schermer
 * p Grouw
 h Grubbenvorst
 * p Gulpen.
 * h Haaften
 p Haaksbergen
 h Haamstede
 * h Haaren
 * h Haarle
 * p Haarlem
 p Haarlemmermeer
 h Haarsteeg
 h Haastrecht
 * h Haelen
 * h Hagestein
 * h Hallum
 h Halsteren
 h Den Ham (Ov:)
 * h (Hansweerd
 * p (Hansweert
 * h Hantum
 * h Hapert
 * h Haps
 h Hardegarijp

h	(Hardenberg	* h	Helvoort
p	(	* h	Hemmen
* p	Harderwijk	* h	Hemrik
h	Harkstede	h	Hendrik Ido Ambacht
* p	Harlingen	h	(Hengelo (Gld)
* h	Harmelcn		(Hengelo (Gld.}
* p	Hattem	p	(Hengelo (Ov:)
* h	Haulerwijk	* p	(Hengelo
* h	Havelte	h	Hensbroek
h	Hazerswoude-Dorp	h	Herkingen
h	Hazerswoude (Rijndijk)	* h	Herpen
* h	Hedel	p	's Hertogenbosch
* h	Heeg	* h	Herveld
* h	Heelsum	* h	Herwen
* p	Heemstede	* h	Herwijnen
* h	Heenvliet	* h	Heteren
h	's Heer Arendskerke	* h	Heukelum
* h	(Heerde	* p	Heusden
* p	(	* h	Heijen
h	's Heerenberg	h	(Heijthulzen
h	's Heerenhoek	p	(
p	Heerenveen	h	Hillegersberg
h	Heerewaarden	* p	Hillegom
h	's Heer-Hendrikskinderen	h	Hilvarenbeek
h	Heerhugowaard	* p	Hilversum
h	Heerjansdam	h	Hindeloopen
* p	Heerlen	* h	Hoek
* p	Hees (Gld.)	h	(Hoek Van Holland
* h	Heeswijk	p	(
* h	Heeten	h	Hoevelaken
* h	Heeze	* h	De Hoeven
h	(De Heide (N.H.)	h	Hollandscheveld
	(Velseroord	* h	Hollum
* h	Heiloo	" h	Holten
* h	Heinenoord	* h	Holwerd
h	Heinkenszand	h	Honselersdijk
* h	(Heino	h	Hoofdplaat
	(Heino	h	Hoogerheide
* h	Hekelingen	* p	Hoogeveen'
h	Helden-Panningen	p	Hoogezand
* p	Helder	h	Hooge-Zwaluwe
h	Helenaveen	h	Hoogkarspel
h	Hellendoom	h	Hoogkerk
p	Hellevoetsluis	h	Hoogloon
* h	Hellum	* h	Hoogmade
* p	Helmond	* h	Hoogvliet

* h	Hoogwoud	* h	Kerkdriel
p	Hoorn	* p	Kerk-Driel
h (	De Hoorn (Terschelling)	* p	Kerkraede
	(Hoom (Terschelling)	h	Kessel (L.B.)
* h	Hoornaar	* h	Kesteren
* h	Horn	* h	Kethel
* h	(Horsen	h	Kiel-Windeweer
	(Horssen	* h	Kimsword
* h	(Ter Horst	* h	Kinderdijk
* p	(Horst	h	Klaaswaal
" h	Houten		Klazienaveen;
* h	Houthem		Refer to: Nicuw Dordrecht
h	Houtrijk En Polanen	h	Kloosterburen
* p	(Huisen	h	Kloosterzande
	(Huissen	* p	Klundert '
* h	(Huizen	* h	De Knijpe
p	(	* h	Kockengen
* h	Huizum	* p	(Koevorden
* p	Hulst		(Coevorden
* h	Hummeloo	* h	Koewacht
* h	Hunvenen	* h	Kokange
h	Huijbergen	* h	Kolham
* p	lerseke	* h	Kolhorn
* h	Ilpendam	* p	Kollum
* h	Ingen	h	Kollumerzwaag
* h	Irnsum	h	(Kolijnsplaat
* h	Jaarsveld		(Colijmplaat
h	St Jacobi-Parochie	p	Koog-Zaandijk
h	St Janssteen	h	Kortenhoef
h	St Johannesga	* h	Kortgene
* h	Jorwerd	h	Koudekerk (Z: H:)
* p	Joure	h	Koudekerke (Zl.)
" h	Jubbega	* h	Koudum
* h	Jutphaas	p	Krabbendijke
h	Jutrijp-Hommerts	p	Kralingscheveer
p	Kaatsheuvel	h	De Krim (Ov:)
* h	Kadzand	h	Krimpen a/d Lek
* h	Kamerik	p	Krimpen a/d Lek
* p	Kampen	h	Krimpen a/d IJsel
h	Kapelle (Z. Bevel.)	p	Krommenie
h	Karwijk a/d Rijn	* h	Kruiningen
p	Katwijk Aan Zee	* h	Kuinre
* h	Kedichem	* h	Kuitaart
* h	(Keppel	* h	Kwadijk
h	(Laag Keppel		Laag-Keppel: Refer to: Keppel
h	Kerk-Avezaath	h	Laag-Soeren

h	Lage Mierde	* p	(Lobit
h	Lage-Zwaluwe	p	(Lobith
h	Lamswaarde	* p	Lochem
* h	Landsmeer	h	(Loenen (GId.)
* h	Langeraar		(Loenen o/d Veluwe
h	Lange Ruigeweiden	p	Loenen a/d Vecht
h	(Langeweer	* h	Lonneker
	(Langweer	h	Loon Op Zand
" h	Langezwaag	h	Loosdrecht
* h	Laren (GId.)	* h	(Loosduinen
* h	De Leek	* p	(Loosduinen
*'h	Leende	* h	Lopik
h	Leerbroek	* h	(Loppersum
* p	Leerdam	* p	(Loppersum
* h	Leersum	* h	Losser
* p	Leeuwarden	* h	Lunteren
* h	Leeuwen	* h	De Lutte
h	Legerplaats Bij Harskamp	* h	Lutten
* p	Leiden	h	Maarheeze
p	Leiderdorp	h	Maarsbergen
h	Leidschendam	* p	Maarssen
* h	Leimuiden	h	St Maarten
p	Lekkerkerk	h	(Sint-Maartensbrug
h	Lemelerveld		(St Maartensbrug
* p	(De Lemmer	h	Maartensdijk (Utr.)
	(Lemmer	h	St Maartensdijk (Zl:)
* h	Lent	h	Maasbommd
* h	(Leur	h	Maasbracht
* p	(Leur (N.B.)	* h	Maasbree
* h	Leusden	* h	Maasdam
* h	Lexmond	* h	Maashees
p	Lichtenvoorde	* h	Maasland
* h	Liempde	* p	Maassluis
h	Lienden (Bij Tiel)	* p	Maastricht
* h	De Lier	* h	Made
* h	Liessel	* h	Makkinga
h	(Lieve Vroluwen-Parochie	* p	Makkum
	(Vrouwen-Parochie	* h	Mantgum
* h	Limmen	* p	Markeloo
* h	Linne	* h	Marken
h	Linschoten	* h	Marrum
h	Lippenhuizen	* h	(Marsum
* h	(Lisse		(Marssum
* p	(Lisse	h	Marum (Gron:)
* h	Lith	* h	Maurik
* h	Lithoijen	* h	Mechelen

p	Medemblik	* p	Mijdrecht
* h	Meeden	h	Mijnsheerenland
* h	Meerkerk	* p	Naaldwijk
* h	(Meerloo	* p	Naarden
	(Meerlo	h	Nederasselt
* p	(Meersen	p	Neder-Hardinxveld
* p	(Meerssen	h	Nederhorst Den Berg
h	Meerveldhoven	* h	Nederweert
* h	Meeuwen	* h	(Neede
h	Megchelen (Gld.)	* p	(Neede
* h	Megen	* h	Neer
h	Melissant	h	Neerlangbroek
* h	Menaldum	h	Nes (Westdongeradeel)
* p	Meppel	h	Nes Op Ameland
* h	Meteren	h	Netterden
h	Metslawier		Neuzen; Refer to: Ter Neuzen
* h	Meijel	h	Nibbikswoud
h	St Michiels-Gestel	h	St Nicolaasga
h	Middelbeers	* h	Niebert
* p	Middelburg	h	Nieuw-Armerdarn
p	Middelharnis	h	Nieuw-Beerta
h	MiddeIstum	h	Nieuw-Beijerland
h	Middenbeemster	h	Nieuw-Buinen
* h	Midsland	h	(Nieuw~Dordrecht
h	Midwolda (0.)		(Klazienaveen
* h	Mierlo	h	Nieuwebrug (Fr.)
* h	(MiI	h	(Nieuwendam
	(Mill	p	(
* h	Millingen	h	Nieuwendijk (N: B:)
h	Minnertsga	h	Nieuwenhoorn
h	De Moerdijk	p	Nieuwepekela
h	Moergestel	h	Nieuwerbrug
h	Moerkapelle	h	Nieuwerkerk a/d IJsel
h	Molenaarsgraaf	h	Nieuweroord
p	(Monnikendam	h	Nieuwersluis
p	(Monnickendam	h	Nieuweschans
* p	Monster	h	Nieuwesluis-Heenvliet
* p	Montfoort	h	Nieuwe Tonge
h	Montfort (Lb.)	h	Nieuw- Hellevoet
* h	Mook	* h	Nieuwkoop
* h	Mookhoek	h	Nieuwkuijk
* h	Muiden	h	Nieuw Lekkerland
h	Muiderberg	h	Nieuwleusen
* h	Muntendam	h	Nieuw-Namen (Zl.)
h	Murmerwoude	* h	Nieuwolda
h	Musselkanaal	h	Nieuwpoort

h	Nieuwveen	* p	Olst
h	Nieuw- Vennep	h	Ommelandervijk
h	Nieuwvliet	* p	Ommen
* h	Nisse	* h	Ommeren
h	Noordbroek	p	Onderdendam
h	Noorddijk (Gron.)	h	Onstwedde
h	Noordeloos	h	Ooltgensplaat
h	Noord Scharwoude	" p	(Oorschot
h	Noordwelle		(Oirschot
h	Noordwolde (Fr.)	* h	(Oostburg
p	Noordwijk (Z:H:)	* p	(Oostburg
h	Noordwijk Aan Zee	h	Oosteinderdijk
h	Noordwijkerhout	p	Oosterbeek
* h	Nootdorp	h	Oosterbiokker
* h	Nuland	h	Oosterend (Fr.)
h	Numansdorp	h	Oosterend (Texel)
" h	Nunen	h	Oosterhesselen
* h	(Nunspeet	h	Oosterhout (Gld.)
* p	(Nunspeet	p	Oosterhout
* h	Nuth	h	Oosterlittens
* h	Nijehorne	h	Oostermeer
* h	Nijeveen	h	Oosternijkerk
* p	Nijkerk	h	Oosterwolde (Fr.)
* h	Nijland	h	Oosthuizen
* p	Nijmegen	* h	Oostkapelle
* h	(Nijverdal	h	Oostmahorn
* p	(Nijverdal	h	Oost-Souburg
* h	Obdam	h	Oostvoorne
* h	Ochten	h	Oostwold (Oldambt)
h	St Odilienberg	h	Oostwold (Westerkwartier)
* h	Odijk	* h	Oostwoud
p	St Oedenrode	* h	Oostzaan
* h	Oeffelt	* h	Ooijen
h	Oegstgeest	p	Ootmarsum
* h	Oene	h	Opeinde (Fr.)
* h	Oerle	* h	Opende
* p	Oisterwijk	* h	Opheusden
h	Oldeberkoop	h	Oppenhuizen
* h	Oldeboorn	* h	Opijnen
h	Oldebroek	* p	(Osch
h	Oldeholtpa	**p	(Oss
		h	Ossendrecht
* h	Oldekerk	* h	Ottersum
* h	Oldemarkt	h	Oud-Alblas
h	Oldenhove	p	Oud-Beijerland
* p	Oldenzaal	* h	Ouddorp

h OudebiIdtzijl
 * h Oudega
 * h Oudehaske
 * h Oudelande
 h Oudemirdum
 p Oudenbosch
 h Oudenhoorn
 * h Oude Niedorp
 p Oudepekela
 h Ouderkerk a/d Amstel
 h Ouderkerk a/d IJssel
 h Oudeschans
 h Oudeschild (Texel)
 h Oudeschoot
 h Oude Tonge
 * p Oudewater
 h Oude Wetering
 h (Oud-Gastel
 p (Oud-Gastel
 * h Oudkarspel
 * h Oudkerk
 h Oud-Schoonebeek
 * h Oudshoorn
 h Ouwerkerk
 * h (Overschie
 * p (Overschie
 h Overschild
 * h Overslag
 * p Overveen
 * h Ovezand
 h St Pancras
 * h Panheel
 h Papendrecht
 * h Parrega
 * h Pernis
 * h Petten
 h Philippine
 * h Piershil
 * h Pingjum
 * h Poeldijk
 h Poortugaal
 h Poortvliet
 h Posterholt
 p Princenhage
 * h Puiflijk
 * p Purmerend

* h Putte
 h (Putten (Gld.)
 * p (Putten
 h Puttershoek
 * h Pijnacker
 * p Raalte
 * p Raamsdonk
 h Raamsdonk(Dorp)
 * h Randwijk
 * h Ransdorp
 * h Rauwerd
 p Ravenstein
 h Ravenswaai
 * h (Rede
 (Rheden
 * h Reek
 * h Reeuwijk
 * p Renkum
 * h Renswoude
 * h Reuse!
 * h Reuver
 * p Rhenen
 * h Rhoon
 h Ridderkerk
 * h Rilland
 h Rinsumageest
 * h Roden
 p Roelof-Arendsveen
 * p Roermond
 * h Roggel
 * h Rokanje
 * h Roide
 h Roodeschool
 h (Roordahuizen
 (Roordahuizum
 h Roosteren
 * h Rossum
 h Roswinkel
 * p Rotterdam
 h Rottevalle
 * h Rozenburg
 * p (Rozendaal
 p (Roosendaal
 * h Rucphen
 * h Ruinen
 h Ruinerwold

* h Rumt
 * h Ruudo
 * h Rijen
 * h Rijnsburg
 ** p (Rijk
 * p (DeRijk
 h Rijkwetering
 h Rijsbergen
 * h Rijsoord
 * p Rijssen
 h (Rijswijk (Z. H.)
 p (Rijswijk (Z. H.)
 * h Sambeek
 h (Sandpoort-Dorp
 (Santpoort (Dorp)
 h (Sandpoort-Station
 (Santpoort(Starion)
 * p Sappemeer
 * p Sassenheim
 p Sas Van Gend
 h (Schaesbergh (Lb.)
 (Schaesberg
 * p Schagen
 h Schagerbrug
 h (Schalkwijk (Utr.)
 * h (Schalkwijk
 h Scharendijke
 h Scharnegoutum
 h Scharsterbrug
 * h Schaijk
 * p Scheemda
 h Schellinkhout
 h Schelluinen
 h Schermerhorn
 h Scherpenisse
 h Scherpenzeel (GId.)
 h Scherpenzeel-Munnekeburen
 p Scheveningen
 *p Schiedam
 h Schiermonnikoog
 h Schildwolde
 * h . Schimmert
 * h Schinnen
 * h Schinveld
 h SchipIuiden
 h Schoondijke

p Schoonhoven
 h Schoonoord
 h Schoomewoerd
 * h Schore
 * h Schraard
 * h Schijndel
 * h Sellingen
 h Serooskerke (Schouwen)
 h Serooskerke (Walcheren)
 * h Sevenum
 * h Sexbierum
 h Siddeburen
 * h Silvolde
 h (Simpelveld
 p,
 h Sir Jansland
 * p Sittard
 * h Sleen
 * h Sleeuwijk
 p Sliedrecht
 h Slikkerveer
 h Slochteren
 h Sloten (Fr.)
 h Sloten (N.H.)
 p Sloterdijk
 * p Sluis
 * h Sluiskil
 h Slijk-Ewijk
 * p Smilde
 * p Sneek
 h Soerendonk
 * p Soest
 h Sommelsdijk
 * h Son
 * h Spaarndam
 h Spekholzerheide
 * h Spierdijk
 * h Sprang
 h Spijkenisse
 h Stad Aan 'T Haringvliet
 p Stadskanaal
 h Stampersgat
 * h Staphorst
 h Stavenisse
 * h Stavoren
 * h (De Steeg

* p (Steeg
 p Steenberg
 h Steenderen
 * h Steensel
 * p Steenwijk
 h Steggerda
 * h Stein (L.B.)
 h Stellendam
 * h Stiens
 * h Stolwijk
 h Stompetoren
 * h Stompwijk
 h Stramproij
 * h Streefkerk
 * h Stroobos
 * h Strijen
 * h Suawoude
 h Surhuisterveen
 * h Susteren
 * h Swalmen
 * p Tegelen
 * h Ten Boer
 * h Ten Post
 * h Ter Aar
 * p Terborg
 h Terheiden (N.Br_)
 h Termunterzijl
 * h Ternaard
 p (Ter Neuzen
 * p (Neuzen
 p Terschelling
 * h Terwolde
 h Teteringen
 * p (Texel
 p (Den Burg (Texel)
 * p Tholen
 * h Thorn
 * p Tiel
 h Tienhoven (Utr.)
 * p Tilburg
 h Tjalleberd
 * h Tjerkwerd
 * h Tolbert
 * h Tongelre
 * h Tricht
 * h Tubbergen

h Tull En 'T Waal
 * h (Tweloo
 (Twello
 * h Twijzel
 * h Tijnje
 * h Tzum
 h Tzummarum
 * h Ubbergen
 * h (Uden
 * p (Uden
 * h Udenhout
 * h Uffelte
 * h Uithoorn
 h Uithuistermeeden
 * p Uithuizen
 h Ulestraten
 * h Uift
 * h Ureterp
 * h Urk
 * h Urmond
 * h Usquert
 * p Utrecht
 * p Vaais
 * h Vaassen
 * h Valburg
 p (Valkenburg (L.)
 p (Valkenberg
 p (Valkenburg (Lb.)
 h Valkenburg (Z.H.)
 p Valkenswaard
 * h Varik
 * h (Varseveld
 p (Varsseveld
 * h Veen
 * p Veendam
 h Veenwouden
 * h Veere
 * h Veessen
 * p Veghel
 h Veld Driel
 * h Velden
 h Veldhoven
 * h Veldwijk
 * p (Velp
 * p (Velp (Gld.)

* h	Velp (N.Br.)	h	Waardenburg
* p	Velzen	p	Waddinxveen
	Velseroord; refer to: de Heide	h	Wagenborgen
p	(Venendaal	* p	Wageningen
p	(Veenendaal	h	Walsoorden
* p	(Venloo	* h	Wamel
* p	(Venlo	h	Wanneperveen
* p	(Venraai	" h	Wanroij
* p	(Venraij	h	(Wapenvelde
* p	Vianen		(Wapenveld
h	Vierlingbeek	h	Wapserveen
p	Vlaardingen	* h	Warga
* h	Vledder	h	Warmenhuizen
* h	Vleuten	* p	Warmond
* p	Vlieland	* h	Warns
* p	Vlissingen	* h	Warnsveld
* h	Vlodrop	* p	Waspik
* p	Vlijrnen	* p	Wateringen
h	Voerendaal	* h	Wedde
h	Vogelenzang	h	(Weerscloo
* h	Volendam	* h	(Weerselo
* h	Volkel	* p	Weert
h	Vollenhove	* p	Weesp
* p	Voorburg	* h	Wehl
* h	Voorhout	* h	Weidum
* p	Voorschoten	* h	(Wel (Lb,)
* h	Voorst	* h	(Well
h	Voorthuizen	h	Wemeldinge
* h	Vorden	p	Werkendam
* h	Vreeland	* h	Werkhovcn
* p	Vreeswijk	h	Wervershoof
" h	Vries	h	Wesepe (Overijsel)
h	Vriesscheloo	" h	Wessem
p	Vriezenveen	* h	Westbroek
h	Vroomshoop	h	Westdorpe (Z1.)
	Vrouwen-Parochie; refer to:	h	Westerbork
	Lieve Vrouwen-Parochie	h	Westeremden
* h	Vrijenban	h	Westerlee
h	Vrijhoeven-Kapel	h	Westervoort
* p	Vught	h	Westgraftdijk
* h	Vuren	h	Westmaas
h	De Waal (Texel)	* h	Westwoud
* h	Waalre	* h	Westzaan
* p	Waalwijk	* h	Weurt
* h	'T Waar	h	Wezep (Gld.)
* h	Waarde	* h	(Wichen

	(Wijchen	* h	Witmarsum
* h	Wierden	* p	Woerden '
* h	Wieringen	* h	Wognum
h	Wieringerwaard	h	Wolphaartsdijk
p	Wildervank	* p	Wolvega
h	Wilhelminadorp	* h	Wommels
h	St Willebrord 1)	" p	Workum
* h	Willemsdorp	* h	Wormer
h	Willemsoord	p	Wormerveer
p	Willemstad	h	Woudenberg
* h	Wilp	* p	Woudrichem
h	Windesheim	* h	Woudsend
* p	Winkel	" h	Wouw
p	Winschoten	* h	Wijdenes
* h	Winsen (Gld.)	* p	Wijhe
h	Winsum (Fr:)	* h	De Wijk
p	Winsum (Grn:)	h	Wijk Aan Zee
p	Winterswijk	p	Wijk Bij Duurstede
h	Wirdum (Fr:)	h	Wijk En Aalburg
h	Wirdum (Gron.)	* h	Wijlre
h	Wissekerke	* h	Wijnjeterp
* h	IJlst	* h	Zoelmond
* p	IJmuiden	h	Zoetermeer
* p	IJsselstein	h	Zoeterwoude
h	IJsselmonde	* h	Zomerem
* p	IJzendijke	* h	Zoutkamp
* p	Zaandam	h	Zuid-Beijerland
p	Zaltbommel	* h	Zuidbroek
* h	't Zandt.	* h	Zuidhorn
h	Het Zand (N.H.)	* h	Zuidland
* p	Zandvoort	h	Zuidlaren
* h	Zeddam	h	Zuid Scharwoude
* h	Zeeland	h	Zuidwolde (Dr:)
* h	Zegveld	h	Zuidzande
* p	Zeist	* h	Zuilichem
* h	Zelhem	* h	(Zundert
* h	Zenderen	p	(
* p	Zetten	* p	Zutphen
* p	Zevenaar	* h	Zwaag
p	Zevenbergen	h	Zwammerdam
h	Zevenbergschenhoek	h	Zwartewaal
h	Zevenhoven	p	Zwartsluis
h	Zevenhuizen (Gron:)	* h	Zweeloo
h	Zevenhuizen (Z:H:)	* p	Zwolle
* p	Zierikzee	* p	Zwijndrecht
* h	Zoelen		

Addition of Stars. In producing these postmarks the die cutter did not always follow the same plan, since, e.g. in 1895 the postmarks * Maastricht and Amstelveen were issued in August, * Doetinchem and * Leeuwarden in November and Diemerbrug in December. All these place names have 10 letters. This excluded those postmarks, with reference to the province (in brackets) and punctuation marks.

In general names with no more than nine letters were provided with stars. With the alteration of the spelling of some names a star mark was sometimes followed by a large round mark, e.g. * Rozendaal and Roosendaal, * Varseveld and Varsseveld.

However, large round marks were made for various offices with names of nine letters, e.g. for the sub-offices Langweer, Slijk-Ewijk and Westmaas (eight letters) and Opeinde (seven letters), while in contradiction postmarks with stars were issued to some post and sub-offices with 10 letters in their names, e.g. to 's Gravenhage and Voorschoten and Oostkapelle and Oude Niedorp (with 11 letters).

Double Stars. Stars in pairs only occur where the place name had no more than three letters, in postmarks made in or after 1900, in e.g. postmarks 101 Epe, Oss and Rijk, and in postmarks 105 Ee and Erp; the postmark 104 Mil and Son were issued respectively in 1896 and 1898.

Letters and Numerals. By studying the various postmarks many differences in the size of letter-type used for the names are to be found but this is not sufficiently important to warrant recording.

The distance between the letters is also not always the same and does not necessarily depend on the length of the name, e.g. the offices of Goor and Sneek both used two postmarks, the difference between them is striking.

The figures used to show the year were not always the same size; those used for 1910 and later are noticeably larger than the earlier figures.

Additional place naming in postmarks. With an eye on the existence of more than one place of the same name, in 85 postmarks the office where the postmark was used has the addition of the province name, while in other postmarks the head office is mentioned or the island or district. As with the small round postmarks the method of showing the province name was done in a wide variety of ways; various forms of abbreviations, the use of capitals or lower case letters and different postmarks were all used. The postmark Bergen (Limburg) is the only one in which the province name is not abbreviated.

Special hour characters. According to Article 337 of Part IIIA of the collected regulations (V.P.T.) of 1908 the 18 hour characters of the old type dated postmarks (from 1906 *typenrader* postmarks were in use) included a six hour period from midnight to 6 o'clock in the morning but at Amsterdam, Rotterdam and 's Gravenhage postmarks with midnight to 2 a.m. and 2 a.m. to 6 a.m. were used.

The special hour characters were used in postmarks 100 and 100a in connection with the night train Amsterdam-Rotterdam and vice versa and mention was made of this in Dients Order 146 of 18 April 1905 where it also stated that the trains would not run on Mondays nor on the day after a generally recognized Christian feast day.

The special hour characters were also used at Schiedam. According to the known dates these postmarks were used between 6 November 1905 and 16 November 1910.



102

FIELD POST OFFICES (Veldpostkantoren).

Refer for postmark 102 under Field Post.

BRANCH OFFICES (Bijkantoren)

Large round postmarks with small numeral. The first branch office mark of the large postmark with small numeral, type 106, was issued to Noordeinde, 's Gravenhage 5, in February 1895. Further postmarks of this type were issued to Amsterdam 5 for Haarlemmerplein and 's Gravenhage 3 for Fluweelen Burgwal. The numerals were of the same height as those in the small round postmarks, type 90, namely, 3 mm. or somewhat less.



106



90

Large round postmark with office name. The branch office at the Amsterdam Exhibition (Tentoonstelling), opened on 6 May 1895, received the first postmark of type 107. Further postmarks in this type were as follows:

(Apeldoorn (Loo)
(Apeldoorn (Het Loo)
Groningen –Tentoonstelling
Haarlem (Bloemendaal)
Nijmegen-Station
(Scheveningen-Badhuis

(Scheveningen-Kurhaus
Tilburg-Goirke
(Zandvoort-Bad
(Zandvoort-Passage:



107

Large round postmarks with large numeral Type 108. The first post mark in type 108 was issued on 31 May 1895 to Hemonystraat (=Amsterdam 1). The height of the numeral is more than 3 mm. and there was considerable variation in the height and breadth of the numerals of the various postmarks sent to the same office.



108

Postmark	Branch Office	Moved/Closed
Amsterdam 1	Hemonystraat	
Amsterdam 2	(Amstelstraat	
Amsterdam	(Amstel	Moved 24/1 '03
Amsterdam 3	(Commelinstraat	
	(Linnaeusstraat	Moved 1/10 '02
Amsterdam 4	Handelskade	
Amsterdam 5	van der Helststraat	
Amsterdam 6	Haarlemmerplein	
Amsterdam 7	Overtoom	
Amsterdam 8	Hobbemastraat	
Amsterdam 9	Bilderdijkstraat	
Amsterdam 10	Prins Hendrikkade	
Amsterdam 11	(Spiegelstraat	Closed 1/5 '03
	(Kerkstraat	Moved 1/12 '03
Amsterdam 12	Tulpplein	
Amsterdam 14	Mercurius	
Amsterdam 15	Watergraafsmeer	
Amsterdam 16	Bloemgracht	
Amsterdam 17	van Eeghenstraat	
Arnhem 2	Spoorwegstation	
Arnhem 3	Groote Markt	
's Gravenhage 1	Balistraat	
's Gravenhage 2	(Oranjeplein	
	(van Limburg Stirumstraat	Moved 31/3 '04
's Gravenhage 3	Zuid-Oost- Buitensingel	
's Gravenhage 4	(van Galenstraat	
	(Prins Hendrikplein	Moved 10/6 '03
's Gravenhage 5	Parkstraat	
's Gravenhage 6	Conradkade	
's Gravenhage 7	1e van den Boschstraat	
's Gravenhage 8	Vaillantlaan	
's Gravenhage 9	Loosduinsche Weg	
's Gravenhage 10	Stadhoudersplein	
's Gravenhage 11	Wittebrug	
Haarlem 1	Plein	
Maastricht 1	Wijk	
Rotterdam 1	(Delftshaven	
	(Nieuwe Binnenweg	Moved 16/1 '00
Rotterdam 2	Goudsche Singel	
Rotterdam 3	Avenue Concordia	
Rotterdam 4	Kruiskade	
Rotterdam 5	Prins Hendrikkade	
Rotterdam 6	Veerkade	
Rotterdam 7	Charlois	

Rotterdam 8	Katendrecht
Rotterdam 9	Burgemeester de Roosstraat
Rotterdam 10	's Gravendijkwal
Scheveningen 2	Nationale Tentoonstelling van Vrouwenarbeid
Utrecht 1	Catharijne Kade
Utrecht 2	Twijnstraat
Utrecht 3	Weistraat
Utrecht 4	Bemuurde Weerd

The postmarks continued in use after the mentioned moves.

Star postmark with large numeral. Type 109 was first issued to the newly opened branch office of Helder Ankerpark on 16 February 1899.

Mark	Branch-office (Bijkantoor)	
*Arnhem 1	Driekoningendwarsstraat	
*Arnhem 2	Spoorwegstation	
*Arnhem 3	Groote Markt	
*Helder 1	Ankerpark	
*Leiden 1	Utrechtse Veer	
*Nijmegen 1	Spoorwegstation (Straalmanstraat)	(Closed 15/12 '08)
*Nijmegen 2	(Hezelstraat)	(Moved 17/5 '09)
*Venlo	Blerik	



TRAIN STATIONS

Large round postmarks with post office hour characters. What has been said regarding the hour characters in station postmarks also applies to the large round type, except that Nieuwe-Schans had post office hour characters but was actually a sub-office. This was also the case at Stavoren but I do not know whether the large round postmark of Stavoren-Station used post office or sub-office hour characters.



List of type 110 markers

Amsterdam-Centr: Station	Boxtel-Station
Breda-Station	Oldenzaal-Station
Delft-Station	Rotterdam-Ccntr: Station
Enschede-Station	Rotterdam Station Beurs
's Gravenhage-Station	(Rozendaal-Station
Groningen-Station	(Roosendaal-Station
Hengelo-Station	Utrecht-Station
's Hertogenbosch-Station	Venloo-Station
Hoom-Station	Zutphen--Station
Kampen-Station	Zwolle-Station
Leeuwarden-Station	

Also Nieuwe-Schans (Station) in which postmark the word Station was in brackets. Utrecht-Station was the first station large round postmark to be issued, namely, in February 1895.

Large round postmark with sub-office hour characters. Type 111. Sub-office hour characters were used at Kesteren-station, Helenaveen-Station, Nunen-Station and Vogelzang-Station.



TRAINS, TRAMS and BOATS

These were exclusively large round postmarks with a diameter of 26 mm. or 27 mm.

TRAINS.

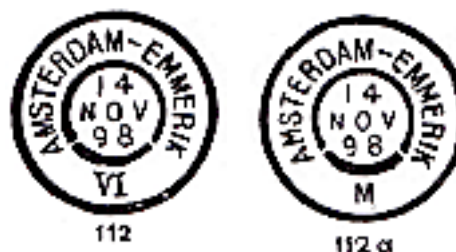
Depending on whether the train was on the outward or return journey the large rounds had a number or letter and in the case of additions to the timetable an uppercase letter (^Δ) or numeral (¹) after the original numeral or letter. The character IBis in the Maastricht-Venlo postmark was issued for a later insertion in the time table.

With the large round railway postmarks occurs the same phenomenon as with the small round type namely, that with the later issued postmarks the names indicating the routes were in a different order to those of the earlier marks. Since the date of issue of some postmarks is not known, some alteration may be necessary to the list.

The postmark Venloo – Maastricht is a typical error.

List of type 112 markers

	Sent	
Alkmaar-Hoorn	15 Mei '99	I II A B
(Almeloo-Apeldoorn	12 Juli '99	I B D E
(Apeldoorn-Almelo	12 Juli '06	D E
Amsterdam-Antwerpen	5 Aug. '96	I II III IV ^Δ VI VIII IX X XI XII ABC C ¹ D E F G ¹ H J J ¹ K L
Amsterdam-Breda	4 Juli '96	VI VIII ^Δ X F G ¹
Amsterdam- Emmerik	5 Mei '96	I II III IV V VI VII VIII IX X X ^Δ XI XII XIII A A ¹ B C C ¹ D E E ¹ F F ¹ G H J K L M
Amsterdam-Enkhuizen	5 Mei '96	I II III IV V VI A B C D E F
(Amst:Harmelen-Rott:	13 Mei '96	III A
(Rott: Harmelen-Amst:		V
Amsterdam-Helder '	2 Mei '99	I III IV V VI A A ¹ B C D E F
Amsterdam-Nijmegen	5 Mei '96	I II III IV V A A ¹ B C
Amsterdam-Rheine	28 Sep. '08	VII VIII B
Amsterdam-Uitgeest	4 Juli '96	I II III IV V VI A B C D E F



Amsterdam- Vlissingen	2 Mei '01	I ^A VII G
Amsterdam-Zutphen	4 Juli '96	I II III IV V VI VII VIII IX A A ¹ B B ¹ C D E F G
Arnhem-Boxtel		II L
Arnhem-Oldenzaal	31 Mei '95	I II III IV V VI VII VIII VIII ^A IX A B B ¹ C D D ¹ E F G H K
Arnhem--Roosendaal	28 Sep. '08	I II XI A C G
Arnhem-Rotterdam	9 Sep. '97	I II III IV A B C D E
Bokstel-Goch	14 Sep. '96	I II III A B C
(Breda-Arnhem)	31 Mei '95	I II III IV VI VII VIII D F
(Arnhem-Breda)	14 Nov. '96	I II III IV V VI VI ^A VII VIII IX X XI A B B ¹ C D E F G H J K
Breda-Vlissingen	14 Sep. '96	I II II ^A III IV V VI VIII A B ¹ C D E F G H
Coevorden-Stadskanaal		I II III IV A B C D
Dieren-Zwolle	Aug. '00	I II III IV A B B I C D E
's Gravenhage-Gouda	28 Oct. '97	II III IV V VI VII VIII IX A E G
Groningen-Delfzijl	22 Feb. '97	II II IV A
(Groningen-Roodeschool)	22 Feb. '01	I II III IV A B C D
(Roodeschool-Groningen)	12 Juli '06	IV
(Groningen-Zwolle)	9 Aug. '95	I I ^A III IV VI VII VIII A B C D F G H
(Zwolle-Groningen)	9 Sep. '97	I II III IV V VI A B C C ¹ D E F G H
(Harlingen-Nieuweschans)	9 Sep. '97	I I ^A II II ^A III IV V VI A B C D D ¹ E
(Nieuweschans-Harlingen)	27 Nov. '05	I II III IV VI B C D
Harlingen-Stiens	12 Mrt. '04	II
Hengelo-Ruurlo	19 Juli '06	II III A B
Hoorn-Medemblik	4 Juli '96	I II III A B C
Leeuwarden-Dokkum	31 Oct. '01	I II III A B C
(Leeuwarden-Meppel)	22 Feb. '97	II III IV V VII VIII A B D E F G
(Meppel-Leeuwarden)	12 Juli '06	III IV A B D F G
(Leeuwarden-Stavoren)	Aug. '97	I II III IV V VI A A ¹ B C D E
(Stavoren-Leeuwarden)	12 Juli '06	I III V A A ¹ B C D
Maastricht-Aken	9 Sep. '97	I II III IV V C
(Maastricht-Venlo)	9 Sep. '97	I I ^{BIS} II IV VI D
(Venlo-Maastricht)	6 Aug. '98	I II III IV V VI
(Venlo-Maastricht)	12 Apr. '04	II III IV V VII
(Venlo-Maastricht)		III IV V VII B C
(Maastricht-Venlo)	19 Juli '06	I II III V VI D
(Nijmegen-Venlo)	14 Nov. '96	I II
(Venlo-Nijmegen)		I II III IV A B C D
(Venlo-Nijmegen)	18 Apr. '03	I II
Rotterdam-Hoek van Holland	9 Sep. '97	I III IV VI D
Rotterdam-Venlo	16 Juli '96	I II III IV IV ^A VI VII VIII B D E
Rotterdam-Venlo	6 Mrt. '03	I II III IV V VI VIII A A ¹ C D F G
Rotterdam-Vlissingen	16 Juli '96	IV V B
Sittard-Herzogenrath	23 Apr. '96	I II III IV A B C D
Stadskanaal-Assen		B D E

(Utrecht-Bokstel	20 Nov. '97	IV V VI IX XI A A ^I B B ^I C D E F G G ^I H
(Utrecht-Boxtel	8 Dec. '02	VI A D F G H
Utrecht-Leiden	20 Nov. '97	I II III IV V A B C D E
Utrecht-Rotterdam	10 Dec. '97	I II III IV V VI VII VIII IX A B D E
Winschoten-Stadskanaal	12 Dec. '04	I II IV A B C D
Winterswijk-Zevenaar	19 Juli '06	I A B C
Zuidbroek-Ter Apel	10 Oct. '98	I II III IV A B C D E
Zutphen-Apeldoorn	24 Mei '05	E F
Zutphen-Winterswijk	Aug. '00	I II III IV V A B C D E
Zwaluwe-'sHertogenbosch	5 Aug. '96	I II III IV A B C D
Zwolle-Coevorden		I II III IV V A B C D
Zwolle-Enschede	Aug. '97	I II III IV V A B C D
(Zwolle-Utrecht	22 Febr. '97	I I ^A II III IV V VI VII VIII A B C D E
(		E' F G H
Utrecht-Zwolle	30 Jan. '09	I II III IV V VI VII VIII A D E E I
(Zwolle-Zutphen	26 Juli '95	I II III IV V VI VII A B C D E F
(Zutphen-Zwolle	12 Oct. '97	

N.B In the above list extra trains may be shown as, for example, A1. On the postmarks the numeral following the letter is actually in Roman type and half size.

Large round cancel with hour indication. A large round mark with hour indication (type 113), was used on the route Zwolle-Kampen; so far as is known, the following intervals were used: 12 -1 N, 2-3 N, 4-5 N, and 5-6 N.



113



121



57

Cancel with stars: Amsterdam E.
For cancel type 121 refer to type 57.

Trams

List of the cancels for type 114



114

Amsterdam-Edam	4 Juli '96	I II II IV A B C D
Arnhem-Driebergen	15 Apr. '05	I II II IV A B C D E
Arnhem-Zeist	10 Dec. '97	I IV B C
Breskens-Maldegheem	2 Jan. '96	I II II IV A B C D
Dieren- Terborg	31 Aug. '95	I II IV V A B C D E G

Dragten- Veenwouden	30 Jan. '03	
(Eindhoven-Reusel	1 Juli '97	II A B
(Eindhoven- Reuzel	28 Feb. '00	
's Gravenhage-'s Gravenzande	1 Juli '97	I II III
Hardenberg- Dedemsvaart	18 Dec. '02	I II A
(Heerenveen-Drachten	7 Jan. '99	I II A C
(Heerenveen-Drachten	30 Jan. '03	II B
Heerenveen-Lemmer		II
Hoogeveen-N-Amsterdam		I II III A B C
Hulst-Walsoorden	20 Mrt. '03	I II III A B C
Leeuw:-St Jacobi- Parochie	30 Apr. '04	II A B
(Lemmer-Heerenveen	13 Aug. '01	I II III IV B C E
(Heerenveen-Lemmer	20 Mei '04	IV
Lutten-Dedemsv:-Station		I II A B
Middelburg-Domburg		I II III IV A B C D
Nijmegen-Wamel		I II B
Rotterdam-Zuid-Beijerland	4 Sep. '97	I II III B
Sandenb. Laan-Z Driebergen	8 Dec. 02	
Schagen-Wognum	Dec. '98	I II A B
Sneek-Harlingen	30 Sep. '98	I II III A B C
Sneek-Heerenveen	6 Aug. '98	I II III A B C
Steenbergen-Brouwershaven	28 Mei '00	I II III IV C
Winsum-Ulrum	1 Mrt. '99	I II A B
Wijk bij D: Stede-Sandenb: Laan	20 Nov. '97	I II III IV V A B C D E F



115

Large round postmark with Arabic numeral and hour indication. Type 115. Rotterdam-Zuid-Beijerland also used Rotterdam-Z: Beijerland with an Arabic numeral.



116

Large round postmark with Arabic numeral and numeral or letter. Type 116. This is known with 2 and with I, II, III or B.

BOATS

List of cancels with type 117

Enkhuizen-Stavoren	25 Mrt. '05	I II III IV A B C D
Rotterdam-Brouwershaven	19 Oct. '00	
Rotterdam-Hellevoetsluis		II III A B
Vlaardingen-Brielle	30 Juni '09	I II III A B C
Vlaardingen-Hellev. Sluis	22 Mrt. '01	A C



Sea post offices, postagent marks. For types 117b, 117c and 118 refer to the foreign section.



Special postmarks



Type 119 Was supplied to Arnhem in June 1901 for the parcel post service, while Amsterdam received type 119a with the inscription Amsterdam Centr: Station P.P.



Type 120 For this customs postmark vide under Administrative postmarks, parcel post.



Type 122 This type was issued to Amsterdam, 's Gravenhage, Rotterdam and Utrecht for the Savings Bank Service; that for Rotterdam was supplied in August 1895.

Type 123 Rotterdam received this mark in November 1903 for the National Insurance Bank.



On 1 February of that year the Law of 2 January 1901, Stbl. Nr. 1 concerning the legal insurance of workmen against accidents in certain trades went into operation. This mark (type 123) was applied on application forms, powers of attorney and receipts.



Type 124 This was cut from cork by the priest of St. Willebrord and was used at the opening of the sub-office there as a provisional mark until the correct postmark arrived.

TYPENRADER CANCELS

The date markers for the post-, sub-post- and branch-offices, as well as for the stations were from June 1906 on gradually replaced by *Typenrader* cancels. These were described in Dienst Order 292 of 28 June 1906 as follows:

“Postmarks in which the hour, day, month and year characters are mounted on small rotating wheels on a common axle, so that with such postmarks no separate characters will be supplied. The small wheels will be located and adjusted by a pin. A small knob is attached to the end of this pin by means of which the pin can be unscrewed from the hand stamp, the characters put in the new right order and screwed back on.”

Each hand stamp was to be provided with a serial number, so it can be determined by whom the impressions were made.

Types A and B

All the typenraderstempels(type-wheel-postmarks) made in 1906 and later belong to two types. With type A the horizontal lines run right across the postmark so that short areas of the inner circle are missing (see type 209) , With type B the horizontal lines only extend as far as the inner circle (see type 127, next page). (These two types are frequently referred to as “langebalk” and “korterbalk”, i.e. long bar and short bar postmarks).

Arabic Month Numerals

From 1906 to November 1909 the postmarks were issued with Arabic month numerals. Later postmarks had Roman month numerals

1906

Martin postmarks The first typenrader postmarks were made by Martin Bros. of Berlin and supplied to the offices during June to August 1906. These postmarks all had the semicircular segments shaded as had type 209, used in the Martin handstamp machines. Postmarks in type A were sent to 16 postoffices and three sub-offices, while in type B one went to a branch-office and two to railway stations. These were:



Type 125 (the number in front of the office name is the diameter in millimeters)

27 Amsterdam (1-10)

27 Cuyk (1)

27 Dordrecht (1-4)

27 Eijsden (1,2)

29 's Gravenhage (1-10)

27 Groningen (1-4)

26 Haarlem (1-4)

29 Hilversum (1,2)

27 Hoorn (1)

28 Leeuwarden (1-4)

25 Leiden (1-4)

26 Nymegen (1-4)

27 Rotterdam (1=10)

27 Venlo (1,2)

29 Zandvoort (1,2)

25 Zwolle (1-4)



During March, April and May 1907 the shading in the segments were removed at the Mint – the now unshaded postmarks continued in use.

Type 126 The sub-postoffices:

32 Eersel (1) 34 Mechlen (1) 34 Zandweer (1)



Type 127 34 Amsterdam 14 (1) for the branch office Mercurius

Type 128 Railway Station postmarks;

31 Amsterdam-Centraal Station (1,2)

31 Rotterdam-Centraal Station (1,2)



In the mean time the Mint produced postmarks in type B, without shading, 34 mm. in diameter and these were issued during July to September 1906 to:



Type 129 Postoffcie 's Hertogenbosch (1)



Type 130 Sub-offices: Bergentheim (1), De Bildt-Station(1)
Heerhugowaard (1). Nieuw-Dordrecht (1), Terapelkanaal (1)

Type 131 Branch office postmarks:
Rotterdam 1 (1) (Nieuwe Binnenweg)
Rotterdam 2 (1) (Goudse Singel)
Rotterdam 4 (1, 2, 4) (Kruiskade)



Type 132 Station postmarks:
Amersfoort-Station (1), Utrecht-Station (1, 2)

Hour indication. The post office cancels were provided with the 24 hour characters 12–1 V etc. thru 11–12V and 12–1 N etc. thru 11–12 N. Until around December 1906 sub-offices were provided with the characters 12–8 V, 8–12 V, 12–4 N, 4–8 N, and 8–12 N; in later issued cancels the characters were the same as for the head offices. However, not all offices used the same characters because they were not all open at the same times and different offices had night or early mail. So, among others, the following intervals are known for these post offices:

Amsterdam 11–2 N, 12–1 V, 1–2 V, 2–3 V, 3–4 V, 4–5 V, 5–6 V; De Bildt 12–1 V; Balk 2–3 V; Delft 4–5 V; Doesburg 5–6 V; also the sub-office intervals 4–5 V of Denekamp, Ezinge, Heiningen and 5–6 V of Escharen, Gieterveen and Den Hout.

Philatelists' Days postmarks. Type 133 with shaded segments:
's Gravenhage I Nederlandse Philatelistendag (2–3 August 1906).
's Gravenhage IV Nederlandse Philatelistendag (30–31 August 1911).
These were both rubber postmarks.



1906–November 1909.

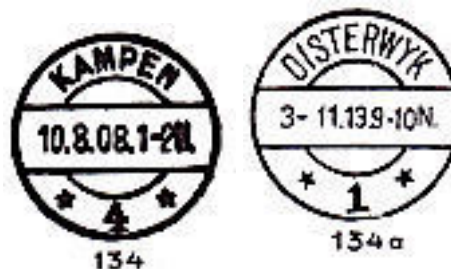
The postmarks for post-, sub-post- and branch-offices were in Type A, while Type B was used for the train-, tram- and boat-postmarks, as well as for the temporary branch offices.

Postmarks in Type A

After Types 129 to 132, smaller Types were issued. The post office marks ranged from 27 to 30 mm. diameter, the sub-office marks from 27 to 29 mm. and the branch office and station marks 27 or 29 mm.

The inclusion of a numeral in the sub-office postmarks soon proved to be generally unnecessary, so that after 15 January 1907 this only occurred in a few cases. The result is that most of the sub-office marks with Arabic month figures have no numeral at the bottom of the postmark.

There were considerable differences in the size, form and spacing of the letters used in the definitive postmarks, not only in those made by the Mint but also in those supplied by the firm of Posthumus. In general, the letters used in the latter postmarks were higher than those of the Mint productions, or the spacing is wider: Refer to Types 134 and 134a.



The bar lines of top and bottom segments have resulted in a greater diversity of types with the *Typenrader* cancels than with the screw types. Further, the segments were not always used in the same way when dividing the place names, nor were province names, etc. always used in the same way, leading to a further diversity of types.

The postmarks in Type A are numbered as follows (12–8 V etc. only occurs in Type 139):

Type

- 134 post office cancels
- 135 “ name in two straight lines
- 136 “ name in two curved lines
- 137 “ province after the name
- 138 “ province in the bottom segment



- 139 sub-office cancels with numeral and 12 – 8 V
- 140 “ with stars
- 141 “ with numeral
- 142 “ name in two straight lines
- 143 “ name in two curved lines



- 144 “ name divided between both segments
 145 “ name divided between segments plus numeral
 146 “ province after the name
 147 “ province after the name plus numeral
 148 “ province in bottom segment



- 149 “ district in bottom segment
 150 “ province in top segment, district in bottom segment
 151 branch office cancels with numeral
 152 “ with branch office name
 153 “ without post office name and numeral
 154 train station cancels



Also belonging to Type A are the parcel post cancels, etc., which are mentioned separately.

Hereafter follows an alphabetical list of the various cancels in Types 134 to 154 showing which were used as machine cancels (refer also to the machine cancel section) and which as hammer cancels.

Hammer Cancels. Thru constant use of hammer cancels, there was a tendency for the cancels to deteriorate. With a view to obtaining better results, it was announced on 15 May 1907 that a number of hammer cancels would be issued to various offices, i.e. cancels situated at the extreme end of a handle and by which the cancelling motion did not occur by direct pressure as in the hand stamps (the German name "Fauststempel (Fist cancel)" is more explicit) but were operated by a spring and were therefore less tiring in use.

As far as I know, the only cancels of type 139 type are: Beesel, Belfeld, Hoenderloo and Nispen (also Silverde and Zaamslag, C.M.S.).

Alphabetical List

p = post office; **h** = sub-office; **b** = branch office., **rr** = railroad station. If the name occupies more than two lines, the mention in the bottom line occupies the bottom segment; the cancels in Types 135, 136 142 and 143 are shown in the list with a line () under the two rows of the name.



In addition to these the Martin cancels of the offices Amsterdam, Cuijk, Dordrecht, Eijsden, 's Gravenhage, Groningen, Haarlem, Hilversum, Hoorn, Leeuwarden, Leiden, Nymegen, Rotterdam, Venlo, Zandvoort and Zwolle were returned for use after the removal of the shading in the segments.

With cancels Amsterdam 8 and 's Gravenhage 9 the adjacent part of the balk lines was also cut away.

h Aagtekerke
p Aalten (1, 2)
p Abcoude (1, 2)
p Akkrum (1)
p Alblasserdam (1)
p Alkmaar (1-6) 1 machine 3, 4 hamer
p Almelo (1-5) 4, 5 hamer
p Alphen (Z.H.) (1-3) 3 hamer
p Amersfoort (1-8) 5, 8 hamer
rr Amersfoort Station (1)
h Amstenrade
p Amsterdam (11-46) 11 machine 13 hamer

b Amsterdam 2 (1-4) for: Amstel
b Amsterdam Bild. Str. (1-3)
b Amsterdam Bloemgr. (1-3)
rr Amsterdam Centr. Station (3-8)
(Amsterdam 17 (1)
b (
(Amsterdam v. Eeghenstr. (2, 3)
(Amsterdam 6 (1, 2)
b (
(Amsterdam Haarl. Pl. (3)
b Amsterdam Hemonijstr. (1)
b Amsterdam Kerkstraat (1)
b Amsterdam 4 (1) for: Mariniersplein

b Amsterdam Mercurius (1-3)
 b Amsterdam Tulpplein (1-2)
 h Andijk
 h Angeren
 h AnnaJacobapolder
 h St AnnaParochie
 p Anna Paulowna (1, 2)
 p Apeldoorn (1-5) 4, 5 hamer
 p Appingedam (1-3)
 h Arcen
 h Arkel
 p Arnhem (1-15) 8 hamer
 (Arnhem Driek.Dw.Str. (1)
 b (
 (Arnhem Hertogstr. (1, 2)
 b Arnhem Gr. Markt (1)
 (Arnhem 2 (1)
 b (
 (Arnhem Oude Stat. Str. (1)
 One of these is most likely a
 p Assen (1-5) 1 hamer
 p Asten (1)
 p Axel (1)
 h Baambrugge
 p Baarn (1-3)
 h Baffo (1)
 p Balk (1)
 h Barendrecht
rr Barendrecht Station (1)
 p Barneveld (1)
 h Bedum
 h Beck (Gld) Gem. Bergh.
 p Beck En Dank (1)
 h Beesel (1)
 p Beilen (1, 2)
 h Belfeld (1)
 h Beneden-Leeuwen
 h Benschop
 h Berg En Dal (1)
 p Bergen Op Zoom (1-5) 1 hamer
 h Bergeijk
 h Berghem
 h Beusichem
 p Beverwijk (1-3) 3 hamer
 h Biervliet
 h Biggekerke
 p De Bildt (1, 2)
 h De Bildt Station
 p Bloemendaal (1)
 p Bodegraven (1)
 h Boekel
 h Bockelo
 h Bolnes
 p Bolsward (1-4) 3 hamer
 p Borculo (1, 2)
 p Borne (1)
 h Borssele
 h Boschkapelle
 p Bovenkarspel-Grootebroek
 1 June 1921 opened; no number.
 h Boven-Leeuwen
 h Bovensmilde
 p Boxmeer (1, 2) 2 hamer
 p Boxtel (1)
 h Bozum
 p Breda (1-10) 1 machine 5, 10 hamer
rr Breda Station (1)
 p Breskens (1, 2)
 p Breukelen (1, 2)
 p Brielle (1, 2)
 h Broek Op Langendijk _____
 p Brummen (1)
 h Brunssum
 h Budel
 p Bussum (1-4) 4 hamer
 h Chaam (1)
 p Coevorden (1)
 h Colijnsplaat
 p Culenborg (1)
 p Cuijk (2)
 p Dalfsen (1)
 p Dedemsvaart (1)
 h Dedemsvaart Sluis VI
 p Delft (1-6) 1 machine 2, 6 hamer
 p Delfzijl (1)
 p Deurne (1, 2)
 p Deventer (1 -6) 1 machine 2, 3 hamer
 p Didam (1, 2)
 h Diepenheim
 h Diepenveen
 p Dieren (1, 2)
 h Diessen (1)

h Dinther (1)
 p Doesburg (1, 2)
 p Doetinchem (1-5) 4, 5 hamer
 p Dokkum (1, 2)
 p Dongen (1)
 p Doorn (1, 2)
 p Dordrecht (1-7) 5 machine, 6, 7 hamer
 h Dorplein (1)
 p Dragten (1, 2)
 p Driebergen (1, 2)
 h Driel
 h Drogeham
 p Druten (1)
 h Dussen (1)
 p Echt (1)
 p Edam (1, 2)
 p Ede (1, 2)
 h Eede (Zeeland)
 h Eenrum
 h Eext
 h Egmond a/d Roef
 p Egmond Aan Zee (1)
 p Eindhoven (1-6) 6 hamer
 p Elburg (1)
 h Elden
 h Ellekom
 p Elst .Gld. (1, 2)
 p Emmen (1)
 h Emmer-Compascuum
 p Enkhuizen (1-3)
 p Enschede (1-4) 1, 2 hamer
 h Enter (1)
 p Epe (1)
 h Erlecom
 h Ezinge
 h Finsterwolde
 h Foxhol
 p Franeker (1)
 p Frederiksoord (1)
 h Garrelswaer
 p Geertruidenberg (1)
 h Geesteren (Gld.)
 p Gemert (1)
 p Gennep (1, 2)
 h Gent (Gld)
 p Ginneken (1, 2)

h Godlinze
 p Goes (1-3) 3 hamer
 p Goor (1)
 p Gorinchem (1-4) 1 hamer
 h Goudriaan
 h Graauw
 h Grathem
 p Grave (1)
 p 's Gravenhage 1 (11-27) 16 machine 24-26 hamer
 b 's Gravenhage 1 (1) voor: Balistraat
 b 's Gravenhage v. D. Boschstraat (1-3)
 b 's Gravenhage Ch. Bourbonstr. (1-3)
 b 's Gravenhage Conradkade (1, 2)
 b 's Gravenhage Copern. Pl. (1, 2)
 b 's Gravenhage v. Limb. Stir. (1-3)
 b 's Gravenhage 4 (1)
 b 's Gravenhage Pr. Hend. Pl. (2, 3)
 b 's Gravenhage Stadh. Pl. (1)
rr 's Gravenhage Station (1, 2)
 b 's Gravenhage Z.O.B. Singel (1-3)
 p 's Gravenzande (1)

 p Groenlo (1, 2)
 p Groesbeek (1, 2)
 p Groningen (5-18) 5 machine 11 hamer
 b Groningen N. Ebbingestr. (1, 2)
rr Groningen Station (1, 2)
 b Groningen Steentilstr. (1, 2)
 h Gronsveld
 h Groot-Ammers
 p Grouw (1)
 h Grijpskerke
 p Haarlem (5-8) 5 machine 6, 7 hamer
 b Harlem Aerdenhout (1)
 b Haarlem Plein (1)
rr Haarlem Station (1, 2)
 p Haarlemmer Meer (1, 2)
 h Den Ham (Ov.)
 h Den Ham (Ut.)
 h Haren (Gron.) (1)
 p Haringen (1) hamer
 h Harskamp
 p Hattem (1)
 h Haulerwijk (1)
 h Heeg

h Heemskerk
 p Heemstede (1)
 p 's Heerenberg (1, 2)
 p Heerenveen (1) hamer
 h Heerewaarden
 h Heer Hugowaard (1)
 p Heerlen (1-4) 3 hamer
 h Heerlerheide
 p Hees (1)
 h Heiningen
 h Heiningen
 h Hekendorp
 p Helden Panningen (1, 2)
 p Helder (1-4) 2 hamer
 b Helder Ankerpark (1)
 p Hellevoetsluis (1, 2) 1 hamer
 p Helmond (1-3) 1, 2 hamer
 h Helpman
 h Hengelo (Gld)
 p Hengelo (1, 2)
 p Hengelo (Ov) (3) hamer
rr Hengelo Station (1)
 p 's Hertogenbosch (1-6) 1 machine 2, 3 hamer
 b 's Hertogenbosch Station (1)
 h Heteren
 h Heumen
 p Heusden (1)
 p Hillegom (1-3) 2 hamer 3 machine
 p Hilversum (1-5) 3 hamer
 h Hippolijtushoef
 h Hoedekenskerke
 p Hoek Van Holland (1)
 b Hoek Van Holland-Station (1, 2)
 h Hoenderloo (1)
 h Hoensbroek
 h Holwierde
 h Hoogersmilde
 p Hoogeveen (1)
 p Hoorn (2) hamer
rr Hoorn Station (1)
 h Hornhuizen (1)
 h Houthem-St Gerlach (1)
 h Houtrijk En Polanen
 h Huisseling
 p Huissen (1)

h Huis Ter Heide (Ut.)
 h Hulsberg
 p Hulst (1)
 h Den Hulst
 h Hummelo
 h Hurwenen
 p Joure (1)
 p Kaatsheuvel (1)
 p Kampen (1-4) 1, 3 hamer
 h Kamperland
 h Kantens
 p Katwijk Aan Zee (1)
 p Kerkrade (1, 2) 1 hamer
rr Kesteren Station (1)
 h Klarenbeek (Gld)
 h Klazienaveen
 p Klundert (1)
 h Koedijk
 h Koegras
 p Koog Zaandijk (1-4) 4 hamer
 p Kralingsche Veer _____ (1)
 h Krimpen a/d IJssel
 p Krommenie (1, 2)
 h Kruiningen
 h Kruisland
 h Kuinre
 h Kwintsheul
 h Lage-Zwaluwe
 h Lange Ruige Weide _____
 p Laren (N.H.) (1)
 h St. Laurens
 h Leek (Gron)
 h Leens
 p Leerdam (1, 2)
 h Leersum
 p Leeuwarden (5-8) 5 machine 6, 7 hamer
rr Leeuwarden Station (1)
 h Legerplaaats Oldenbroek
 p Leiden (5-7) 5 machine 6 hamer
 h Lemelerveld
 p Lemmer (1, 2)
 h Lent
 p Leur (N.B.) (1)
 p Lichtenvoorde (1)
 h Linne
 p Lisse (1, 2)

p Lobith (1)
 h Lopikerkapel
 h Lottum
 p Maarssen (1)
 h St Maartensdijk
 h Maasbracht
 h Maasdijk
 p Maassluis (1, 2) 2 hamer
 p Maastricht (1-8) 2 machine 3, 6 hamer
 b Maastricht St Pieter (1, 2)
rr Maastricht Station (1)
 p Makkum
 h Maren
 h Mechelen (Lb.) (1)
 p Medemblik (1)
 h Meerlo
 p Meerssen (1)
 h Meliskerke
 h Mensingeweer
 p Meppel (1-4) 3, 4 hamer
 h Metslawier
 p Middelburg (1-6) 1 machine 2, 3 hamer
 p Middelharnis (1, 2)
 h Middenbeemster
 h Mill (1)
 p Millingen (1, 2)
 h Moddergat
 p Monnikendam (1)
 p Montfoort (1, 2)
 h Montfort
 h Muntendam
 h Mussel Kanaal II
 p Mijdrecht (1)
 p Naarden (1)
 p Neder-Hardinxveld _____ (1)
 p Neuzen (1-4) 4 hamer
 p Nieuw-Amsterdam _____ (1, 2)
 h Nieuw-Dordrecht
 h Nieuwe-Niedorp
 h Nieuw en St Joosland
 h Nieuwerkerk (1)
 h Nieuwe-Schans
 h Nieuwesluis Heenvliet
 h Nieuwkoop
 h Nieuwpoort
 h Nigtevecht

h Nispen (1)
 h Noorbeek
 h Noordbeemster
 h Noordgouwe
 h Noordhorn
 h Noordlaren
 p Noordwolde (Fr.) (1, 2)
 p Noordwijk
 h Noordwijk a/ Zee (1)
 b Noordwijk Noordwijk a/ Zee (1, 2)
 h Noordwijkerhout
 p Nijkerk (1, 2)
 p Nijmegen (1-11) 9 machine 10 hamer
 b Nijmegen Station (1)
 p Nijverdal (1)
 h Odoorn
 h Odijk
 p St Oedenrode (1)
 p Oegsgeest (1-3)
 p Oirshot (1)
 p Oisterwijk (1)
 p Oldenzaal (1, 2) 2 hamer
 h Ooltgensplaat
 p Oostburg (1, 2)
 p Oosterbeek (1, 2)
 h Oosterbierum (1)
 h Oosterhout .Gld.
 h Oosterwolde (Fr)
 h Oosterzee
 p Ootmarsum (1)
 h Opheusden
 h Oranjewoud
 p Oss (1) hamer
 h Ossendrecht
 h Oudega (Wijmbr.)
 h Oudemolen Gem. Willemstad
 p Oudenbosch (1, 2)
 h Oudendijk
 h Oude-Niedorp
 h Oudeschoot
 h Oudesluis (N.H.) (1)
 h Oud-Vossemeer
 h Overasselt
 p Overveen (1, 2)
 h Pannerden
 h Peize

h Pieterburen
 h Poeldijk
 h Polsbroek (1)
 p Princenhage (1)
 p Purmerend (1, 2)
 p Putten (1)
 h Pijnacker
 p Raalte (1)
 p Raamsdonk (1)
 h Ransdorp
 p Ravenstein (1)
 p Renkum (1-5)
 p Rhenen)1, 2)
 h Rockanje
 p Roermond (1-4) 1, 4 hamer
 p Roosendaal (1-5) 2 hamer
rr Roosendaal Station (1, 2)
 h Rossum
 p Rotterdam (11-63 12, 37, 38, 63 hamer
 b Rotterdam Aven. Conc. (1)
 b Rotterdam 9 (1-3) voor: Burg. de
 Roosstraat
rr Rotterdam Centr Station (1-4)
rr Rotterdam Centr. Station (5-10)
 b Rotterdam Charlois (1-3)
 b Rotterdam G. Singel (1, 2)
 b Rotterdam Goud. Singel (3-5)
 b Rotterdam 's Gr. Dijkwal (1-3)
 b Rotterdam Katendr. (1-3)
 b Rotterdam Kruiskade (1-3)
 b Rotterdam N. Binnenweg (1-3)
 b Rotterdam 5 (1, 2)
 b Rotterdam Pr. Hendr. Kade (3, 4)
 b Rotterdam 6 (1, 2)
 b Rotterdam Veerkade (3)
 h Rouveen
 h Rozendaal (Gld)
 h Ruurlo
 p De Rijk (1)
 h Rijswijk (N.B.)
 h Santpoort Station
 p Sappemeer (1)
 p Sas Van Gent (1)
 h Sauwerd
 p Schagen (1, 2)
 p Scheemda (1)

h Schellingwoude
 p Scheveningen (1-7) 5-7 hamer
 b Scheveningen Kurhaus (1-3)
 p Schiedam (1-5) 3-5 hamer
 h Schildwolde
 p Schoonhoven (1-3)
 h Schoorl
 h Schuddebeurs
 h Silvolde (1)
 p Sittard (1) hamer
 h Slagharen
 h Sleen
 h Sleeuwijk
 p Sloterdijk (1)
 h Sluiskil
 h Slijk-Ewijk
 p Smilde (1)
 p Sneek (1-3) 1, 3 hamer
 p Soest (1, 2)
 b Soestdijk
 h Soesterberg (1)
 h Sprundel (1)
 h Spijk (Gld.)
 h Spijk (Gn.)
 p Stadskanaal (1, 2) 2 hamer
 h Stavenisse
 h Stedum
 p Steeg (1)
 p Steenwijk (1, 2) 1 hamer
 h Steggerda
 h Stevensweert (1)
 h Stoppeldijk
 h Streefkerk
 h Strijen (1)
 p Tegelen (1-3) 3 hamer
 p Ter-Apel (1)
 p Terborg (1)
 h Termunterzijl
 p Tholen (1)
 p Tiel (1-4) 4 hamer
 p Tilburg (1-8) 3 machine 6, 7 hamer
rr Tilburg Station (1)
 b Tilburg Wilh. Park (1)
 h Tricht (1)
 h Twello
 h Tzummarum (1)

h Ubbergen
 p Uitgeest (1, 2)
 p Uithuizen (1)
 h Uithuizermeeden
 h Ulrum
 h Ulvenhout
 h Urk
 p Utrecht (1-13) 1 machine 9, 12 hamer
 b Utrecht Bem. Weerd (1)
 b Utrecht 2 (1) voor: Twijnstraat
 b Utrecht Cath. Kade (1)
 b Utrecht Rijnkade (1, 2)
rr Utrecht Station (1, 2)
 b Utrecht Weistraat (1)
 p Vaals (1, 2)
 h Valburg
 p Valkenburg (Lb.) (1, 2) 2 hamer
 p Valkenburg (Limb.) (3)
 p Valkenswaard (1-3) 2 hamer
 p Veendam (1-3) 3 hamer
 p Veenendaal (1, 2)
 h Veenhuizen
 p Veghel (1)
 p Velp (Gld.) (1-3) 3 hamer
 p Velsen (1, 2)
 p Venlo (3-7) 3 machine 6, 7 hamer
 b Venlo Blerick (1)
rr Venlo Station (1)
 p Venraij (1, 2)
 h Vessem
 p Vianen (1)
 p Vlaardingen (1-4) 1, 3, 4 hamer
 h Vleuten
 p Vlissingen (1-4) 3, 4 hamer
 p Vlijmen (1)
 h Voorhout
 p Voorschoten (1, 2)
 h Vorden
 p Vreeswijk (1)
 h Vries
 p Vught (1)
 h Vijlen
 p Waalwijk (1)
 p Waalwijk (2)
 h Wagenberg
 p Wageningen (1-3) 3 hamer

h Walsoorden
 p Warffum (1, 2)
 h Warfhuizen
 h Warmenhuizen
 p Warmond (1, 2)
 p Waspik (1)
 p Wassenaar (1)
 h Waubach
 p Weert (1, 2) 2 hamer
 p Weesp (1)
 h Wehe
 h Weiwerd
 h Welsum
 h Werkhoven
 h Westdorpe
 h Westervoort
 h Westzaan (1)
 p Winkel (1)
 p Winschoten (1, 2) 1 hamer
rr Winschoten Station (1)
 p Winsum (Gr.) (1)
 p Winterswijk (1-3)
 h Woensel
 h Woldendorp
 h Wolfhezen
 h Woltersum
 p Wolvega (1)
 p Workum (1, 2)
 p Wormerveer (1-3) 3 hamer
 h Worth Rheden
 p Woudrichem (1)
 h Woudsend
 p Wijhe (1, 2)
 h Wijk Aan Zee (1)
 p Wijk Bij Duurstede (1)
 h Wijlre
 p IJerseke
 p IJmuiden (1-5) 5 hamer
 p IJsselmonde (1, 2)
 h IJzendoorn (1)
 p IJzendijke (1)
 h Zaamslag (1)
 p Zaandam (1-3) 2 hamer
 p Zaltbommel (1-3) 1 hamer
 b Zandvoort Passage (1)
 h Zeddam

h Zeelst
h Zeerijp
p Zeist (1, 2) 2 hamer
h Zelhem (1)
p Zetten
p Zevenaar (1)
p Zevenbergen (1, 2)
p Zierikzee (1, 2)
h Zuid-Beijerland
h Zuidbroek

h Zuiddorpe
p Zuidhorn (1, 2)
p Zuidlaren (1, 2)
h Zuidwolode (Dr.) (1)
p Zutphen (1-5) 1 machine 4, 5 hamer
rr Zutphen Station (1)
h Zwammerdam
p Zwolle (5-6) 5 machine 6 hamer
rr Zwolle Station (1)
p Zwijndrecht (1, 2)

The combination St. is indicated in the cancellations as “S^t”; with one exception, i.e. the cancellation ST. Laurens.

SPECIAL CANCELS IN TYPE A

In Amsterdam cancel no. 155 was placed on pieces, which were delivered on the “Stock Exchange”, while in ‘s Gravenhage cancel no. 156 was placed on pieces, which were destined for members of the Tweede Kamer (Parliament’s Lower House).

The parcel posts, Amsterdam, Arnhem and Rotterdam made use of cancel no. 157, i.e. Amsterdam used cancels 1–6; Arnhem cancel 1; and Rotterdam used 1–4; the latter had “C.S.” after the place name.

Cancel no. 158 was used at ‘s-Gravenhage for the Savings Bank Service, while for the Government Insurance Bank, both ‘s-Gravenhage and Rotterdam used cancel no. 159.



CANCELS in TYPE B

Some temporary branch offices, such as ‘s-Gravenhage Zionistencongress, which according to Dienst Order 2726s of 1907 were opened from 14 August till 22 August 1907, or longer, did not receive a date cancel, and therefore the mail was cancelled at the main postoffice. Some branch offices, which were opened every year for a short time, received a date cancel later. For example, the branch office Huis ten Bosch at ‘s-Gravenhage, which was temporarily opened in

1913, 1914 and 1915, and was re-opened on 11 April 1916 did not receive a date cancel until 16 May 1916.

The following cancels in Type B with Arabic month numbers were in service at:

TEMPORARY BRANCH OFFICES

Ornate cancel no. 160 (34 mm.) 's-Gravenhage Peace Conference Groote Grafelijke Zaal from 15 June till 20 October 1907, during the 2nd Peace Conference.



Cancels no. 161 (31 mm.) International Stamp Exhibition in Amsterdam from 3–11 June 1909; Exhibition Stad Tilburg 1809–1909 from 15 June--17 August 1909; Groote Tuinbouw Exhibition in Zeist from 23 August–17 September 1909, as well as (32 mm.) International Schietwedstrijd in Ockenburg–Loosduinen from 4–15 August 1901, during the second International Shooting Competition.



TRAIN STATION



Cancel no. 162 Bovenkarspel – Grootebroek Station, which was issued in August 1909, belongs to the same type.

TRAINS, TRAMS and BOATS

The Sea Post Office and some routes used the cancels Type B with Arabic month numbers, the lower part of the inner was flattened and the numbers (going) and the letters (returning) were placed between brackets. On the return journey the order of the names was reversed.



Trains

List of known numbers and letters used with cancel no. 163.

Amsterdam-Antwerpen
Amsterdam-Emmerik

IV X
VIII

Antwerpen-Amsterdam
Emmerik-Amsterdam

B C C¹ E G
B C D E¹ F G K L

Amsterdam-Rheine	VIII	Rheine-Amsterdam	A
Breda-Arnhem	I thru XII	Arnhem-Breda	A D E
Nieuweschans-Harlingen	II IV V	Harlingen-Nieuweschans	C D E
Roodeschool-Groningen	I	Groningen-Roodeschool	A
Stiens-Harlingen	II	Harlingen-Stiens	A

Trams



List of known numbers and letters used with cancel no. 164.

Ooltgensplaat-Middelharnis	I thru IV
Middelharnis-Ooltgensplaat	A thru E
Ouddorp-Middelharnis	I thru IV
Middelharnis-Ouddorp	D

Sea Line Post Offices

List of known numbers and letters used with cancel no. 165.

Queenborough-Vlissingen	I II
Vlissingen-Queenborough	A B



For more information about these cancels see: Foreign Countries, Sea Post Offices.

ROMAN MONTH NUMERALS

November 1909 till the end of 1915.

Cancels in Type A

Post Office and sub-office cancels had a diameter of 27, 28, or 29 mm., while the diameter of the branch office cancels was 26 or 27 mm. and the train station cancels were 27, 28 or 29 mm.



The stars of the sub-post office cancels were in general smaller and less heavy than those of the cancels with Arabic numerals. The numeral 1 only appeared in the cancel

of Nunen-Station (176); the sub-post offices Dinteloord and Maarsbergen made use of two cancels, one of which had no numeral, while the other had the numeral 2 (174, 179).

The post office Hengeloe in Gelderland, which on 1 July 1913 replaced the sub-post office of that name, did not receive a new cancel and therefore used the sub-post office cancel without a numeral.

The post office at Hardenberg only received the cancel with number 3 and the post office Uithoorn only the cancel with number 2.

Since May 1915 in the cancels of sub-post offices the further indication of the province name, was not only used for sub-post offices of the same name, but for all sub-post offices. At the same time the province names were always abbreviated in the same way; for composite names two capital letters were used, and for single names one capital letter and one small letter of a new Type (180). Gelderland is abbreviated "Gld" in the cancel which was issued to the post office Velp with numeral 3, and in all the later cancels for sub-post offices.



The sub-post offices Abbenes, Nieuw-Vennep, Rijk en Vijhuizen, which are in the Haarlemmermeer polder received

in 1912 cancels with the name of the polder (183). At the same time, the post office Hoofddorp-Haarlemmermeer, of which the last word was part of the office name, received cancel no. 168, in which no numeral was inserted.



In the cancels den Burg (Texel), Driel (Overbetuwe), de Haukes (Wieringen), Oudega (Small.) and Oudega-Nyega (H.O.N.), the name in the lower segment was part of the office name.



Cancel no. 186 Amsterdam E.N.T.O.S., which was the only temporary branch office cancel in Type A, did not have a numeral, just as all the cancels of other branch offices in Type B.

The cancels for the stations at Barendrecht and at Vriezenveen (189, 190), did not have a numeral, just the same as the cancels for the sub-post offices of Barendrecht and Vriezenveen.



The cancels in Type A are numbered as followed:

- | | | | |
|-----|-----------------|---|--------------------------------------|
| 166 | post office |) | |
| 167 | " |) |) name divided between the segments. |
| 168 | " |) |) no numeral.) |
| 169 | " |) |) Province behind the name. |
| 170 | " |) |) Province in lower segment. |
| 171 | veldpost office |) | |
| 172 | " |) | (only Veldpost). |

- 173 sub-post office)
 174 “) with numeral.
 175 “)) name divided over the segments.
 176 “) with numeral.)
 177 “) Province after the name.
 178 “)) Province in lower segment
 179 “) with numeral.)
 180 “) Province in lower segment, according to the system.
 181 “) name divided over the segments, Province after the name.
 182 “) island in lower segment.
 183 “) polder in lower segment.
- 184 branch post office)
 185 “) without name of the post office.
 186 “) without numeral.
- 187 train station)
 188 “) station without brackets.
 189 “) without numeral.
 190 “) without numeral, station between brackets.

Alphabetical List of Post Offices

- | | |
|-----------------------------------|---|
| p Aalsmeer (1, 2) | p Amsterdam(1, 2, 4-6, 10,12-17, 23, 41, 42, 44, 45, 47-65) |
| h Aalst (N.B.) | b Amsterdam Amstel (5) |
| h Aardenburg | b Amsterdam St Anth. Breestr. (1-4) |
| p Aardenburg (1, 2) | b Amsterdam Bild. Str. (4) |
| h Aarlanderveen | Amsterdam Centr. Station (1-5) |
| h Aarle-Rixtel | b Amsterdam Diamantbeurs (1,2) |
| h Abbekerk | b Amsterdam Haarl. Pl. (4,5) |
| (Abbenes | b Amsterdam V. D. Helststr. (1-3) |
| h (Abbenes | b Amsterdam Hemonijstr. (2) |
| (Haarlemmermeer) | b Amsterdam Hobbemastr. (1-5) |
| h Achtmaal | b Amsterdam Javastr. (1,2) |
| h Akersloot | b Amsterdam Linnaeusstr. (1, 2) |
| h Akmarijp | b Amsterdam MarinierspL (1, 2) |
| p Alkmaar (3, 4) hammer | b Amsterdam Mercurius (4, 5) |
| p Almelo (4, 6) 4 hammer | b Amsterdam Oosterp. Str. (1-3) |
| p Alphen (Z.H.) (3-5) 3, 5 hammer | b Amsterdam Overtoom (1-3) |
| h Alteveer (Gn.) | b Amsterdam Plantage (1,2) |
| h Ambij | b Amsterdam Pr. Hendr. Kade (1-3) |
| p Amersfoort (5,9-r1) 5, 9 hammer | b Amsterdam Sax. Weimarl (1,2) |
| h Amstelveen | b Amsterdam Spreeuwenp. (1,2) |
| | b Amsterdam Tulpplcin (3, 4) |

b Amsterdam Watergr.M. (1,2)
 h Andel (Gn.)
 h Andd (Noord-Brab.)
 h Andelst
 p St AnnaParochie (1,2)
 h Annen
 h Annerveensche Kanaal
 h St Anthonis
 p Apeldoorn (4-6) 4, 5 hammer
 b Apeldoorn Het Loo (1)
 h Appelscha
 h Appeltern
 h Arnhem
 p Arnhem (1,2,4,5)
 b Arnhem Gr. Markt (2, 3)
 b Arnhem Oude Stat. Str. (2)
 p Assen (I) hammer
 h Assendelft
 h Augustinusga
 h Avenhorn
 p Axel (1)
 h Baarle-Nassau
 h Baarlo
 p Baarn (4,5) 4 hammer
 h Baexem
 h Bakel
 h Bakhuizen
 h Bakkum (Noord-Holl.)
 h Balgoij
 h Balkbrug
 Barendrecht Station
 h Barger-Oosterveen
 p Barneveld (2)
 h Barsingerhorn
 h Bavel
 p Beek (Lb.) (1,2)
 h Beek (N.B.)
 h Beek Bij Didam
 h (Beek Bij Nijmegen
 p (Beek Bij Nijmegen (1,2)
 p Beek En Donk (1)
 h Beerta
 h Beerzerveld
 h Beesd
 h Beetgumermolen
 h Beesterzwaag

h Beltrum
 h Bennebroek
 p Bennekom (1, 2)
 h Benningbroek
 h Benthuizen
 h Bergen (Lb.)
 p Bergen (N.H.) (1,2)
 b Bergen Aan Zee (1,2)
 P Bergen Op Zoom (1, 6-8)
 h Bergentheim
 p Bergum (1,2)
 h Berkhout
 h Berlicum (Noord-Brab.)
 h Besoijen
 h Beuningen (Gld.)
 p De Bildt (3) hammer
 h Blauwkapel
 h Bleiswijk (Z.H.)
 h Bleijerheide
 p Bloemendaal (2)
 p Bodegraven (2, 3)
 h Den Bommel
 h Born
 h Borsselen
 p Boskoop (1-3) 2 hammer
 h Boven Hardinxveld
 h Eovenkarspel
 p Boxtel (1,2)
 Boxtel Station (1)
 p Breda (11,12)
 b Breda Parkstraat (1, 2)
 h Breezand (Noord-Holl.)
 p Breskens (3)
 p Brielle (1)
 p Brouwershaven (1)
 h Bruchem
 p Bruinisse (1,2)
 p Brummen (2)
 h Buiksloot (N.B.)
 h Buinen
 p Buitenpost (1)
 h Buitenveldert (Noord-Holl.)
 h Bunde
 h Bunnik
 h Bunschoten
 h Buren (Gld)

p Den Burg (Texel) (1,2)
 h Burgh
 p Bussum (1,4,5) 4, 5 hammer
 h Buurmalsen
 h Buurse
 h Capelle a/d IJssel
 h Castricum
 h Chcvremont
 h Clinge
 p Culenborg (1, 2)
 p Cuijk (3)
 h Dalem
 p Dalfsen (1,2)
 p Dedemsvaart (2)
 h Deil
 h Deinum
 p Delden (1)
 p Delft (7-10) 9, 10 hammer
 h Denekamp
 p Deurne (2)
 p Devcner (1-3,7-10) 1-3 hammer
 h Diemerbrug
 p Dieren (2,3)
 h (Dinteloord
 (Dinteloord (2)
 h Dinxperlo
 h Dirkshorn
 p Dirksland (1, 2)
 h Dodewaard
 p Dokkum (1,3)
 h Den Dolder
 h Domburg
 p Dongen (2)
 h Donkerbroek
 p Doorn (1,2)
 h Doornspijk
 p Dordrecht (1, 4, 6, 7) 6 hammer
 Dordrecht Station (1)
 h Drieborg (Gn.)
 h Driel (Overbetuwe)
 h Drunen
 p Druten (2)
 h Dubbeldam
 h Duiven (Gelderl.)
 h Duivendijke
 p Gouda (2,3,6,7) 2,3 hammer

p Echt (2) hammer
 p Ede (3,4)
 Ede (Station) (1)
 p Egmond Aan Zee (2,3)
 p Eibergen (1,2)
 p Eindhoven (6-9) 6, 7, 9 hammer
 Eindhoven Station (1)
 h Ell (Limb.)
 h Elsloo (Lb.)
 h Elspeet
 p Emmen (2)
 h Emmer-Erfscheiderveen
 h Engelen
 p Enschede (1,5-7) 1,7 hammer
 p Epe (2)
 h Escharen
 h Etten (Noord-Brab.)
 h Eijgelshoven
 p Eijsden (1)
 h Ferwerd
 p Francker (1,2)
 h Fijnaart
 h Garneren
 h Garderen
 h Gasselternijveen
 p Geertruidenberg (2)
 h Geesteren (Ov.)
 h Geffen
 p Geldermalsen (1,2)
 Geldermalsen Station
 p Geldrop (1)
 h Geleen
 p Gendringen (1, 2)
 h Giekerk-Oenkerk
 h Giessen-Nieuwkerk
 h Gieterveen
 h Glanerbrug
 h Glimmen (Gn.)
 p Goedereede (1,2)
 p Goes (3-5) 3 hammer
 h Goirle
 p Goor (2)
 p Gorinchem (5-8)
 p Gorredijk (r, 2)
 Gouda Station (1)

h Gouderak
 h Goudswaard
 p Grave (2)
 h 's Gravendeel
 p 's Gravenhage (1, 5, 10-15, 17-20, 24, 26, 28-33) 5, 24, 26 hammer
 b 's Gravenhage Balistraat (2,3)
 b 's Gravenhage Ch. Bourbonstr. (4)
 b 's Gravenhage Conradkade (3, 4)
 b 's Gravenhage Copern. PL (3)
 b 's Gravenhage De Lareijkade (1-4)
 b 's Gravenhage v. Limb. Stir. (4)
 b 's Gravenhage Loosd. Brug (1-3)
 b 's Gravenhage Parkstraat (1-3)
 b 's Gravenhage Pr. Hendr. Pl. (1)
 b 's Gravenhage Pr. Maurits!. (1-3)
 b 's Gravenhage Stadh. Pl.
 's Gravenhage Station (1,3) '
 's Gravenhage Station H.IJ.S.M. (1,2)
 b 's Gravenhage Vaillantlaan (1-3)
 b 's Gravenhage Z.O.B. Singel (4)
 h 's Gravenmoer
 h 's Gravenpolder
 p 's Gravenzande (2)
 h 's Grevelduin-Capelle
 h Grevenbicht
 h Groede
 p Groenlo (3) hammer
 p Groningen (1-4,7, 11, 19-21) 11,21 hammer
 Groningen Station (3) hammer
 h Grootebroek
 h Grootegast
 h Grijpskerk
 p Gulpen (1, 2)
 h Haaften
 p Haaksbergen (1, 2)
 h Haalderen
 p Haarlem (6,9-11) 6 hammer
 b Haarlem Fr. Halsstr. (1,2)
 b Haarlem Plein (2-4)
 h Haastrecht
 h Hallum (Friesl.)
 h Hank
 p Hansweert (1)
 h Hantum

h Hapert (N.B.)
 h Haps (Noord-Brab.)
 p Hardenberg (3)
 p Harderwijk (1-5) 3 hammer
 p Harlingen (1-3) 1,2 hammer
 p Hasselt (1)
 h De Haukes (Wieringen)
 h Hazerswoude (Dorp)
 h Hazerswoude (Rijndijk)
 h Heelsum
 p Heemstede (1-4) 4 hammer
 h De Heen
 h Heer
 p Heerde (1)
 p Heerenveen (2-4)
 Heerenveen Station (1)
 h Heerjansdam
 p Heerlen (3, 5) 3 hammer
 h Heeze
 h Heinenoord
 h Heinkenszand
 h Helden (Dorp)
 p Helder (2,5) 2 hammer
 b Helder Ankerpark (2)
 h Hellendoorn
 p Helmond (1, 2, 4, 5) 1,2 hammer
 Helmond Station (1)
 h Hem (Noord-Holl.)
 h Hendrik-Ido-Ambacht
 h Hengelo (Gld) 1 Juni 1913 postoffice
 p Hengelo (Ov) (1, 2,4) 4 hammer
 Hengelo (Ov.) Station
 h Herkenbosch (Lb.)
 h Herpen
 p 's Hertogenbosch (1-3,7-9) 1-3 hammer
 b 's Hertogenbosch Station
 h Herveld
 h Herwen
 p Heusden (2)
 h Heijen (Lb.)
 p Heijthuis (1)
 h Hillegersberg
 p Hillegom (2, 3) 2 hammer
 h Hilvarenbeek
 p Hilversum (1,6-8)
 p Hoek Van Holland (1)

h Hoensbroek
 h Hoeven
 h Hollum
 h Holwerd
 h Honselersdijk
 p Hoofddorp Haarlemmermeer
 h Hoofdpiaat
 h Hooge-Zwaluwe
 p Hoogeveen (2)
 p Hoogezand (1, 2)
 h Hoogkerk (Gn.)
 p Hoorn (2-5)
 p Horst (1,2)
 h Den Hout
 p Houtrijk En Polanen (1,2)
 p Huissen (2)
 p Huizen (1,2)
 h Huizum
 p Hulst (2,3)
 h Ilpendam
 h Jaarsveld
 h Jisp
 h Kootwijkerbroek
 h Kortgene
 h Koudekerke
 h Koudum
 p Kralingsche Veer (2)
 p Krimpen a/d Lek (I)
 p Krommenie (3)
 h K wadendamme (Zeeland.)
 h Kwadijk
 h Lage Mierde
 h Landsmeer
 h Langeweg"
 h Langezwaag
 Laren (Gld) Station (1)
 p (Laren (N.H.) (2)
 p (Laren (Noord-Holl.) (3)
 h Leende
 p Leeuwarden (I-6,9-1J) 6 hammer
 b Legerplaats Bij Harderwijk
 b Legerplaats Bij Laren (N.H.)
 b Legerplaats Bij Loosduinen
 b Legerplaats Bij Milligen
 b Legerplaats Bij Reijen (1,2)
 b Legerplaats Bij Waasdorp

h St Johannesga
 p Jome (2)
 h Julianadorp
 h Jutphaas
 h Jutrijp-Hommerts
 b Kamp Bij Nunspeet
 b Kamp Bij Reijen
 p Kampen (3) hammer
 h Kapelle (Z.Be.v.)
 h Kats
 h Katwijk a/d Rijn
 p Katwijk Aan Zee (2)
 h Kerkwerf
 h Kinderdijk
 h Klaaswaal
 h Klimmen
 h Kloetinge
 p Klundert (2)
 h Koekange
 p Kollum (1)
 h Koningsbosch (Limb.)
 p Koog Zaandijk (5) hammer
 b Legerplaats Bij Zeist
 b Legerplaats Bij Zeist (1-3)
 p Leiden (1, 2, 4, 8-13) 13 hammer
 b Leiden Plantage (1, 2)
 p Leiderdorp (1)
 h Leimuiden
 p Lekkerkerk (1)
 h Lepelstraat
 p Leur (N.B.) (2)
 p Lichtenvoorde (2)
 h Lienden
 h De Lier
 h Liessel
 p Lisse (3) hammer
 h Lith
 p Lobith (2)
 p Lochem (2)
 h Lollum
 h Loon Op Zand
 h Lopik
 h Losser
 h De Lutte
 (Maarsbergen
 h (Maarsbergen (Ut.) (2)

p Maarssen (2)
 p Maassluis (2,3) 2 hammer
 p Maastricht (2, 9-11) 9 hammer
 b Maastricht Wijk (1, 2)
 h Made
 h Makkinga
 h Malden
 h Mantgum
 h Margraten
 h Marrum (Fr.)
 h Maurik
 p Medemblik (2)
 h Meerkkerk
 h Meerlo
 h De Meern
 p Meerssen (I)
 h Megen
 h Melissant
 p Meppel (5) hammer
 Meppel Station (1)
 h Mereveldhoven
 h Mcijel
 p St Michiels Gestel (1, 2)
 p Middelburg (3,6, 7) 3, 6 hammer
 h Midwoud
 h Mierlo
 h Mierlo-Hout
 h Minnertsga (Fr.)
 h Mocrkapelle
 h Moerdijk
 h Moergestel
 h Molenaarsgraaf
 p Monnikendam (2)
 p Moordrecht (1, 2)
 h Muiderberg
 h Murmerwoude
 h Musselkanaal (1e Exloërmond)
 p Musselkanaal (1,2)
 p Mijndrecht (2)
 p Naaldwijk (1,2)
 p Naarden (2, 3) 3 hammer
 p Neder-Hardinxveld (2)
 h Neder-Langbroek
 h Nederweert
 p Neuzen (1)
 h Nieuw-Beerta

h Nieuw-Beets
 h Nieuw-Beijerland
 h Nieuw-Borgvliet
 h Nieuwdorp
 p Nieuwendam (1)
 h Nieuwenhagen
 p Nieuwe Pekela (I)
 h Nieuwerkerk a/d IJssel
 h Nieuwerkerk (Zeeland)
 p Nieuws-Schans (1, 2)
 h Nieuwe Tonge
 h (Nieuw-Gaanderen
 h (Nieuw-Gaanderen
 h Nieuw-Helvoet
 h Nieuw Namen
 h Nieuwolda
 h Nieuw-Schoonebeek
 h Nieuwstadt
 h Nieuw-Vennep (Haarlemmermeer)
 h Nieuw-Vossemeer
 h Nieuw-Weerdinge
 h Noordbroek
 h Noord-Scharwoude
 h Norg
 h Nuland
 h Nunen
 h Nunen Station (1)
 p Nunspeet (1, 2)
 Nunspeet Kamp
 h Nuth
 h Nijeveen
 p Nijkerk (3) hammer
 p Nijmegen (5, 6, 10) 10 hammer
 b Nijmegen Hezelstr. (1)
 b Nijmegen Station (2-4) 4 hammer
 h Obdam (N.H.)
 p St Oedenrode (2)
 h Oeffelt
 p Oirschot (2)
 p Oisterwijk (2)
 h Oldemarkt (Overijs.)
 p Oldenzaal (3)
 Oldenzaal Station (1, 2)
 p Olst (1, 2) 2 hammer
 p Ommen (1)
 p Onderdendam (1)

p Oostburg (3, 4)
 p Oosterbeek (3)
 (Oosterhout (N.B.) (1)
 p (Oosterhout (N.B.) (2)
 (Oosterhout (1, 3)
 h Oosterland (Zl.)
 h Oosthuizen
 h Oostmahorn
 h Oostrum (Lb.)
 h Oost-Souburg
 h Oostvoorne
 h Oostzaan
 h Ophemert
 h Opperdoes
 h Ospel (Lb.)
 p Oss (2-4) 2, 3 hammer
 h Oud-Alblas
 p Oud-Beijerland (1,2) 1 hammer
 h Oudega-Nijega (H.O.N.)
 h Oudega- (Small.)
 p Oudenbosch (3, 4) 4 hammer
 h Oudendoorn
 h Oude-Niedorp
 p Oude-Pekela (1)
 h Ouderkerk a/d Amstel
 h Ouderkerk a/d IJssel
 h (Oude Tonge
 p (Oude Tonge (1)
 p Oudewater (1)
 p Oud-Gastel (1)
 h Oudkarspel
 h Oudshoorn
 h Oud-Vroenhoven
 h Overdinkel
 p Overschie (1, 2)
 p Overveen (1, 3-5) 5 hammer
 h Papendrecht
 h Pernis
 h Philippine
 h St Philipsland
 h Poortugaal
 p Princenhage (1)
 p Purmerend (S)
 h Putte (Noord-Brab.)
 h Puttershoek
 p Raamsdonksveer (1, 2)

h Ravenswaaij
 h Reek
 (Reeuwijk
 h (Reeuwijk (Zuid-Holl.)
 h Rekken (Gelderl.)
 h Reuver
 h Reuzel
 h Reijen
 h Rhoon(Zuid-Holl.)
 h Ridderkerk
 h Riel
 h Rilland
 (Roelof-Arendsveen (1)
 P (Roelofarends-Veen (2)
 p Roermond (4-6) 4, 5 hammer
 h Roggel
 h Noordahuizum
 p Roosendaal (2, 6, 7) 2, 6 hammer
 h Roosteren
 h Rosmalen
 h Rossum (Gld.)
 h Rossum (Ov.)
 h Roswinkel
 p Rotterdam (11-15, 19, 20,
 23, 29, 31, 33, 34, 36-38,
 42, 43, 45, 48, 52, 59, 62,
 64, 65) 12, 37 hammer 64 machine
 b Rotterdam Aven. Conc. (2, 3)
 b Rotterdam Bergweg (1-3)
 b Rotterdam Burg. De R. Str. (2)
 b Rotterdam Calandstr. (1, 2)
 b Rotterdam v. Riebeekstr. (1, 2)
 b Rotterdam Ruigep.l.W.g (1, 2)
 Rotterdam Stat. Beurs (1, 2)
 Rotterdam Station D.P. (1, 2)
 b Rotterdam Veerkade (3)
 h Rozenburg
 h Rijk (Haarlemmermeer)
 h Rijkevoort (Noord-Brab.)
 h Rijsburg
 h Rijsbergen (Noord-Brab.)
 h Rijsoord (Zuid-Holl.)
 p Rijssen (1, 2)
 p Rijswijk (Z.H.) (1-3)
 p Santpoort Station (1-3)
 p Sappemeer (2)

p Sassenheim (1, 2)
 p Sas van Gent (2)
 h Schaarsbergen
 h Schaesberg
 h Scharsterbrug
 p Scheveningen (5) hammer
 b Scheveningen Nieuwe Parkl. (1, 2)
 p Schiedam (1-4, 6, 7) 1, 3, 4 hammer
 h Schimmert
 h Schinnen
 h Schinveld
 h Schipluiden
 h Schoondijke
 p Schoonhoven (4) hammer
 h Schoonoord
 h Schoorlham
 h Schore
 h Schoten
 h (Schijndel
 p (Schijndel (1)
 h Sellinger
 h Sevenum
 p Simpelveld (1)
 p Sittard (1-3) 1, 2 hammer
 p Sliedrecht (1, 2)
 h Slikkerveer
 h Sloten (Fr.)
 h Sloten (N.H.)
 p Sloterdijk (2, 3)
 p Smilde (2)
 p Sneek (4, 5)
 h Soerendonk
 p Soest (3) hammer
 h Someren
 p Sommelsdijk (1, 2)
 h Son
 h Spakenburg
 h Speckholzerheide
 h Sprang
 h Spijkenisse
 h Stad Aan 't Haringvliet
 p Stadskanaal (3)
 h Stadskanaal Afdraai
 h Stadskanaal-Pekelderweg (Gn.)
 h Stampersgat
 h Standdaardbuiten

h Staphorst
 h Stavoren
 p Steenberg (1, 2)
 h Steenderen
 h Stein (Lb.)
 h Stellendam (Zuid-Holl.)
 h Stolwijk
 h Stompvoren
 h Stramproij (Limb.)
 h Surhuisterveen
 h Susteren
 h Swalmen
 p Tegelen (4) hammer
 h Ter-Aar
 p Ter-Apel (2)
 p Terborg (2)
 h Terbregge (Zuid-Holl.)
 h Terheijden (N.B.)
 p Terschelling (1)
 h Terwinselen
 h Teteringen
 h Teuge
 p Tholen (2)
 h Thorn
 p Tiel (4) hammer
 p Tilburg (3, 5-7, 9) 6, 7 hammer
 h Tricht
 h Tubbergen
 p Twello (1)
 h Twisk
 h Tijnje
 h Tzummarum
 p Uden (1)
 b Uden Vluchtoord
 h Udenhout
 h Ugchelen (Gelderl.)
 h (Uithoorn
 p (Uithoorn (3)
 p Uithuizen (3)
 h Ulestraten
 h Ulft
 h Ureterp (Fr.)
 h Urmond
 h Ursem
 h Usquert
 p Utrecht (3-5, 8, 9, 12,

14-20) 5, 9, 12 hammer 14 machine
 b Utrecht Burg. Reigerstr. (1,2)
 b Utrecht Koekoekspl. (1,2)
 b Utrecht Nicolaasstr. (1,2)
 Utrecht Station (1-3)
 b Utrecht Sweelinckstr. (1,2)
 p Vaassen (1,2)
 h Valthermond
 h Varik
 p Varsseveld (1)
 h Veen
 h Veenwouden
 p Vegchel (1,2)
 h Veldhoven
 h Veldwijk
 (Velp (Gld.) (2, 4) 4 hammer
 p (
 (Velp (Gld) (3) hammer
 h Velp (N.B.)
 p Velsen (3)
 h Venhuizen
 p Venlo (6,7) hammer
 h Vierlingsbeek
 h Vinkeveen
 h Visvliet
 p Vlaardingen (1, 5-7) 1 hammer
 h Vlagtwedde
 p Vlissingen (5)
 Vlissingen Station (1)
 h Voerendaal
 h Vogelenzang
 h Volendam
 p Voorburg (1, 2)
 h Voorst
 h Voorthuizen
 p Vorden (1, 2)
 h Vriescheloo (Gn.)
 p Vriezenveen (1)
 Vriezenveen (Station)
 h Vroomshoop
 h Vrijhoeve Capelle
 p Vught (2, 3)
 h Vijfhuizen (Haarlemmermeer)
 h Waalre
 p Waalwijk (3)
 p Waddinxveen (1,2)

p Wageningen (3, 4) 3 hammer
 h Wanroij
 p Waspik (1)
 p Wassenaar (1, 2)
 h Wedde
 h Weerselo
 p Weert (S)
 Weert Station (1)
 p Weesp (z)
 h Well (Lb).
 p Wemeldinge (1, 2)
 p Werkendam (1)
 h Westbroek
 h Westerblokker
 h Westerbork
 h Westeremden
 h Westmaas
 p Westzaan (1, 2)
 h Wezep
 h Wieringerwaard
 h Wieuwerd
 p Wildervank (1,2)
 p Willemstad (1)
 h Wilnis
 h Wilp (Gelderl.)
 h De Wilp
 p Winkel (1, 2)
 h Winssen
 p Winterswijk (4)
 h Wirdum (Ft.)
 h Witmarsum
 p Woerden (1-3) 3 hammer
 h Wolphaartsdijk
 p Wolvega (2)
 h Wormer
 p Wormerveer (3) hammer
 h Woubrugge
 h Wouw
 p Wijchen (1,2)
 p Wijk Bij Duurstede (2)
 h IJlst
 p IJmuiden (6, 7) 7 hammer
 p Zandvoort (3-5) 5 hammer
 p Zeist (1-5) 2 hammer
 h Zelhem
 p Zetten (r)

p Zevenaar (2)
 p Zevenbergen (1)
 h Zevenhuizen (Z.H.)
 p Zierikzee (3)
 h Zieuwent
 h Zoelmond
 h Zoetermeer
 h Zorgvliet
 h Zuidland
 h Zuid-Scharwoude
 h Zuidwolde (Gn.)

p = post office h = sub-post office

h Zuilen
 p Zundert (1, 2)
 p Zutphen (3-8) 4, 5 hammer
 Zutphen Station (2)
 p Zwartsluis (1)
 p Zwolle (6-12) 6, 7 hammer
 Zwolle Station (1)
 p Zwijndrecht (3-5)
 h Zijldijk

b = branch office.

For cancels 171 and 172, refer to **Veldpost**.



SPECIAL CANCELS in TYPE A

In Amsterdam cancel no. 191 with numeral 4 was used for pieces, which were delivered on the “*Bourse*,” (Stock Exchange) and cancel 192 was used for *poste-restante*. This cancel was also used as an obliteration cancel based on an envelope of a telegram destined for a “*busrechthouder*.” (P.O Box holder)



Cancel no. 193 was used for the parcel post in Amsterdam, Arnhem and Haarlem. Amsterdam used numbers 1–3 with “C.S.” behind the town-name, while Arnhem and

Haarlem both used numbers 1 and 2.

See for the customs-clearings cancel 194 under Administrative cancels, parcel post.



Utrecht used for the Savings Bank cancel no. 195, one without a number and one with a number 2.

SPECIAL CANCELS in TYPE B

Cancel 196 in Type B has been used by the following **temporary** branch-offices:

(32 mm.) Nationale Bloemen Tentoonstelling in Haarlem from 23 March till 21 May 1910.

Groote Bloemen Tentoonstelling in Boskoop from 4 April till 21 April 1911.

Tentoonstelling De Vrouw 1813–1913 in Amsterdam from 2 May till 1 October 1913.

Tentoonstelling Sport Toerisme in s' Gravenhage from 16 May till 1 October 1913.

Groote Rozen Tentoonstelling in Boskoop from 9 July till 24 July 1913.

Landbouw Tentoonstelling in Scheveningen from 29 August till 16 September 1913.

(34 mm.) Landbouw Tentoonstelling in Leeuwarden from 26 August till 1 September 1912.

Congres Voor Verzekeringswetenschap in Amsterdam from 2 till 8 September 1912.

(31 mm.) Tilburg Tentoonstelling from 16 June till 1 September 1913.



Veldpost.

For cancel no. 197, refer to Veldpost.

Government's Insurance Bank.

The Government's Insurance Bank used for their correspondence cancel no. 197a and also cancels with one star or two stars.



TRAINS and TRAMS.

Type B has also been used for some train- and tram-cancels, and the same remarks apply as for cancels 163 and 164.

Trains (Type 198.)

Arnhem-Oldenzaal		Oldenzaal-Arnhem	A B C D E F G H J K L
Boxtel-Arnhem		Arnhem-Boxtel	E H L
Boxtel-Gogh	II III	Gogh-Boxtel	A C
Dieren-Terborg	I	Terborg-Dieren	A B C D
Meppel-Leeuwarden	I VI	Leeuwarden-Meppel	C H
Ruurlo-Hengelo	I II III	Hengelo-Ruurlo	A B
Vlissingen-Breda	II III IV V VI V	Breda-Vlissingen	A D F



Trams (Type 199.)

Heerenveen-Dragten	II	Dragten-Heerenveen	A B
Hellevoetsluis-Rotterdam	I IV	Rotterdam-Hellevoetsluis	A D
Sneek-Joure		Joure-Sneek	A



Philatelic Day Cancel. On 30 August 1913 on the occasion of the fifth philatelic day, Breda used cancel no. 200 again, a “gummicancel,” (rubber/caoutchouc cancel) but without shading.



Transition (Overgang)

New Postmark models. This era is closed with the mention of the new postmark models; these are not included in the list, as the discussion about these fall outside the scope of this work.

Towards the end of 1915, the first post offices, e.g. Doetinchem and ‘s Gravenhage were provided with date cancels in Type B of 29 mm. diameter, Model A. For these cancels the time within a range of two hours is indicated by the first hour used, the numeral is placed in the segment under the bar, and the year-date at the bottom between the inner and outer circle. Later on all cancels of this model were delivered to all postoffices, sub postoffices and train stations, with the exception of some branch offices.



In 1910 Amsterdam received for the Savings Bank cancels in Type B with hour indication, model B.



For Model C, refer to the Foreign *Postagenten* cancels.

The completely different block-cancel D was issued to trains, trams and boats in 1910.

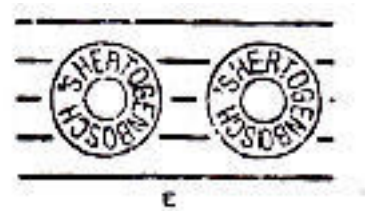


Pre-Cancellation

According to art 349 Chptr 2 of the collected rules and regulations of 1903, regarding the postal service, one could be permitted to have stamps, attached to wrappers of newspapers, canceled prior to the delivery of these wrappers to the postoffice.

Thru art . 30 of the collective requirements, part 1A, 1909, for domestic postal service, permission was given to use these wrappers with stamps, containing the address and other defining information. The small size caused that many stamps had their perforation damaged when separating the address wrappers.

Rollercancel In September 1911, the ' s Hertogenbosch rollercancel was issued, i.e a model E canceler with a wheel , which was attached to a long handle and moistened, so printing of any length could be obtained. With each revolution, between sets of five lines, were printed the city name and the year. The stamp was returned in December for the the inclusion of the year '12 ' and re-issued on 20 January 1912. In the stempelboek is a copy without year indication.



With no 8 of Verz.van 1912 was announced on March 7 that this type of rollercancel could also be used to cancel savingsbank stamps.

CHAPTER FOUR.

Inland Machine Cancellations 1893-1915

A: HANDSTAMP MODELS

According to the September 1893 issue of the PTT magazine a postmark machine was manufactured to a design created by Mr. Blankert of Vlissingen. Four cancellers were mounted on a disk which could be turned by foot or by connection to an axle so that with each rotation four impressions could be made. No further details are available.

ROELANTS MACHINES

In 1893 hanstamps were put into use in Amsterdam and The Hague. They were made to a design by Postmaster Roelants. According to “Het Nederlandsche Post- en Telegraafwezen” by C.J. Beelenkamp it was possible to cancel 12,000 letters per hour by using the Roelants machine. The machines successively used the following cancellers: small round, double ring (See Chapter Three), star and typewheel with Arabic month figures.

In 1906 Roelants machines were sent to Amsterdam (two departure offices, two arrival offices, one to the Exchnage and two as reserves), Dordrecht (2), ‘s Gravenhage (5), Rotterdam (3), Utrecht (2) plus one each to the offices in Assen, Breda, Haarlem, ‘s Hertogenbosch, Leeuwarden, Maastricht, Middelburg, Nijmegen, and Zwolle.

FAÇEE SCHAEFFER MACHINES

In July 1906 instructions were given for the manufacture of 25 handstamp machines designed by the Assistant Clerk to the Executive Board, C.M. Façee Schaeffer. These impressed a handcancel of 29 mm diameter. During 1906 and 1907 the following offices received a machine for trial use; the canceler’s number is given after the name of the office: Alkmaar 1, Amsterdam 11, Arnhem 7, Breda 1, Delft 1, Deventer 1, Dordrecht 5, 's Gravenhage 16, Groningen 5, Haarlem 5, 's Hertogenbosch 1, Leeuwarden 5, Leiden 5, Maastricht 2, Middelburg 7, Nijmegen 9. Rotterdam 11, Tilburg 3, Utrecht 1, Venlo 3, Zutphen 1, and Zwolle 5.

It is not known how long these trials lasted; it is evident that Hillegom received postmark number 3 with Arabic month figures (a Roelants machine with a 27mm diameter postmark) and that postmark Utrecht 14 with Roman month figures was issued for use in a Roelants machine.

B. PRIVATE MODELS

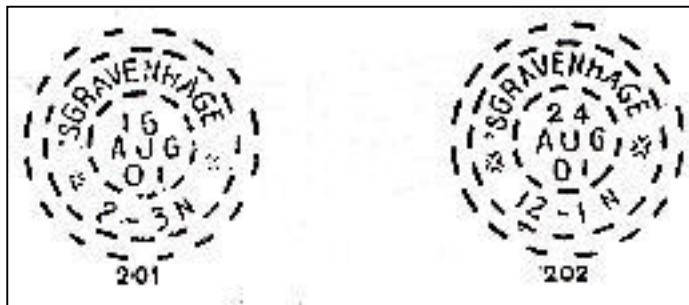
'VULCANUS' MACHINE

Burn Marker (Brandstempel) On 5 August 1901 a cancelling machine named "Vulcanus" which had been designed by a Post Office engineer, C.C. van der Valk, was taken into use. In this machine the canceller was heated by a paraffin flame. This first machine canceller with its own design is known by the name "brandstempel" - burn marker. It is stated that with this machine, which was operated by foot, 240 letters/postcards per minute could be postmarked.

The trial was abandoned on 25 September 1901 although cancellation of stamps on envelopes had ended a week earlier because the contents were sometimes damaged, or even set on fire, by the heat from the canceller. There were fewer problems with postcards.

The brandstempel is found in two distinct dies. In Die I (Type 201) the "S" has an irregular form and the "N" is regular. Die II (Type 202) has a normal "S" and the second leg of the "N" is shortened. The position of the letters under the broken lines of the first inner circle and the distance between the place name and the stars differ between the two dies.

(For more complete and up-to-date details about these cancellations refer to The Netherlands Philatelist, March 1997, Pages 70 to 81 inclusive - Editor).



Types 201a, 202a and 202b.

Types 201 and 202, after the end of the trial as burnt marks, were converted for use with ink and are shown below as Types 201a and 202a respectively. The outer circle and the first inner circle were



removed and then a new outer circle was provided. They were used in January 1902 and February 1902 respectively. Type 202b, which does not appear to have been used in its original state, had, according to cancellations dated between 4 March and 25 November 1902 (some on entires), most of the innermost circle replaced but not the bottom part. This left three broken lines above the hour characters.

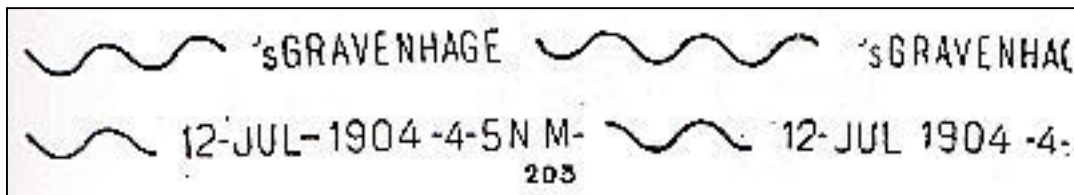
Because of their connection with the brandstempel types 201a, 202a and 202b have been included here although the former was not used as a handstamp. I have seen examples with Type 202b impressed twice, once with the broken lines running into each other and the other normal.

During the period from 1904 to 1906 various cancellation machines went on trial at 's Gravenhage. They were mainly operated electrically.

SECOND VAN DER VALK MACHINE

Type 203. The first wavy line cancellation.

From 10 to 13 July 1904 an electric cancelling machine, designed by van derValk was put on trial. The machine produced a continuous wavy line mark. However, it was unsatisfactory because many impressions were illegible or the stamps were not cancelled. Another problem was that most of the cancelled items were stained on the back.

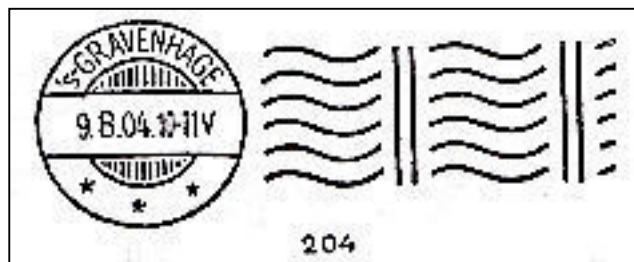


BICKERDIKE MACHINES

On 9 August 1904 a Bickerdike machine, of German manufacture, was taken into use; this cancelled at the rate of 120 items per minute. Several different cancellation types were tried out.

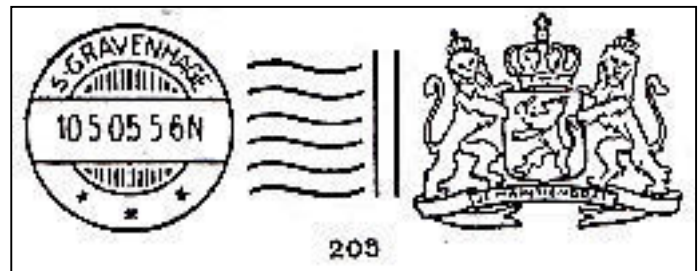
Type 204. Wavy line cancellation.

The first type consisted of a circular datestamp with a wavy line section to the right of it. The datestamp was the first bar cancel and it had shaded segments above and below the bar. There were three stars in the bottom section. This type was in use until May 1905.



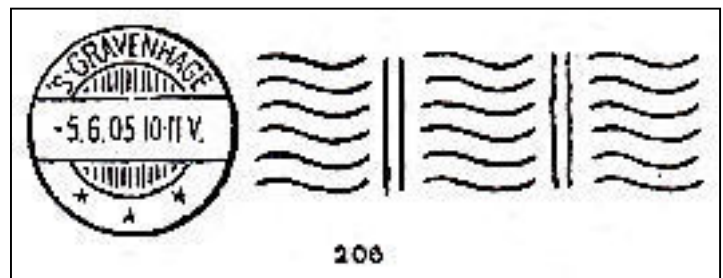
Type 205. Coat of Arms cancellation.

The second type consisted of a circular datestamp, a wavy line section and the Netherlands' Coat of Arms. The datestamp gave heavier impressions than the previous type and the stars were larger. According to Benders this type was in use from 10 May to 15 June 1905 and from 7 July to 23 September 1905. I also know of an impression of 1 March 1906.



Type 206. Combination cancellation.

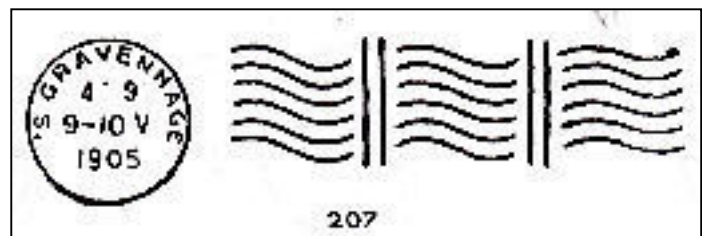
First used on 5 June 1905, this consisted of the datestamp of Type 205 and the wavy lines of Type 204.



COLUMBIA MACHINE

Type 207. Wavy line cancellation.

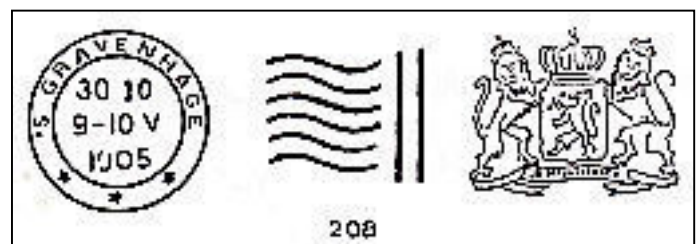
On 2 and 4 September 1906 an electric powered Columbia machine, of American manufacture, was tried out. With this, 640 letters per minute could be cancelled. This type consisted of a circular datestamp without inner circle and wavy lines similar to those of the first Bickerdike model.



Still further types were later used in this machine but these do not belong to the category of trial cancellations.

Type 208. Coat of Arms

This type was in use from 27 September 1905. It had a double ring datestamp with, between the circles at the top, the town name and below, three five pointed stars. There was also a wavy lines section and a Coat of Arms section similar to that of the Bickerdike model. According to Benders the last date of use was 20 September 1906.



MARTIN MACHINE

Type 209

A handstamp machine from Martin Bros. of Berlin was also tried out at 's Gravenhage; this impressed only a datestamp. The design was the same as the Bickerdike types but was larger, 29 mm diameter, and the stars were also larger. Benders mentioned impressions of November and December 1905; I have one of 23 February 1906. The machine was also used for arrival marks.



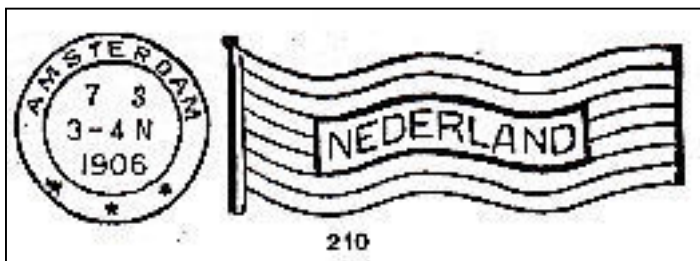
The machine did not prove satisfactory at 's Gravenhage. Later it was tried out at Z\erlkzee, the datestamp diameter was 27mm, but the machine was also rejected there. Benders gives dates of 13 March to 1 April 1906,

COLUMBIA MACHINES

FLAG CANCEL.

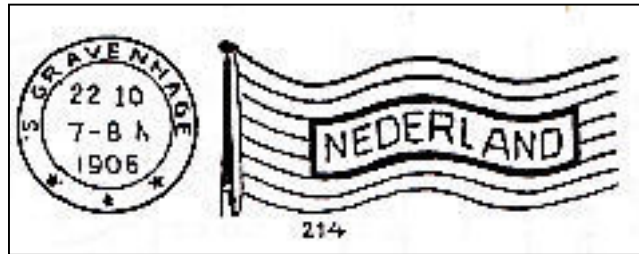
Around 1 March 1906 the Columbia machine was brought into use at Amsterdam and Rotterdam with the datestamp being a double ring mark with three five-pointed stars, as in the Coat of Arms mark, and a flagpole with a flag bearing the word "Nederland". At first the datestamp had small letters but later versions had large letters.

Types 210 to 213. Amsterdam had small letters until 2 October 1906 and large letters from February to June 1907. Rotterdam had small letters until 10 December 1906 and large letters from 31 December 1906 to 21 July 1907. Benders also mentions an Amsterdam mark of 20 October 1906 with large letters and six-pointed stars.

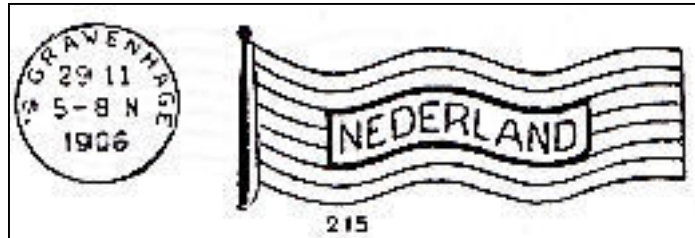


The datestamps of the wavy line and Coat of Arms marks (Types 207 and 208) were used at 's Gravenhage in conjunction with a flagpole and flag.

Type 214 (with the Type 208 datestamp) was used in October and November 1906.



Type 215 (with the Type 207 datestamp) was used 18 November 1906 to 25 January 1907 (Benders)

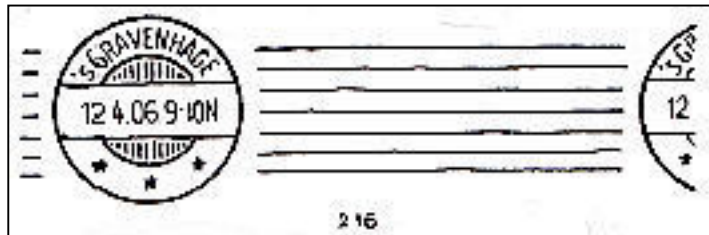


The datestamp alone, with large letters, also served as an arrival mark at Amsterdam. Benders mentions a large letter mark similarly used at 's Gravenhage.

KRAG HANDSTAMP MACHINE

Type 216

Somewhat earlier a handstamp machine from colonel Nielse Krag of Christiana was taken into use at 's Gravenhage. This was a continuous cancel consisting of seven straight lines between two circular



datestamps with shaded segments above and below the central bar containing the date and time indicators. Three five-pointed stars.

This machine served, with interruptions, from 12 April 1906 (Benders) through to 1913; my latest date is 4 March 1913. In later impressions the left part of the bottom shaded segment of one of the datestamps was cut. According to Benders this occurred in November 1910.

The datestamp was also used as an arrival mark.

FURTHER KRAG MACHINES (ELECTRIC AND HAND DRIVEN)

The period of trials ended in 1906. In 1907 and later years Krag machines were introduced to various offices. Electric machines to Amsterdam, 's Gravenhage and Rotterdam, handstamp machines to Amsterdam, Arnhem, Breda, Dordrecht, 's Gravenhage, Groningen, Haarlem, Helder, 's Hertogenbosch, Leeuwarden, Leiden,

Middelburg, Nijmegen, Rotterdam, Scheveningen, Tilburg, Utrecht, Vlissingen, and Zwolle.

According to the 1911 issue of "Album en Gedenkboek" by J. Eggink Dz., which reports on these machines it was possible to cancel 1000 letters and postcards per minute with the electric machines and 400 per minute with the handstamp machines.

In these machines a continuous cancel from the succeeding model was used: six horizontal lines (the differences are reported later) between two circular datestamps with central bar but without shading in the segments. Until 1912 datestamps with Arabic month numerals were supplied; after that date Roman month numerals were introduced.

ARABIC MONTH NUMERALS

The datestamps with Arabic month numerals are in two types according to the position of the two black stars. The uppermost points tilt towards the middle of the postmark in Type I and in Type II they are upright. Type I was supplied until 1909, Type II followed. Both types occur in two datestamps from Middelburg.

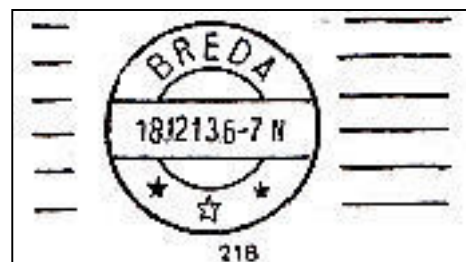
Benders mentions further differences in lettering, differences in the length and height of the lines and other varieties but these are outside the scope of this book.

Type 217. 6 horizontal lines,
Type I stars.



Type 218. 6 horizontal lines, Type II stars.

List of offices: Amsterdam I,II; Arnhem I,II; Breda II; Dordrecht II; 's Gravenhage I,II; Groningen I; Haarlem I,II; 's Hertogenbosch II; Leeuwarden I,II; Leiden I; Middelburg (already mentioned); Nijmegen I; Rotterdam I,II; Tilburg II; Utrecht I, II; Vlissingen II; Zwolle I

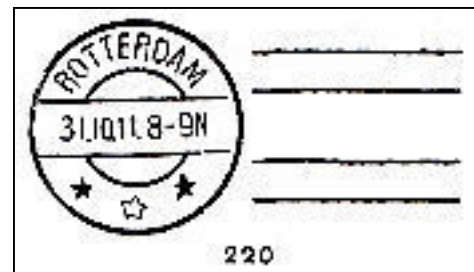


Type 219. 4 horizontal lines two groups, Type I stars.

** No illustration in original Vellinga publication*

Type 220. 4 horizontal lines two groups, Type II stars.

List of offices: Leiden I, II; Rotterdam II.



Type 221. 6 vertical lines (Vellinga's publication shows only five vertical lines)
This is known only from 's Hertogenbosch and in type II only.



ARRIVAL MARK

For incoming correspondence the Krag machine was used at some offices.

Benders mentions: Without lines:
Amsterdam II; 's Gravenhage I,II; Middelburg I and II alternately; Rotterdam I,II.

With 6 lines:
Breda II; Haarlem I; Middelburg I and II alternately; Utrecht I,II.

ROMAN MONTH NUMERALS

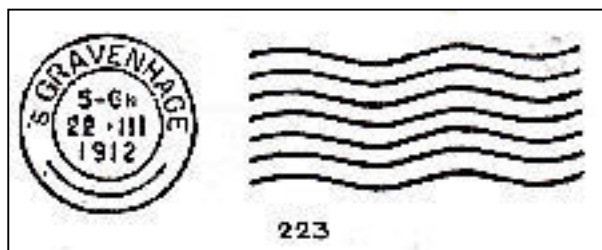
Type 222. 6 horizontal lines, Type II stars only.
offices: Amsterdam; 's Gravenhage; Helder; Scheveningen.
4 horizontal lines in groups of two: Haarlem II



FLIER MACHINES

Manufactured in America, powered by electricity and in contrast to the Krag machines did not print continuously. The cancellation consisted of a circular date stamp with a number of wavy lines to the right,

TRIAL POSTMARKS



Type 223. Introduced at 's Gravenhage on 8 March 1912.

Line between inner and outer circles of date stamp, 7 wavy lines.

Type 224. Introduced 2 April 1912. As Type 223 but numeral I and letter C inserted within the wavy lines.



DEFINITIVE POSTMARKS

Starting in January 1913 Flier machines were permanently being used in Amsterdam, 's Gravenhage and Rotterdam and, at a later date, also in Groningen.

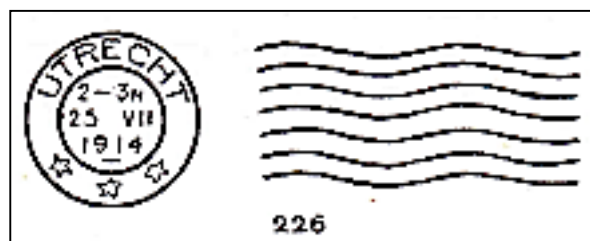
7 wavy lines

Type 225. Three closely spaced stars in datestamp.

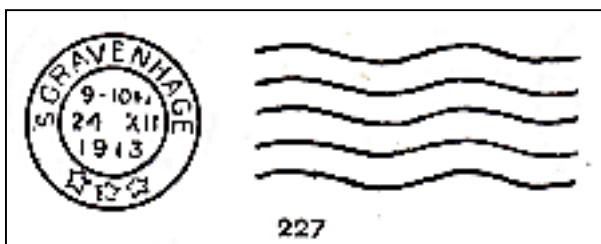
Offices: Amsterdam, 'sGravenhage, Groningen, Rotterdam.



Type 226. Three wider spaced stars in datestamp. Used only in Utrecht.



5 wavy lines



Type 227. Used as a New Year cancellation in Amsterdam and 's Gravenhage,

ARRIVAL POSTMARK

Used without wavy lines in Amsterdam.

CHAPTER FIVE.

Inland. Administrative Cancels (to 1916)

In the previous chapters the main types of cancels were discussed.

However, the postal administration has, for various reasons, also used other cancellations, which collectors have given the name 'administrative cancels'.

In this chapter, the administrative cancels for domestic mail are covered.

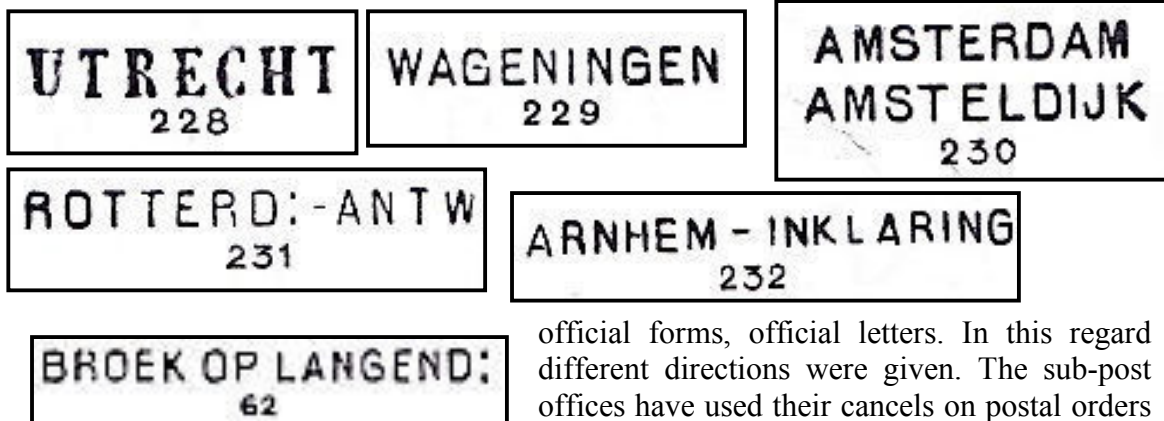
Also refer to Foreign and Field postage (Veldpost).

LETTER MAIL

Here we are not dealing with the sending of letters alone; in the postal instructions, trade samples, postcards, prepaid wrappers and printed matter were also covered.

Townname cancel. The townname cancels are the only administrative cancels which were supplied to all postoffices, and used in trains, trams and also ships. See cancels 228, (issued in 1858, 229 (1881), 230 (1882), 231 (1873), 232 (1905), as well as 62 and those listed under 'sub-post offices' with regard to their usage after 1883.

The town(name) cancels in the early years were printed as headings on letters, on some



official forms, official letters. In this regard different directions were given. The sub-post offices have used their cancels on postal orders and sometimes also on registered mail.

The three groups, in which the administrative cancels can be distinguished are: cancels used before mailing, during mailing and after arrival.

A. CANCELLATIONS BEFORE MAILING.

REGISTRATION.

The registration or recording of letters was known fairly early on. The sender received a receipt or record of receipt. Additionally, in a Crown Post Office a disclaimer slip required signature, which in the event of the letter being lost no claim would be sought. The registration gave therefore some additional security, though the States postal system incurred no risk. (Overvoorde page 119)

Distinctive marks. Prior to the annexation by France it appears that there was no registered cancellation marker used. However, there are known examples of registered letters from 1794-1809, in which distinguishing marks of crossed lines were applied.

Chargé Per 1st January 1811 the French regulations were enforced. For registered letters double payment was required, (Art. 8 instruction 22 Frimaire [3rd month of French Republic year VIII). Following art.144 of the General Instructions the cancel “Chargé” was to be put to the right side of the address.

Such a cancel was, as the result of a treaty with France, already supplied to the post offices as early as 1809, so that cancel 296 also would have been used by the French administration.

Chargé
296

Registered (Aangetekend) . The first mention of the cancel “aangeteekend” is made in circular 46 on 25th January 1815. Until about 1855 the cancels were in handwriting style.

Aangeteekend
233

The size of the letters of the cancellations was not the same in each case; See cancels 233,233a.

The double postage changed on 1st January 1846; following the Royal decree of 27th November 1845 No.58 a fixed registration charge of 10 cent was due. In Art.15 by law of 1850 the sender of a registered letter that went missing was indemnified for f 25 compensation; with the same law it was made possible to register letters with declared value.

Aangeteekend
233 a

Since about 1855 the handstamp “Registered” [aangeteekend] with border and printed letters was struck. During the years 1855 – 1890 for hand stamps such as 234 and 234a the corners of the rectangle were flattened, amounting to a length of the rectangle being circa 34mm; the height varied between 9 to 11mm and the height of the letters being from 2 to 4 mm.

AANGETEELKEND
234

AANGETEELKEND
234a

Moreover in 1855 – 1858 handstamps 235 without square corners were manufactured for the post offices of Dordrecht, Zwolle and ‘s Gravenhage, as well as the Scheveningen sub-post office. Possibly due to the difficulties with the English mails, only the sub post offices, which at that time appeared to act as border or exchange offices, additionally received such a “Aangetekend” hand stamp. These sub-postoffices were Aardenburg, Eijsden, Hardenberg, Nieuwe-Schans, Simpelveld, Susteren, and Wijlre.

AANGETEELKEND
235

Obliteration marker. With regard to the usage of the hand stamp “aangeteekend” as a obliteration marker from 15 January 1868 – 1 April 1869 refer to chapter two.

By Art. 13 of the postal laws of 1870 registering was permitted for printed matter and trade samples; following Art. 4 of the Royal decree of 30th November 1870 Sub. Sec. no.185, postal cards could also be registered.

In branch post offices the “**Aangetekend**” marker was also used.

In relation with the mandatory regulations in the Treaty of Paris of 1st June 1878, commencing on the 1st July 1882, a label with the letter “**R**” (= **Recommandé**) together with its number was started in the register. The “**Registered**” marker was only allowed for official mail and postal packages if needed (Instruction no.1176, 30th May 1882).

Around 1st January 1891 this directive for official mail was withdrawn. Gradually, as a whole the marker fell into disuse, and collectively the instructions were not mentioned anymore.

As a result of the mandatory “Reglement” of the Treaty of Rome in 1906 registration stickers with the printed name of the post office were supplied; Sub post offices which had eight letters or less the stickers had to be struck with the post office townname canceller. (Instruction no.25 of 1907).

In post offices as well as branch offices the townname was also used if the name on the label was missing.

Registration by Officials (Ambtshalve aantekening)

The General Instructions already had regulations for unregistered letters; they were noted as “**Recommandé d’office**”, if they were suspected of containing items of monetary value.

Following Art. 17 of the Act of 1850 and Art. 12 of the 1870 Act, the registration of letters and parcels were mandatory for items containing money, precious metals or valuables.

In case of any negligence occurring, the registering office would charge double the regular postal rate as well as five to a hundred (5 %) of the enclosed value. Under Art.13 of the Act of 1891 this was lowered to three times the registration rate plus the part of the missing regular postage; official registering was applied to unregistered mail suspected of containing money, bank or minted notes, precious metal or valuables.

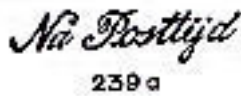
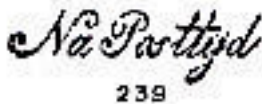
It is not known if before 1916, at any of the larger post offices, these special cancellations have been applied.

Official Registration. Through the *Rebuten Department* at the Executive Committee (Hoofdbestuur) in 1867 cancel 236, “**Ambtshalve Aangetekend**” was bought into use at the *Supplies Department (Bureau Materieel)* in 1872. From 1st December 1876 in compliance with circular 1013 dated 17th November 1876, official registration was extended to official services letters (dienstbrieven) between authorities and Government offices, which could be exchanged free of postage. No special markers were used.



Treatment of mail received after closing time.

With circular 124 of 21 August 1818 the words “**na posttijd**”, [after mailing time], was to be written on all letters found in the mailbox after the last pick-up of the mail in those boxes. In Almelo, Amsterdam, Arnhem and Leiden, prior to the issuance of date cancels a ‘Roman’ hand stamp “**Na posttijd**”. was used; in Amsterdam in 1820 and even in 1852. Cancels 237, 238.



Hand stamps 239, 239a. In 1829 at the same time the post offices received similar “*Na posttijd*” hand stamps printed in type letters. These models were used for a very long time by various post offices, and in Edam still in 1879; the height of each of the two letters “T” being 5 or 7 mm.

Following circular 217 of 26th January 1829, letters, whether dropped off at the post office after the last delivery, or lifted from the post box that could only be sent with the first post the following day, though still having received the same day cancel of that posted, however it was required to be marked “**na posttijd**” under the date cancel. Cancellations of the “**na posttijd**” mail could be withheld if the post left at night or early morning was still being picked up that night. Should the mail from the postbox of the previous night be collected first thing in the morning, then the letter struck with the date cancel of that day would not be permitted to receive the “**na posttijd**” mark.

In March 1851 at Boxmeer a cancel was introduced with a border, (boxed). Similar cancels, No.240, were gradually introduced and were still in use in numerous post offices right up to 1915. Following Art. 391 of the Combined (Verzamelde) Instructions, part 1A, Inland Postal Service, from 1909 some post offices had to enforce the use of, “**Na posttijd**”, being struck, as the time shown in the date stamp could cause confusion, in as much that it might appear that the item could have been collected in an earlier despatch.

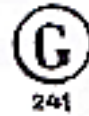


Collections (Buslichting).

Collecting-cancel For the rural mail of Limburg, mentioned in chapter one, the Belgium administration undertook it themselves to administer cancels to show if the post box collection was done properly, Already following the, “*Règlement pour le service rural*”, in every town where no post office existed, a mail box was placed. The rural postmen for each collection had to use the appropriate postal marker left in the box on the form in the mailbox and also mark the collected mail at the top right hand corner.

Letters posted in this manner bearing this strike (type 241) can to be found. A similar strike is to be seen on a letter dated 1857 from Baexem to Roermond and on one from 1859 on a letter sent from Susteren to Rotterdam.

A strike of a later date used on letters collected from a post box is referred to further on under the heading of Post boxes.



Insufficient postage.

Instructions for post offices in respect of the issue of postage stamps, and accounted for in Circ.447 of 24 November 1851, contains the instructions for the postage stamps required for both inland and foreign letters. When insufficient postage was applied, the franco-date cancelling strike was still to be used. However, the printed word “**franco**” was to be struck through with a pen and next to the cancelled stamps the word, “**ontoereikend**” [insufficient] was to be written.

The same was required in the case of letters with previously cancelled stamps for delivery to a new destination, and for which a higher postage rate was required than that shown with the existing postage. The word “**franco**” in such cases was not required to be struck through.

Insufficient. A cancel “**ontoereikend**” was sent to the post offices, where they felt they were needed. Gradually all post offices and the railway post offices received these cancels and they were still in use in 1915. The cancel was struck on all insufficiently franked items; and also for mail dropped off in post boxes, and for which obviously express delivery was desired, but for which the postage which had not been paid in full. Types 242, 242a, 243.

ontoereikend
242

ontoereikend
242 a

ONTOEREIKEND
243

Until 1866 hand written “**ontoereikend**” cancels were supplied.

Previously Used Postage Stamps.

At the introduction of the use of postage stamps in Art. 50 of the Instructions for the Post Offices and Art. 35 of the Instructions for sub-Post Offices, it was mandated that postage stamp that had any identifying marks of previous usage, or if an attempt had been made to invisibly validate the stamp again, a black ink cross had to be drawn in such a manner, that the ends of the cross extended onto the envelope and that next to it the words “**reeds gebruikt**” [previously used], was written.

Reeds gebruikt (Already used). Only Amsterdam is seen to have received such a marker; this marker, type 244, being supplied in 1858.

reeds gebruikt
244

Mailbox

With the introduction of postage stamps of 1 and 2 cents on 1st January 1869, the franked printed matter mail was not to be dropped off in the mail boxes destined for letters exclusively, but only in the separately provided and prescribed post offices boxes, or for the sub-post offices and delivery houses in the designated boxes and for the rural offices in the wooden boxes provided, which were emptied by mail collectors, “bestelhuis houders”, postal carriers or deliverymen. (Circ. 737 of 12 December 1868).

Initially, a second post box was installed in post offices, exclusively for printed matter, but later on larger post boxes with a second slot for printed matter were used. The smaller cast iron post boxes were also made for this purpose. From 1870 the wooden boxes were replaced by the cast iron ones, (Annual Report 1879).

Rotterdam Brievenbus. In July 1865 Rotterdam already had marker type 245. As per circular 735 of 19th May 1869, it was mandatory that printed matter found in post boxes designated for letters only, had to receive a hand written note “**Brievenbus**” [Letter box], and that they should be franked as regular mail.

ROTTERDAM
[BRIEVENBUS]
245

Brieven-bus. [Letter Box] Those Post Offices who wanted it, could also receive a “**Brieven-bus**” marker.

BRIEVEN-BUS
246

In June 1869 the cancels, type 246, were sent to the post offices of Amsterdam, 's Gravenhage, Groningen, Haarlem, Rotterdam and Utrecht, and in 1873 to Breda. 's Gravenhage in 1906, received cancel 246a. Eindhoven and Tiel used this model also. Most of the post offices did not receive this type of marker.

When the post boxes with an opening for printed matter came into use, the marker was struck on officially (ambtshalve) registered and express mails, which had been placed in the letter part of the post boxes.

BRIEVENBUS
246a

EXPRESS-DELIVERY.

By the Lisbon Act of 21st March 1885, as a compliment to the regulations of the Postal Agreement of Paris of 1st June 1878, in Art. VI, the following paragraph was added. 5bis, “*The express-mail is to be recognised by a hand cancel being struck in bold lettering with the word “**Expres**”. The Administrations delegates are authorized to replace this cancel with a colored sticker or with the written word, in colored crayon and underlined.*”

Express. For mail within this country (The Netherlands (HK)) both the stickers and hand notes were used. Few post offices had a canceller sent to them; in the official instructions there was no mention of the hand canceler. According to *Schreuders* No .621 model 247 was used in 1890.

EXPRESSE.
247

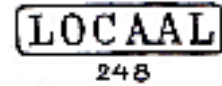
EXPRESSE

247a

In 1893 Amsterdam received the model 247a with a border; 's Gravenhage used a larger model 247a in 1904.

B. CANCELLING DURING TRANSPORTATION OF MAIL

Local. Cancel 248 used in 1909 and brought into use with the introduction of No.46 V.V. [Instruction] of 15th November 1909: *"The letters and post cards, which are cancelled on the trains and trams, are to be canceled with a "Locaal" cancel, if, between the place of mail pick up and its destination, the local postage rate applies."*



C. CANCELLING ON MAILS AFTER DESPATCH TO THE INDICATED PLACE OF DESTINATION.

DÉBOURSÉS [DISBURSEMENTS]

The General Instructions give all the different instances, in which the post office may find itself, concerning the handling of unfranked mails which cannot be collected, in the section **"Déboursés"** (disbursement of letters) and **"Rebuts"** (undeliverable) handled in artcls. 391- 421, 422 - 446).

All disbursements are checked for postage, whether for incorrect addresses which were to be seen to, or a wrongly addressed, or unknown persons or known persons who may have moved, or letters that were charged too much postage or postage free mail. The letters were then seen to receive a **déboursé** cancel, [disbursement], until substantiated that a refund was justified on postage and was sent to the office of disbursement. Care was taken so that the addressees would be contacted to receive the correctly amended valuation. In 1815 the office of disbursements was dispensed with and the activity given over to the controllers.

PostmarkS.

Déb. 119. model 249. Others: Déb. 118. Amsterdam

Gorcum Déb. 118 Utrecht, Deb.119 Dordrecht,

Déb. 121 Wageningen, Déb. 122 Dokkum,

Déb. 125 Middelbourg, Déb.126 Heusden,

Déb. 126 Nimegue. Some cancels were used for a long time , that of Gorcum is from 1842.

Déb. Deventer. Model 250. With the cancels Déb. Berg-Op-Zoom (used in 1819) and Déb. Delft the number was disposed with by that department.



Déb. Maestricht. Model 251, used in 1824.

DEB. MAESTRICHT
251

Déboursé Brielle. After 1836 cancels (model 252) with Deboursé or Déboursé were sent out. With “Deboursé”: Bergen-Op-Zoom, Brielle, Maassluis, with “Déboursé”: Amersfoort, Den Helder, Hulst, Leiden, Rotterdam, Sittart, Sluis, Vaals, Valkenburg, and Vlissingen.

DEBOURSE
BERGEN-OP-ZOOM
252.

POSTAGE WRITTEN OFF

Beginning 1st May 1845 the position of Controller was dispensed with. This activity was taken on by the Post Directors, they, together with changes in recording in the account registers. The naming “deboursés” were done away with and the “déboursé cancels” were replaced with a “afgeschreven” (written-off) cancel; the oldest known examples are from 1849.

Afgeschreven. Cancel 253 was used in 1851, 253a was issued in 1861, 253b in 1876.



Because the “afgeschreven” [written-off] cancel was used in all post offices, and still are being used in this century [20th], in a lot of cases over the years many the offices received multiple cancels resulting in many differences in the height of the letters and forms of fonts. The basic model remained the same and the



letters remained chiefly in an old roman font. If the name of a post office was altered or received a change of spelling due to external influences, a new “afgeschreven” canceller was issued taking account of these changes. In 1870 cancels with Bommel and Zalt-Bommel were issued, in 1883 Hardingsveld and in 1889 Hardinxveld.



The two sub post offices of Apeldoorn-Loo and Baarn-Soestdijk, opened during the residency of the Royal Family, used

cancel 254 in 1879 and 1886. Similar cancels of the model were also used by sub-post offices in camps, [field post offices], and the sub-post offices of Rotterdam Charlois and Rotterdam Katendrecht, with the print in the lower section: Kamp Bij Zeist (1891), Kamp Bij Laren N.H. (1892), Kamp bij Rijen (1892), Rotterdam 7 (1897) and Rotterdam 8 (1897).



Rotterdam Central Station received a similar cancel in 1908 with Rotterdam-C.S.-P.P. This station already had received a larger version in 1903, model 255 and 's Gravenhage Station had received a similar cancel in 1904.

After the introduction of the changes mandated in the 1870 instructions the cancel had to be used in the following cases if postage could not be collected and had to be written off: such as those items bearing insufficient postage or for official mail for which postage was due, or when the recipient refused payment; also when *poste-restante* letters with postage due were refused, or when those letters were not picked up after 6 weeks.

The aforementioned stations probably used the cancel “*afgeschreven*”, [written off], in the case when a parcel for one reason or another was returned to the sender before being delivered, or in cases where only part of the route was completed, or the packaging was inadequate, contained illegal enclosures or for other reasons, and was returned to the sender. The costs of the already postage or duties were then repaid.

Cancel 256. Since 1912 the different offices using this cancel were among others: St. Anna-Parochie, Beek bij Nijmegen, Gulpen, Hengelo (Gld.), Hengelo (Ov.); the Hoofddorp Haarlemmermeer office received in that year cancel 257 of the older model, in which part of the name appeared in the middle of the cancel.



256



257

Void

With article 9 of no.1131 Instruction of 1881, which was mentioned in chapter I, under: Postage stamps, mention is already made, and defined, that the postage stamps on items, sent to another address or returned to the sender, were required to be struck through with a diagonal ink stripe, with next to it, the word “*nietig*” [void] applied. The Collected Instructions of 1903 and 1909 also contain similar instructions; in 1909 it was obligatory that the cancel. “*afgeschreven*” was to be put on the reverse side of items.

Amsterdam Nietig. Marker 258 is to be seen on a 1912 postage stamp, that mistakenly was put on on a postage free item; the cancel “*afgeschreven*” was not used.



258



259

In June 1912
Amsterdam received type 259.

At the beginning of
1913 the post offices
at Amsterdam,
Arnhem, 's

Gravenhage, Groningen, Haarlem, Rotterdam and
Utrecht received cancel 260.



260

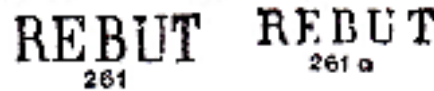
Rebuten. [Undeliverables]

Under the *rebuten*, according to Art. 422 of the General Instructions, belonged the following: Letters refused by the intended receiver or not picked up; letters which were readdressed to: known but absent persons, their new address was unknown, or the deceased next of kin was unknown or where next of kin would not collect the letters; unclaimed *poste-restante* letters; on mail sent using the name of a postal official, or letters sent to a fictitious address, or fraudulent letters.

The unclaimed *rebuten*, after three months, were to be sent to Paris, and after the Netherlands regained its independence to the general bureau of *rebuten* in 's Gravenhage, [Dead letter office]

Rebuten. Based on the French cancel books, France made use of the “Rebuts” canceller, followed with or without “Ds” (*derniers*) [last notice]. Probably our country in 1809 as a result of the postal agreements with France, also used “*Rebut*” cancels.

Types 261 and 261a are issued in 1836 and 1840 respectively; in all cancellation books up to 1900, cancels are shown only with the singular word, “*Rebut*”, without a border.



In 1901 and later years the cancels 262 “*Rebut*” were sent out with a frame. [Boxed] This type was used before, because it had been seen on postage stamps issued in 1867.

The “*Rebut*” cancel, following the issue of Collected Directions (Verzameling van Voorschriften) of 1909 was in use in all post offices, though in contrast from an earlier time an item, where the acceptance by the addressee was refused, is not necessary a *rebut*.

In compliance with the regulations in Art. 591 § 2, 595 § 1 and 597 § 2 the Extant Directions (Verzamelde Voorschriften) of 1903 falling under *rebuts*: undeliverable items, in which the sender is unknown, or the acceptance by the sender is refused; post cards without an address, in so far as the addressee could not be reached, and undeliverable items with no reference from whence they came, and in which the imprint of the date stamp from a train, tram or ship was unclear.

Reclaimed Rebut. Circ.135 determined that the general bureau for *Rebuts* as from the 1st May 1819, letters which were reclaimed, were struck with the cancel “*Gereclameerd Rebut*” [Reclaimed Rebut]. Cancel 263 is an in 1868 made marker, still in use in 1892.



Date cancel. Likewise, in that same bureau in 1868 the date cancel 264 was brought into use and found on items of 1892. The cancel was struck, as well on refused items, whether it was reclaimed, or on undeliverable items, or mails despatched after improving the address



to the addressee, or concerning further enquiries.

In 1912 the dated marker 265 as well as marker 266, "*opgevraagd*", [enquiry], were used.



Delivery

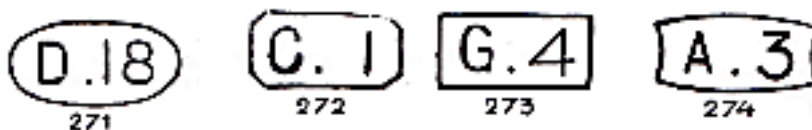
Number Cancel. As a means of control for deliveries, the post offices, in the second half of the previous century, [19th], eventually introduced cancels that were all numbered, in which the postman struck a cancel on the delivered item on the back in black ink.

In Amsterdam model 267 was in use in 1855, and model 268 a few years later. In Haarlem the cancels H 5 – H 10 with model 269 was mandatory. The model 270 was



struck in 's Gravenhage during the years 1861 – 1867. *Schreuders* mentions cancels which were used in both Kampen and Roermond in 1867.

From 1867 on only numbered cancels were used with a specific number (matching the postman's badge number, which was worn on his uniform as well later on), which also showed the time of delivery, indicated by an interchangeable letter. They came in four models. In December 1867 Amsterdam received models 271 with the letter characters A – I, 's Gravenhage 272 with A – G and Rotterdam 273 with A – G. Utrecht in May 1868 received models 274 with letters A – G.



When Circ. 863 of 3 September 1872, the first circular in which the cancel in tandem with the

delivery came out, another three post offices had received these new hand cancels, being Dordrecht model 272, Leiden model 273 and Schiedam model 274. It took quite a long time for all post offices to receive them; Apeldoorn for instance only having received them in 1880.

After 1906 mostly the models 272 were supplied, following the Announcement # . 27824 dated 15 November 1906, it being thought desirable to supply all post offices with the same type of delivery canceller. As soon as the old cancelers were used up all post offices received, upon request for replacements, octagonal cancels.

Post cards were initially stamped on the reverse side, in Amsterdam, still in 1873.

Rotterdam canceled already in 1872 on the address side and by 1872 or 1873 this was customary in other post offices as well.

In the afore mentioned circular it was pointed out for an item which had already been despatched once and given to another postman, that the cancel of the second mailman was to be struck as well. On 1st May 1875, contained in Circ. 954, came the mandatory instructions to postmen on how to handle undeliverable letters. The following rules had to be followed:

Art. 14. *"The letters which are undeliverable in one route(wijk), are, after having been signed off with the word **onbekend**, (unknown), are to be forwarded by hand to the longest serving postman in the following mailroute and so forth from route to route: with the understanding that no letter should take any longer then having been checked out by two postmen of the same route."*

Through the general urbanisation of the major cities, eventually in those places undeliverable items became unsightly due to the high number of cancellations. Ultimately in the larger post offices printed lists were used, which were stuck on the back side of the letter; cancels were required to be struck next to and after the numbers of the districts.

In 1912 Rotterdam for example used cards with the heading, **"Onbekend"** [Unknown] and underneath 1st Wijk (route) , 2nd Wijk...up to 20th Wijken, and from Utrecht in 1913 used lists with, **"Onbekend te Utrecht" 1e wijk...** up to, **"8e wijk"** (Unknown in Utrecht, 1st route up to 8th route), with an additional eight further unnumbered routes.

Obliteration Markers. The cancels 271 – 274 (see previous page) likewise were used to cancel postage stamps, which were not canceled in either the place of departure or arrival. These cancels were also used on postage due stamps.

Items for postoffice box holders .

Based on Circ.6 to 7th February 1814, the public were already able to pick up their letters (after payment for this service) , under the name of a **"droit de boîte"** [P.O.box]. Starting 1 July 1890 the opportunity arose whereby they could pick up, not only letters but also other items delivered to a postoffice. (Art. 5 of the Royal assent of 2nd May 1890, No. 72; Art. 2 of No. 12 of the statute, of 27th May 1890.)

Delivery. For larger post offices for mail of P.O. box holders, when after the closing of the post office, delivery could still be made to them or put into the mail circulation a cancel **"Bestellen"** [Delivered] was struck. The large format 275 was brought into use in Amsterdam in 1895. Rotterdam used the smaller format 275a in 1909.

BESTELLEN
275 (41 mm)

BESTELLEN
275 a (32 mm)

Delivery A. Amsterdam have from about 1912 also made use of model 276, where in addition to Bestellen a letter A,B,C,D,E, or F was struck. In December 1914 these cancellers were replaced by models having a border, 277: BESTELLEN A thru BESTELLEN F

BESTELLEN A
276

BESTELLEN C
277

Recording of cause of undeliverable or returned mail. Etc.

Following the Collected Instructions of 1903 and 1909 pertaining to undeliverable mail and unaccepted items they were to be handled as follows.

The office, where these postal items were handed in, sent these, where no address was given or only a street, canal, road and so on, and where these place were not known, immediately to the Hoofdbestuur (Executive Board?) if the sender was unknown. The receiving office handled such mail in an equal manner, such as there being no such address in the place sent to and the sender was unknown. At the Hoofdbestuur office was a list of streets and so forth from most of the various towns in the Netherlands, so that in many a case the correct place to be sent could be traced.

Apart from the undeliverable items, originating from inland post, as well as those that came through the sorting offices as unknown or unaccepted from foreign sources were received, together with those generally unaccepted items of those uncollected after the six week period for poste-restante, were returned to the place from which they were mailed. If postal charges were owed on these items, then return would only happen upon renewed payment with postage stamps prior to the item being returned.

Should the sender be unknown or refused to accept a returned item, then again the item was sent on to the Hoofdbestuur. [Dead letter office.]

Twice per month a list was compiled and posted in the waiting room in each post office, with those items that through that office and the sub-offices under them, had unknown addresses or were otherwise undeliverable. The lists were hung for three months.

Those undeliverable items that were sent on to the Hoofdbestuur were also kept for three months: At the end of these periods the items that had not been requested were then destroyed, with the exception of any complimentary items of value or papers. These remained there for another three years for the rightful owner before being disposed of. The mail with money and valuable items enclosed followed the instructions held under Art. 22 of the 1891 statute, and were sent to the Royal Exchequer.

Following the 1877 directions regarding international mail being generally accepted, gradually the cancels also became the norm for use within the country, in which the reasons for undeliverable mail was dealt with of for the reasons for returning items..

Not only metal based cancels were used but also rubber ones, and so that for one office often differing cancels were used.

Among these types of cancels are: **Onbekend**;[Unknown] **Onbekend te 's Gravenhage**;[Unknown at 's Gravenhage] **Te Rotterdam Onbekend**; [Unkown at Rotterdam] **Adres niet te Amsterdam**; [Address not in Amsterdam]; **Onderzoek b/d burg stand den Haag vruchteloos**;[Enquiries made to the den Haag registry office fruitless] **Wegens onvolledig adres onbestelbaar**; [Due to incomplete address undeliverable] **Niet afgehaald op de beurs**;[Not collected from the exchange] **Retour**;[Returned]; **Retour om nader adres**;[Returned for new address] **Geweigerd, terug naar**; [Refused, returned to];**Terug naar**, [Returned to],or, **Terug afzender** [Returned to sender]; with or without a border; See cancels 278-283.

TE ROTTERDAM
ONBEKEND
278

Onderz b/d Burg. stand
den Haag Vruuchteloos
279



terug
naar
281

TERUG AFZENDER
282

TERUG AFZENDER
283

Also cancels with two lines were used such as 361 and 362: **Onbekend / Inconnu**, [Unknown] **Niet afgehaald / Non réclamé**, [Unclaimed].

Onbekend
Inconnu
361

NIET AFGEHAALD
NON RECLAMÉ
362

Furthermore, there were two more cancels that were in general use. By no.13 of the instructions of the 20th April 1914 required, that those letters and postcards coming under the undeliverable classification, should accordingly, in the bottom left hand corner, (on the reverse side for letters and the address side on postcards), have the note, “**afzender onbekend**” [sender unknown] or “**door afzender geweigerd**” [refused by sender]. Post Offices up to and including 4th class offices were therefore furnished with these type of cancels.

If due to an accident mail was damaged, or delivered late this had to be noted. Among these cancels are 284; **Beschd. Ramp S.S. Berlin** [Damgd. S.S. Berlin Disaster] and the cancels, **Beschadigd door ramp Harwich boot**, [Damaged through Harwich ferry disaster], (on two lines), and **Beschadigd door brand a.b. S.S. Rotterdam**, [Damaged by fire on board S.S Rotterdam], (on three lines).

BESCH. RAMP S.S. BERLIN.
284

Head of the Mailmen

From about 1877 on head mailmen used cancels which only had numbers. Amsterdam for example received their model no. 285 canceller in that year, (in later struck cancels, 6 and 9, a full stop can be seen after the numeral), in 1900 no.287, and 1904 no.288. Number 289 is a The Hague cancel from the year 1908.

The cancel was used to check on the head postman in his handling of the general execution of the duties of postmen and the other duties that came with it. The cancel could be used for instance for an incomplete address when being completed, or an item requiring further information being sent on to another address, and in the case of a deceased person or other reasons of an undeliverable item being returned to the sender.

1
285

16
287

17
288

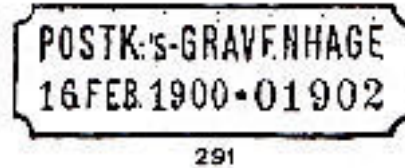
1
289

Other Postal Departments

Money orders (Postwissels). Cancel 290 was used at the Hoofdbestuur (Executive Paord?) in 1871.



Postal receipts (Postquittantien). These items were cancelled in various offices with model 291. My oldest example is dated 13th January 1900.



Parcel post. In 1905 for the service in Arnhem large round cancels 120 were struck, in which railway type characters were used. On invoices for monies due and C.O.D. amounts, the cancels Arnhem - Inklaring, **I**, **II**, **III**, and **IV**, were being used. Model 194 is copied from the postmark book.



Royal Savings Bank and Insurance laws (Rijkpostspaarbank en Verzekeringswetten). For these services only the already mentioned cancels were used.

CHAPTER SIX.

Foreign (until 1875)

SEPARATE REGULATIONS

United Dutch Republic (to 1795)

At the time of the Republic, various connections had been maintained with foreign countries, such as with Hamburg which had been in place since 1580 it being one of the earliest. For these connections in some towns special exchange offices were set up. Mention was made of the Amsterdam office previously in this publication. Reciprocal arrangements were made with foreign countries and the Republic; some foreign countries actually established their offices in our country.

The more prominent of these connections will be discussed, as there was the possibility in these early days to have cancellations done in our country of which there is nothing known. Moreover, we shall presently be introduced to the instructions with respect to cancellations by the States Mail (Rijkspost) letters for our country. With regard to special cancellations refer to Overvoorde (pages 146-288), on which the following is based.

The connections are based on having contracts, in which it was generally accepted that pre-payment was mandatory. The departure office was contracted to frank the letter to a particular place and for incoming letters the postage to that place, the so called *added postage*, had to be reimbursed the office from which the letters originated.

States Mail (Rijkspost) . An important place was taken by the *Rijkspost* [States Mail]; it lent its name from the Royal family of **Thurn en Taxis** which had control over it. It was therefore also referred to as the **Taxische mail**. They operated in the Austrian Netherlands and Southern Germany, and later also in parts of Northern Germany. In 1745 they entered Holland with a daily ride, connecting to the Munster to Maaseik route and from there on to Eindhoven and den Bosch, and from there through the Meierie via Gorcum to Utrecht and to Amsterdam. They set up their own offices in Gorcum and also close to Utrecht.

The States Mail did not like this foreign intrusion and canceled the contract. After the States Mail had broken this connection in 1761 in Antwerp and in which it mandated that Holland and the States mail would be exchanged in Achelen and that the States Mail would be diverted through Eindhoven when the Dutch postillion was not arriving on time.

The letters would be canceled by the States mail to establish the place of reparture and so be able figure out the correct postage. In reality the States Mail was not managed well leading to some strange postage rates. For incoming letters Holland had to pay the postage to Cologne. "*Franco Keulen*" which was crossed off and instead "*franco Coblentz*" was used, so that Dutch offices could be charged higher postage fees. New negotiations led to the regulation that the cancels would be a number.

In 1798 the main post office of Maaseik was replaced by that of Düsseldorf and the route diverted to Arnhem from Utrecht.

Prussia. With Prussia there was a connection via Arnhem-Emmerik and Nijmegen-Kleef. By the agreement of 3rd June 1775 bundles could be made up for mails direct from Holland for Emmerik, Kleef, Wesel and Duisburg, where the letters for further destinations would be sorted. The Prussian ride from Arnhem to Utrecht was contracted to and handled by Holland.

The exchange for Prussian post first took place in Arnhem, but was in 1776 placed in the hands of Westervoort in order to deal with the mishandling of letters through the Arnhem postillions.

The dispatch over Arnhem in time was to become the norm. In the agreement of 1775 no mention is made of dispatch through Nijmegen and Kleef. With the eventual demise of the Nijmegen postillions, on 16th February 1793 the Prussians closed that link between the towns and agreed that post sacks from Kleef, Duisburg and “de Mark” be sent daily to Utrecht instead.

Hamburg. In 1695 the established Hamburger Rit went through Amersfoort, Zwolle and Hardenberg to Lingen, having been granted permission from the Lingen earldom. This ride to Lingen was handled through the Amsterdam office, from there the correspondence was also sent to Hannover, Brunswick, East Friesland, Oldenburg, areas north of Hamburg, Denmark and Sweden.

It had such a paramount part to play in the transition of mail between England and the North, that the States mail and the Prussian post office, since the Treaty of Wesel in 1723, joined forces to combat it. There was a Dutch office set up in Lingen, which for a period of time belonged to the Prince of Orange. In the negotiated Treaty of 1777 Holland remained in control of the Lingen Postal Station and the administration of the Hamburger Rit.

In February 1795 the route through Lingen was blocked as a result of the war and was closed and the mail had to be sent weekly with a fishing boat to Hamburg.

France. Following a binding contract in 18 November 1740 between France and Taxis the French mail was sent via Antwerp and Moerdijk to Kuipersveer on the island of Beijerland. The States postal system tried urgently to scale this route back to Rucphen, but no agreement was made, because Taxis threatened to hold up the mails and confiscate the letters from Spain and Portugal.

The most important office for this correspondence from our point of view was the Antwerp office in Amsterdam, that besides the Flemish provinces also covered Brabant and the provinces further east in the Netherlands, France, Spain and Portugal. It maintained the routes through Leimuiden, Alphen, Boskoop, Kralingsche Veer, and IJsselmonde-Kuipersveer.

England. As for the English mail, this was pursued both by the Rotterdam and Amsterdam offices, ending up in 1668 through Amsterdam. The transporting took place with the mail boat between Harwich and Brielle, (and since 1702 Hellevoetsluis). Under the States Mail system the dispatch in both directions came under the responsibility of the

postal clerk at Brielle. The route from the English office went from Amsterdam over Leimuiden, Leiden, Delft, Maassluis, Rozenburg, and Brielle to Hellevoetsluis.

The Hamburg and English mail routes correspondence was mostly handled by Holland and also mail for Brabant, France and the States Post and furthermore Gelderland. The remaining provinces were then very much dependent on Holland for handling their foreign correspondence.

East-Indies. The letters for the East-Indies were forwarded with the Merchant Marine ships. In 1788 the Dutch East India Company got the rights to transport letters for which an agreement was made, in which the transportation was made in their own mail boats. See *Korteweg* about this, “**De V.O.C. –stempels**” [The V.O.C. cancels], in which article the inland East India dispatches are handled, and the following text is adopted with regard to the forwarding of letters from and to the D.E.I.s and the Cape of Good Hope. The letters were not permitted to be franked. The cost of sending a letter followed a particular calculated format and on which appeared one or more cancellations.

This took place at home and through which previously employed personnel were utilized from the Chambers [of commerce] in Amsterdam, Middleburg, Rotterdam, Delft, Hoorn and Enkhuizen, to where the letters were sent, and then to the Chamber which had the first available ship.

The calculation took place in accordance with nine classes of tariffs, according to the formula in steps of 6 to 12 stuivers, and of one, two, three, four, five, six and seven guilders. The postage for letters or parcels of a greater weight was at the discretion of the Company.

Cancellation of the letters followed the 9 weight steps, use being made of four cancels with the value from 6 stuivers, one guilder, two guilders and three guilders; the postage for letters from the 2nd, 6th, 7th, 8th and 9th weight step was shown through a single or double cancellations being struck or multiples thereof.

V.O.C. Cancel 292. The cancels were formed through a circle, where within the monogram of the Company as well the denomination was shown.

In the afore mentioned article the different details about the 6 stuiver cancels are discussed, as well as the difference with a new 1794 type of cancel.



West Indies. The correspondence with the West Indies took place through the Company's agent in Surinam, which for the dispatch of their own mail between Texel and Amsterdam had contracted with the Texel Mail. Later though many of the ships sailed into Hellevoetsluis.

Hailing Service. In 1716, by mutual consent, the East India Company contracted with the Texel post. The dispatch between the ships and the shore were taken care of by the postal skippers on Texel, which hailed the ships. Under the States postal system the postal skippers between Texel and Den Helder, who came under the authority of the postal clerk of Den Helder received instructions to hail (board) all ships, passing on sea tides information, and also to collect and dispatch all mail on board.

In 1778 the service on Vlieland was opened, for which a postal clerk was appointed. The instructions for Vlieland were basically the same as for Texel.

In Rotterdam around 1663 a coast guard service with information about the tides was set up, because the ships at Brielle sometimes had to wait for up to 24 hour for the right tide. In 1715 the postmaster received a vessel on the Maas in which he could call on ships. The called upon ships received information and dropped of letters which were brought on shore as far as possible in the sloop, and then handed to a man wading out to the sloop on horse back.

1795 – 1813/4

About this era the following is known.

East-Indies. In Amsterdam in 1802 and still in 1805 use was made of V.O.C. cancels; however the East India Company had ceased to exist. (See afore-mentioned article.) but the name stayed on. With the States edict of 1798 the Company's name together with all profits and liabilities were taken over by the Government.

France. In France a postal treaty was agreed in Paris on the 8th October 1808 which took effect on the 1st August 1809. The Holland exchange office or border offices were located in Breda, Nijmegen, Eindhoven and Middleburg, and the French ones at Antwerp, Kleef, Hammont, and Flushing.

Letters, parcels and trade samples could be forwarded with or without postage. In Holland as well as France postage was calculated according to their rates in each country for distances involved for inland correspondence. Following Article 1 of the instructions of 1807 in Holland were rates for six ranges, dependent on distances.

These tariffs were also applied to calculate the cost of prepaid postage for each country and mutually agreed reimbursement made for each postage paid item, but for the delivery of the unpaid mail, which was the lions share, a simplified rule was applied, dividing Holland into three and France into five regions, the same reimbursement was made for each equivalent region for incoming post per 30 grams of weight.

Registering of letters and parcels without the amount of money listed was charged double payment. Newspapers, journals, catalogues and prospectuses were subject to a mandatory postage to their destination; their postage was not calculated by distance, but by the page, half page or quarter page.

Cancellations. On all items the cancel had to show the name of the post office of departure, for the postage paid a cancellation **P.P.** = *Port Payé* and for registered mail a cancellation of **Chargé**. In order to establish the payment due for the unfranked mail, mail coming from Holland, cancels were used such as **C.H.1.R** = *correspondence hollandaise du premier rayon*, **C.H.2 R**, or **C.H.3 R**.; in France similarly to the Dutch post system one saw the cancellation **C.F.1R**. = *correspondence française du premier rayon*, **C.F.2R**., **C.F.3R**., **C.F.4 R**., or **C.F.5 R**. These cancels were postage paid cancellations.

For correspondence from the colonies and abroad there were other special forwarding rates not related to the regional concessions, so that they did not bear these cancellations.

Typess 293 -296.

AMSTERDAM
293

C.H.3^E.R. P.P.
294 295

From the post
offices and the
border offices

Charge'
296

in these places it can be seen that they adopted the following instructions. Each post office received their name canceller, a regional canceller, and the *P.P., Chargé, Rebut* (for the refused mail), cancellers and, for the items that came from the sub post offices they could also use cancels with the name of the sub

post offices. Only the sub post offices of Dirksland and Harderwijk were permitted to use their own canceler. The border post offices received a complete set of regional cancels. There was no guidance given as to which color ink to use.

In all there were some 114 different cancels supplied and manufactured through the canceller maker Masson of Paris. The resulting image made from the struck print was done in red ink as Masson's proof print. The list of the 114 post offices is confirmed in a letter from Masson: dated 3rd Feb. 1809, la M, in portfolio 117, in the State Archive.

The post office name cancellers and those of the two sub post offices Dirksland and Harderwijk were in use from the 1st August 1809 were possibly used for inland mail, and incorporated into the Holland Kingdom cancels lists.

I have seen the following on envelopes/covers: *Boisleduc* and *C.H. 1er. R.*, as well as

Amsterdam and *C.H. 3e. R.*; the French cancel **92 Flessingue**, a model 18 and *C.F. I. R.* (Cancel 297) are seen on covers from and to Vlissingen and forwarded on to Amsterdam. The French border post offices have marked on Dutch correspondence a three line strike,

C.F.I.R.
297

indicating that the item from a Dutch office was received for further transmission. In the, "*Catalogue des estampilles et obliterations postales de France et des colonies françaises*" of 1929, on page 384 are mentioned the cancellations, *Hollande Par Flessingue* and *Zélande par Flessingue*, both of which have been used in Flushing. On the cover of the afore mentioned letter from Flushing there is no cancellation *Frankrijk Over Middleburg*; It is possible that not all the Dutch border post offices were furnished with similar cancels.

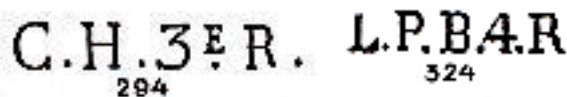
On 1st January 1801 the Treaty lost its power when our country came postally under the French administration. Not only were the regional cancels dispensed with, but also the name cancels, whilst following the *Instruction Générale* of Napoleon, name-cancels with a numeral of the postal department had to be used. Regarding the *P.P., Chargé* and *Rebut* cancellers on the other hand could still be used during this time; see French correspondence and Administrative cancellations.

Royal Mail (Rijkspost) . In 1801 a Postal Treaty between France and Thurn and Taxis was signed, which after 1st January 1811 had an influence on the Royal Mail relationship and our own. Herewith some information, taken from an article from the chief archivist *Dr. Freijtag* of *Regensburg*, entitled, "*Das Aufkommen der Aufgabestempel und die Postconvention Zwischen Thurn und Taxis und Frankreich vom 14 December 1801*" [The appearance of the identification cancellation and the postal

convention between Thurn and Taxis and France from 14th December 1801,] which appeared in the “*Archiv für Post und Telegrafie*”, No.2 Berlin February 1926. By that postal convention, ratified on the 31st December 1802, France and the German Empire were divided into 5 and 4 regions respectively. The letters had to be cancelled in the country from which they were sent with: *R no.* [Rayon/Region] together with the number of the region, (the French cancellers are shown on page 427 with an example of cancel **C.F.R. No.5**).

In the article further mention is made of a book entitled, “*Das Postwesen in Deutschland wie es war, ist und seyn Könnte*”, [The mail of Germany, how it was, is and could be”] and from the *States and Klüber Cabinet Office*, published in 1811 by *Johann Jacob Palm* in Erlingen. Dr. Freijtag wrote, [“*At the convention of 1801, Klüber and Schlusse at the Treaty agreed to the same, yet took until 1811 to observe them. From the 1st of January 1811 the origins of the destination, also for Dutch payments, and the mails from these agreed countries to Austrian regions, including the states of Bavaria and Württemberg, under the existing agreement would transit through Paris.*”]

Although no further instructions for the service was given, I would think that those regional cancellations 294 and 324 would only be applied to unfranked items and served as postal remuneration cancels. There is only one example known of a strike on a letter sent to Roermond, with the printed cancellations in red ink **Düsseldorf** and **R.N. I**, together with a three line cancel in black ink, **Allemagne Par Neuss**.



1813/4-1875.

INTRODUCTION.

During the first years of the restoration of independence, renewed regulations were discussed among the various States, which would now hold true for the whole country, although they, as before, could stand on their own, containing significant differences. The letters now sometimes were subject to mandatory franking, in other cases they could still be forwarded unfranked, with franking optional. Mandatory franking was sometimes prescribed to the destination, sometimes to the border; when the correspondence traveled over more than one country, now sometimes to our borders or sometimes to another country. We shall see shortly in which manner the difference in cancellation were published.

BORDER POST OFFICES.

By the arrangement with foreign countries the offices would be set up where the mail went through. These offices received as such the name of border P.O.s, as opposed to the other P.O.s which were known as inland offices - in addition of the name of the office on correspondence. Correspondence was handled in such a manner, for example through the

English border P.O., English mail, it was mail sent to and received from England, and were known simply as out going mail and incoming mail. These special classifications, for the border P.O.s were abolished by Circ.368 of the 3rd February 1847, in order to avoid any confusion.

Sometimes the border P.O.s were being differentiated by being a head border P.O. or secondary border P.O., dependent on whether they ran along a major arterial route and handled a large amount of mail for our country, or conversely a less busy route that dealt more with regional mail.

The name border P.O. later on was also applied to those postoffice handling mails to and from the Colonies and countries overseas, (which did not include England)

As for the border P.O.s, their task included the sorting and forwarding of items, after the postage had been determined, which was time consuming work, based on the country accordingly to which and from which sent, its transmission route through our country, costs which had to do with differing factors, and for which, each country had their own weight tariffs. Furthermore cancellation of the items and fixing errors or omissions made by the inland offices. After the establishment of the expedition offices, (and later on of the railway post offices), they took over these tasks either entirely or for the greater part. The name “*grenskantoor*” [border P.O. office] was gradually replaced by, “*kantoor van uitwisseling*” [exchange office]; it was mentioned the last time in Circ. 680 of 22nd September 1866. A border P.O., or exchange office which did not lie close to a railway line, kept its function,.

CANCELLATIONS AT THE BORDER P.O.s

With regard to the border P.O.s cancellations just one general direction was given. By Circ.60 of the 19th July 1815 it was spelled out that cancellations on foreign mails be shown *in dorso*, (on the back) so as not to make the address unclear. There was limited room for addresses on folded letters.

Unknown cancellations. From various offices, whether as border P.O. for these or the latter correspondence, it should be mentioned, and is not yet known whether they were handled by foreign receiving mail offices and which served to use a special cancel. Possibly, different ones applied their town name cancel, for example, a border P.O. for German correspondence, Venlo in 1819, Nijmegen in 1825 and Enschede in 1838 which were on the back side of the letters have occurred in red.

CANCELLATIONS OF THE INLAND P.O.s

For some correspondence special cancellations were used by the inland P.O.s.

I. ENGLISH MAILS.

Added to the English mails was mail for the English Colonies and the coast of Asia, if this mail were forwarded through England. (Circ.112 of March 4th 1818).

For forwarding or receipt of mails sent via a Dutch port to an overseas country there were separate instructions for sea mail. For English correspondence after the aforementioned exception, others still adhered to the rules in force.

During the recovery to independence, there was immediate thought given to reinstate the connection with England, which had been broken since May 1803.

With the Circ.I of November 29th 1813, the Director of the post office in Leiden was unstructed to open the mail from England. It appears that with Circ.2 of December 7th of the same year, the letters from England transited no longer through Katwijk, but were sent to Scheveningen, and similarly the mails for England were now sent through 's Gravenhage instead of Leiden and required redirection.

ENGLISH BORDER P.O.s

By Circ.4 of December 24th 1813, the handling of the mail for England as per 1st of January 1814 was relocated to Brielle, as the English Border P.O. Following Circ.40 of December 14th 1814, Brielle, commencing with the beginning 1st January 1815 had to use their own cancel, and was seen on all incoming English mail:

Brielle

Eng. corresp. A result of which from that circular, an oval printed cancel came into use: the oval cancel used is # 298.



In association with the south of the Netherlands, Ostende also became a border P.O. with the issue of Circ.67 of the 22nd November 1815. With the commencement of 1st December 1815 the letter exchange between England and Germany and vice versa transited through Brielle - Arnhem and through Ostende - Henri-Chapelle. Possibly Ostende also received a similar type of canceller to that of Briell. The transportation of the English mails rested with the Royal Mail Ships to Hellevoetsluis and Ostende, and later on with other ferry boats. With the Circ.169 of 2nd July 1823 the directors of the harbors determined that for each incoming letter from England, from the designated mail boats, steamships (This was the first time in which the word "**stoomboot**" (steamship) was seen in print)), and ferries, that their skippers were to pay a 15 cents premium, together with all mail posted at sea was now required. These letters as sea mails had to have a 60 cent postage tax and on the address side the word "**Zeebrief**" [Sea mail] was required.

By Circ.176 of 17th September 1823 it was already required, that the handling of letters sent in this manner as sea mail was not to be handled this way any more.

From that time on the mails were handled, which were received with the official conveyed mails, and not always taken up by the same post offices, where the posts were received, and which were sent with other particular shipping companies were marked up in England with the name of "**Shiplayers**"

Furthermore both groups of offices of their own volition, sometimes administered cancels, which deviated from the norm. Both groups of forwarding mail were therefore negotiated separately. Although the oldest group earned priority, the transportation depending on the particular shipping company as to which were handled first, because this occasioned a new type of printed canceller, with which the offices were being

supplied later on, and through which the official mails were routed and obliged to pay postage.

A. Despatch with particular shippers.

Circ.176 concerned the dispatch of letters only, and concerning the sender wanting to and identifying themselves on the letter. Those particular shippers that took delivery of letters had to have the cancellation with the following, , struck on them by the offices in the ports and with the name of the office of arrival. The circulars makes mention of these **Engeland** harbors:- Ostende, Hellevoetsluis (no.176), Rotterdam in connection with **over** London and Hull (no.332 from the 2nd December 1843) and the same with Yarmouth (no.365 from the 19th August 1846) as well as Den Helder and Harlingen, both in connection with London (no.355 from the 8th October 1845).

Cancel 299: Engeland over Rotterdam, referred to the *ships letters* procured within Art. 4 of Circ. 176 was already in use in 1823, and in which mention made of dispatches sailing with the steamship from Rotterdam.

*Engeland
over Rotterdam*
299

B. Despatch with official shippers.

*Engeland
Over Brielle*
300

Cancel 300:- Engeland Over Brielle. The border P.O. Brielle used this cancellation; Possibly Ostende also received a canceller. The situation in the southern provinces was that the border P.O. at Ostende for England was terminated and therefore the one at Brielle remained the only office. Then the mail boats between

Harwich and Hellevoetsluis were replaced through a shipping service to Rotterdam, and the border P.O. placed at Rotterdam instead of Brielle (Circ.249 of 12th October 1832). With that use was again made of the previous canceller made for Rotterdam.

Cancel 301. Engeland over Ostende. On the 1st December 1849 the system of sending mails with sealed mail bags between Holland and England through Belgium and Ostende – Dover was dealt with (Circ.249 of 12th October 1832). Use was made of this route provided the sender's details were given on the address side. Breda was the border P.O. for sending mail through Ostende and also used their canceller for those being received. A similar cancel was certainly used in this connection after the issue of Circ.384 of 2nd December 1853 and taken over. However, new cancels were not supplied to the border offices of Maastricht and Sluis, and after the notification respectively for Limburg and Zeeland as border P.O.s were advised to handle the English mail. Rotterdam also made use of this model of canceller. This direct relationship between Rotterdam and London following the last mentioned circular was given up and the Rotterdam office closed in December 1853 as a border. P.O.

ENGELAND
OVER OSTENDE
301

Eng. mail through the Hague.
Cancellations 302 and 303. Letters from England are sometimes seen with one of these cancels. 's Gravenhage

ENG CORRESP
Over 'S HAGE
302

ENG. CORRESP.
Over 'S HAGE.
303

was not set up as a border P.O., and their annual year book for 1853 on page 24 shines light on this. The postal manager for Scheveningen was at the same time the agent for the English mails, when the boats were at anchor and the rivers were closed to shipping or for other reasons, could not reach the Maas, and therefore they came to Scheveningen. In such cases 's Gravenhage became the border P.O. instead of Rotterdam. In the following year books of 1849 – 1851 the postal managers then were also agents for the English mail.

Already though much earlier, Scheveningen had to have been an agent, as the oldest large format cancel dates from 1838; the oldest of the smaller one is from 1851.

As well as those with these cancellations, such as “*Engeland over...*” in observance of Circ.483 of 2nd December 1853 in late 1853 these were stopped. Following Art.20 and only on the arriving of franked letters had the purpose of applying the made cancellation; The cancellation of the remaining mails, after retaining for a certain amount of time were released to go on their official route.

Franking.

With article 17 of Circ. 4 of the 24th December 1813 it was required that the letters for England were not franked; the incoming mails showed the postage due.

From the 1st of February 1815 compulsory franking for those mails destined for England was dispensed with, the standard postage rate being up to Brielle, some 3 stuivers for the forwarding by sea and for the incoming English letter the usual postage of 10 stuivers was maintained. (Circ. 42 of 9th January 1815).

The compulsory franking by 1st January 1844 for both outgoing and incoming letters was dispensed with. Following Circ.332 of the 2nd December 1843, these letters could be sent either franked or unfranked to their destination. The franked letter was to receive the normal postage cancellation. This held for official mail as well as mail sent by a particular shipper.

England Franking. Cancellations 304 and 305. The incoming letters were at the border P.O.s, in connection with the foregoing and possibly since 1st January

*Engeland
Franco*
304

*Engeland
Franco*
305

1844 or shortly thereafter were seen to apply the cancel “*Engeland franco*”. A larger type was to be utilized later on.

On letters during the years 1844 -1853 one could also come across the cancellation, “*Engeland over...*” as well as the latter.

The End

With the establishment of the Dispatch office on the Moerdijk it replaced that of Breda as the border office for all correspondence sent to England. (Circ.504 of the 19th June 1855) On the 1st April 1852 another possibility was opened by sending through France via Rotterdam. However for this route there were special requirements; see French correspondence.

By the postal agreements between the Netherlands and England dated 13th and 16th of September 1864, commencing the 1st of October 1864 the postage was reduced only if the letter was sent through Ostende. The cancellation "*Engeland franco....*" was also used later on. The dispatching office on the Moerdijk received another canceller of the larger type. The *Algemeene Postverdrag* [General Agreement] of 1st July 1875 establishing these cancellations.

II. NORTHERN CORRESPONDENCE.

Hamburg, Hannover, Bremen and what passed through it

Northern Border offices

For the Northern correspondence via *Lingen*.

Circ.14 of the 28th February 1814, in which the P.O.s of Zwolle and Deventer being provisionally the border offices were formally appointed, had arranged occasionally the mails with Bremen. In agreement with the Circ.40 of 14 December 1814 it was a requirement for the post office directors of Almelo and Deventer that as from the 1st January 1815 to ensure that, *Noordsch grenskantoor*, was stamped on all incoming letters from the Bremen border post office.

It looks from other notifications, that the northern offices handled other mails other than those which came from Bremen, but also those that came through the Lingen route, (the route over the earlier Hamburg postillion.)

So, in the issuing of Circ.29 of the 8th August 1814 it required, "*Whereas the postal ride for the northern mail will no longer be directed over Zwolle, but will resume as previously and go through Deventer and Almelo, being the designated post offices, with the exception of that in Twente, for which Almelo remains the border P.O. and responsible for mail for Bremen, Hamburg and further afield sent through the Lingen route, and from the 2nd of this month the undertaking being at Deventer, where provision for the northern border P.O. is already in existence.*"

After the union of the south of the Netherlands, by Circ. 66 of November 13th 1815 further confirmed and broadened passage of correspondence through the 4th and 5th postal districts for mail to Sweden, Denmark, Norway, Hamburg, Bremen Hannover, Brunswick, Oldenburg, East Friesland (in 1815 jointly to Hannover), Jever, *en route through Linen*, which just like those from the three first districts had to be directed to the northern border P.O. at Almelo.

The cancellations done at the northern Border P.O. was done therefore in complete agreement. The cancel in question is seen on a letter sent coming from Emden in East

Friesland on the 29th March 1816 via Lingen to Deventer, and similarly on a letter sent in 1817 from Leipzig to Amsterdam. For the Weener route there were separate rules, (see after this.)

Northern border P.O. Cancel 306 came into being, on 1st January 1815 just like "*Brielle Eng. Corresp.*", but is a bit different then the one shown in Circ.40. The cancels were sent for Almelo, as the border office for Twente, and to Deventer as the office for the whole of the Netherlands, except Twente.



According to Circ. 49 of the 24th March 1815, Almelo became the border P.O. for the whole of the Netherlands via Lingen as from 1st March 1815. But this did not remain so, as with Circ.190 dated 21st December 1824 stated that Almelo from 1st January 1825 was being replaced by Deventer. Probably Almelo remained as a secondary office, which was confirmed in Circ.239 of the 10th June 1831, that the Almelo office would remain as a secondary border office.

As off 1st July 1831 Oldenzaal would be a secondary border office for mail for places between Deventer and the borders with Noordhorn and Bentheim and the Hanovarian post office at Lingen.

HANNOVER OVER LINGEN.



Hannover over Lingen. Between 1840 and 1850 cancel 307 was in use. The two lined cancel "*Hannover Lingen*", and a similar one, as the word "*Over*" was missing and were struck in those offices responsible for foreign mail.

Franco D. Cancel 308 has been found on letters sent to Amsterdam: a) in 1824 from Iburg, b) in 1846 from Osnabrück, and c) in 1847 from Vechta. The same cancellation is seen on a 1848 l letter from Amsterdam to Oldenburg. These cancellations were struck in blue or a bluish green, the foreign place name cancel, the border P.O.s "*Hannover Lingen*" on letter a), and "*Hannover over Lingen*" on letter c), likewise the arrival cancels "*Amsterdam*" struck in other colors. Only the date stamp franking of "**AMSTERDAM**" was struck in blue; and on the same letter the cancellation in question struck in bluish green. Amsterdam cancelled as early as 1842 in blue or the bluish green color. This makes one think of the possible usage in Amsterdam of a similar cancel with the letter "**D**" on letters from and to Hannover, though further evidence on this has yet to be found.



Separate handling was required for the following connections:

II a. HANNOVER etc. over WEENER.

With Circ.38 of the 9th November 1814 it was agreed that the office in Weener for the letter exchange with East Friesland, Jeverland and Oldenburg for mails which were

directed further over the Weener route. As border P.O.s mail was sent straight to Groningen, for the exchange of these letters with Groningen, Friesland and Winschoten provinces was the same.

These same offices were not meant mentioned as being Northern border offices, (on the other hand Deventer and Almelo were), and as a result were not in receipt of the **“Noordsch grenskantoor”** cancellers.


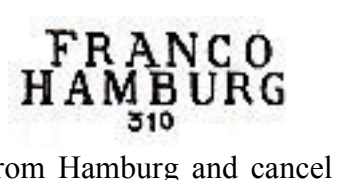
Groningen remained as a border P.O. until 1st January 1818. In Circ.105 of 15th December 1817 the office of Winschoten was advised they were a secondary border office for direct mail with Weener and Emden, next to the head border post office of Almelo that dealt with Hamburg and Bremen which remained with the direct correspondence to Noordhorn, Lingen and Osnabrück.

The named **“Noordsch grenskantoor”** [Northern border office], in respect of Almelo, it is likely that the office was not intentionally used there, as there is much said about secondary- and head border offices for the mails with via

II b. AMSTERDAM – HAMBURG, by SEA.

On the 24th August 1825 the director of the Amsterdam post office at that time corresponded directly with the State Post Office in Hamburg concerning the mail for Hamburg, in which mail with **“per stoomboot”** on it would be sent that way. (Circ.201 of 19th August 1825). Letters destined for Hamburg could be sent either franked or unfranked; those for Denmark, Sweden and Norway were subject to mandatory franking up to Hamburg.

CANCELLING.

	<p>Hamburg Amsterdam. Franco Hamburg Cancel 309 in cursive</p>	<p>via</p> <div style="text-align: center;">  </div>
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310 for letters to Hamburg.

Later on Amsterdam was mentioned to be a border post office but not under the present notification. However mails could be forwarded to and from other places other than Amsterdam and sent via this route, but it was as yet not possible to say in this respect, that with the boat voyage, taking some 48 hours for the post to arrive since leaving, that it would be any quicker than sending the mail overland.

HANNOVER, HAMBURG AND BREMEN.

For the correspondence for Hannover, Hamburg and Bremen a new instruction came into force on 1st April 1848, following Circ.381 dated 18th March 1848. With that, Deventer was no longer the border office for Hannoverian and Northern correspondence being replaced by the following border offices:

HANNOVER.

- a. For the Netherlands, except the province of Groningen, and Hannover as far as the right bank of the Weser: Arnhem, for direct mail with the Hannoverian office at Hannover, for German post via Emmerik, Oberhausen, Hamm, and Minden;
- b. For the Netherlands and Hannover on the left bank of the Weser, and sent from East Friesland: except Oldenzaal, for direct mail with the Hannoverian P.O. at Bentheim, Lingen and Noordhorn;
- c. For the province of Groningen and all Hannover} Winschoten
For Netherlands and East-Friesland} Winschoten} for direct correspondence
with the Hannoverian postoffices of Leer
and Weener

HAMBURG AND BREMEN.

- a. For the Netherlands, except the province of Groningen: Arnhem for direct mail to the cities P.O.s of Hamburg and Bremen, per German post via Emmerik, Oberhausen, Hamm and Minden;
- b. For the province Groningen: Winschoten, for direct mail to accepted offices of Hamburg and Bremen per Hannoverian post through Weener, Leer and Oldenburg.

CANCELLING.

Following the Articles 13 § 4 and 25 § 2 those mails from or through Hannover and those from or through Hamburg and Bremen, shall, at the border office receive a special cancel which is to be placed on the reverse side, to distinguish one from another.

For this purpose the cancels model 311 being that of **Hanover** “A” was used. Used were : Hanover A (Arnhem), “O” (Oldenzaal), and “W” (Winschoten); Hamburg with A and W; Bremen with A and W.



Also used; Hanover with D (Delfzijl). Delfzijl was also awarded Dutch border office status as a footnote to Circ. 381, for mail with sent with the steam boats from Emden and Leer and visa versa. (Circ. 439 dated 27th May 1851.)

Additionally in Circ.381, art.26 with regard to the forwarding of mails with the steamships between Amsterdam and Hamburg required that these continued under the same regulations, concerning the handling of the mail, and were subject to the same as that for the ordinary overland mails. The post office at Amsterdam as a result became a border office. Wherefore, in art. 25 stated that the border post offices for the mail from or through Hamburg and Bremen would require the special cancel, and therefore Amsterdam would require to be supplied with a similar cancel but because Arnhem already had a cancel with the letter “A”. Amsterdam mails were not struck therefore with such a cancel. “**Hamburg over Amsterdam**”, (cancel 309) was by 1849 still in use.



HANNOVER.

With the issue of the Postal Agreement with Hannover on the 19th September 1853 coming into force on the 1st January 1854, which similarly came to be in Circ. 484 of the 10th December 1853, in another new Instruction became extant.

In Art. 26 it was required that letters from the originating office required stamping and in case of omission from the border P.O. it was required that the country of departure was indicated. It is unknown if the Dutch border P.O.s themselves administered such a cancellation, though to me seems unlikely.

The incoming mail which was properly canceled, was not required to receive any further cancellations by the Dutch border P.O.s. Accordingly the Hannovarian cancellations **A**, **D**, **O** and **W** gradually fell into disuse. Franked letters, which did not have the **Franco** cancellation, required to have this applied. It is difficult to state with any certainty whether a letter was cancelled "**Franco**" in Hannover or Holland.

HAMBURG AND BREMEN.

Following the aforementioned Circ. 484, the Hannovarian postal administration handled the forwarding of the closed post bags between the border P.O. of Arnhem and Winschoten and the city post offices of Hamburg and Bremen. Probably the cancels of Hamburg with **A** and **W**, and Bremen with **A** and **W** after 1st January 1854 gradually fell into disuse too.

III. GERMAN MAIL.

A.

Originally we had connections with the of Thurn and Taxis mail as well with the Prussian mail. The first agreement being struck in 1815, in which German border P.O.s were set up. In 1817 the management became the responsibility of the Prussian post, where previously the German border offices and those of Prussia were in their control.

Pruissen over Arnhem [Prussia through Arnhem]. Cancel 312 has been seen on a letter sent from Berlin in May 1815. Arnhem at the time had postal connections with Prussia and also with Thurn and Taxis.



GERMAN BORDER POST OFFICES

With the issue of Circ. 67 of 22nd November 1815 it was communicated, that as a result of an agreement with Prince of Thurn and Taxis, from the 1st December 1815 as German border P.O.s would act the offices of:

Arnhem, in conjunction with Düsseldorf, Cologne, and Frankfurt;

Henri-Chapelle (Belgium), with Achen and the aforementioned places, and Luxembourg in conjunction with Trier, Coblenz, Metz and Frankfurt.

The letters which were destined for countries which were operative with posts through Thurn and Taxis were not mandatory to be franked, though could be franked either to the border or to the destination. On the other hand, letters had to be franked to Turkey, The Levant, Austria, (including those for Lombardi and Venice), Genoa, Piemont, Savoy, Bavaria, Switzerland, Baden Württemberg, as well as mail for Saxony and Hessen. The mails for the South and the central of Italy, (including The Vatican State, Naples and Sicily) had to be franked to Brig, i.e. to the border with the Lombardy -Venetian Kingdom.

Franco frontiere.

Franco tout. The border post offices received cancel 313 for departing mail, which was already franked up to their borders. At the same time, the border offices received a cancel with the words “**Franco tout**”, with which all letters received were stamped, and that were franked all the way to their destination. In Circ.74 of 8th March 1816 there was still talk of the Thurn and Taxis office at Geilenkirchen, still having a connection with the Sittard office for local mails. For Sittard letters going to and from there were required to have the words endorsed “**Over Sittard**” thereon. The office itself had to follow the instruction from Circ.67, so that both types of cancellations could have been received or either one. With Circ.74 as well, the handling of the mail coming from the Northern provinces and going thru Kleef and places in that general area, the office at Nijmegen and the Prussian office at Kleef were tied together. Nijmegen had to mark the incoming or outgoing mails with the words “over Nijmegen” on the back.



Henri-Chapelle
314

Henri-Chapelle. On a letter sent from Eupen to Roermond in 1816, we see cancellation 314 from this border office in lower case letters.

The regulations for mails routed thru the Prussian border offices should comply with the agreed Utrecht

Convention of 21st July 1817, and from which followed Circ. 100 of 30th July 1817 which came into force on 15th August; although really not becoming operational until the 1st September 1817, (Circ.101 of 8th August 1817).

In Circ. 100 eight German border offices were mentioned:

The Head Border P.O.s

Arnhem in relation with	Emmerik;
Nijmegen, “ “ “	Kleef;
Henri-Chapelle “	Eupen en Achen;
Luxembourg “	Trier.

The Secondary Border P.O.s

Enschede in relation with Gronau

Venlo	“	“	“	Gelder
Sittart	“	“	“	Geilenkirchen
Spa	“	“	“	Malmedy

Letters for Prussia, Hessen, Saxony, states where Thurn and Taxis still had postal connections, and including Russia franking was still mandatory, and one could still choose whether or not to pay up to the Dutch border, or (except letters to Russia) to pay in full to the destination.

Other places subject to mandatory franking:-

- a. To the Dutch border: letters for Bavaria, Baden Württemberg and Switzerland, the usual way, and including Poland.
- b. To Coblenz: letters for Austria, Turkey and the Levant.
- c. To Aschaffenburg: Letters for Austrian Italy, being this side of the Po river, such as Padua, Mantua and so forth.
- d. To Füssen: for Southern Italy and beyond the other side of the Po, such as Naples, Sicily, and the Vatican City, and so on.

With regard to the cancellation there is one subject on direction not touched upon, being the transportation of sea mails. The cancellations “**Franco frontière**” and “**Franco tout**” probably remained in use for quite some period for correspondence shown in sub para. a, particularly so when franked up to its destination. With regard to the “**Franco tout**” cancel, mention is made of it in Circ.164 dated 30th October 1822, and in which, it referred to printed matter to Germany, which could be franked up to the Dutch border, where not to be struck or written with the words, “**Franco tout**” but marked “**franco grenzen**”.

By Art.17 of Circ. 100 required that, the inland offices, in order to accelerate the work done at the border offices, the address side of the letter had to show till what location it was paid for. There were probably various inland offices, if not all, that received such markers, as in the case of letters in 1831 from 's Hertogenbosch to Naples, 1847 from Utrecht to Florence and 1850 from Nijmegen to Rome, struck with the cancel 315 “**Franco Füssen**”.

“**Franco Füssen**” strikes seem to be in the same color as that of the date stamp in two of the above examples. There would also without doubt similar cancellations, “**Franco grenzen**”, “**Franco Coblenz**” and “**Franco Aschaffenburg**” that were used; after the aforementioned passage quoted from Circ.164 these would deemed to have been struck around 1822.



In Circ.100 both Nijmegen and Sittart referred to earlier in this piece about the endorsements but nothing specifically for “over Nijmegen” and “over Sittart”.

What is specifically mentioned in that circular is that the distribution offices at Echternach and Grevenmachern for their local mail would be correspond Trier, under special rules, although regarding this nothing further is known.

Mention has already been made with regard to the cancellations at Enschede, Nijmegen and Venlo with their town names.

From the 1st October 1825 until 1838 Deventer was the border P.O. with that of the Prussian Head Post Office in Hamburg, for any correspondence for places in the Northern provinces and those of Upper-Pommeren. This is based on Circ.100. (Circ. 203 of 20th September 1925 and Circ. 296 of 7th July 1838 in which Arnhem was reinstated as a border P.O. for these mails).

Commencing on the 1st January 1829 the German border office was altered (Circ. 216 of 19th December 1825). The office of Henri-Chapelle was replaced by the Head Border P.Os in:

Maastricht in connection with Achen, and

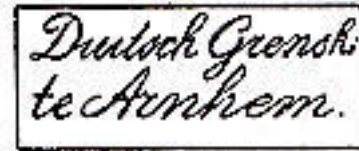
Verviers in connection with Achen and Eupen.

And as secondary border offices the offices at:-

Vaals, in connection with Achen, for local correspondence and

Winterswijk, with Vreden, for local and other mails.

Duitsch Grensk. Te Arnhem. Cancel 316 was used in Arnhem about 1834 for the cancellation of mails coming from or going through Germany.



316

Duitschland over Nijmegen. Between 1830 and 1840 various border office cancels struck starting with, "Duitschland"; see cancel 317. Known cancellations are "Duitschland over Enschede", "Duitschland over Maastricht", "Duitschland over Nijmegen" and "Duitschland over Winterswijk".



317

Pruissen After 1847 the use of "Duitschland" was dropped

"M" and the cancels shown here were brought into use such a cancel 318.

Known examples: - Pruissen "A" (Arnhem), Pruissen "M" (Maastricht), Pruissen "N" (Nijmegen) and Pruissen "V" (Venlo).



318

These were struck on letters from Prussia which already had a date stamp. This manner of this operation lasted for only a few years, for by 1851 other instructions were given.

On 1st April 1851 a Postal Agreement became effective, based on the 16th January 1851 agreement made in Berlin between The Netherlands and Prussia. In accordance with Art. 8 all letters arriving from postal areas in these countries were required to show where they originated from together with a date cancellation, and to those from foreign countries which did have a date cancel, an indication of the country of origin.

Circ.435 dated 24th March 1851 stated in Art.36 of the instruction regarding the further cancellations required, that letters, which had not been cancelled by the initial sending office, that the border P.O. was required to show from which country the letter had originated. The Dutch border offices were obligated to cancel the incoming mails with proper cancellations or markings. Incoming franked letters, on which the cancellation "Franco" didn't appear, were required to be so endorsed by the Dutch border office.

Whether or not this cancellation was effected in this country, is extremely difficult to state with absolute certainty.

The cancellations Prussian **A** and so forth were after 1st of April 1851, gradually put aside, and with the opening of new post offices and border offices after that date, probably no longer used any special cancels, so that these offices are not mentioned here.

Sub P.O.s – Border offices. Following § 17 of the issued rules of the 1st January 1864 in relation to the Prussian Postal Agreement, all the exchanges of mailed articles were required to have on the reverse a cancellation of the originating post office including the date stamp (Circ.614 of the 24th December 1863). Only four of the following sub P.O.s – border offices at Aalten, Dinxperlo, Gendringen, Groenlo, 's Heerenberg, Meersen, Simpelveld, Valkenburg and Wijlre had, according to the book of cancellations received a date canceller: Meersen a half circular Maastricht cancel together with Aalten, Groenlo, Meersen, and Valkenburg respectively, half circular cancels of Winterswijk in (1872), Winterswijk (1873), Maastricht (1871) and (1872).

Hence we are able to conclude, that these cancellations were not struck in accordance with the require rule § 17 of the intended regulation, but were for the canceling of certain inland transmissions. See, special cancels for some sub post offices.

B.

The direct relationship with the Thurn and Taxis post was, inspite of what was formulated in Circ.100 of 30th July 1917, not severed forever,

We still find transitory distribution with regard to closed parcels sent from France to the Thurn and Taxis offices in Hamburg and Bremen and back. The offices in Verviers and Dinant were required to weigh and count the packets. The parcels therefore remained closed so that the collected letters contained therein from these offices could not be cancelled and these mails will not be discussed here.

But in the aforementioned Circ. 216 of 19th December 1828, in which earlier instructions were established, there is still mention made of the dispatch from Henri-Chapelle to the Thurn and Taxis offices to Hamburg and Bremen, which is of importance. Following this notification a Ministerial memo was issued on 15th January 1821, L a G, and further made regulations to some of the offices in the Southern provinces, issuing special instructions for correspondence to Hamburg, Bremen, Lubeck, Denmark and Sweden, and for which the office of Henri-Chapelle were acting as the border P.O. in relation with that of the Thurn and Taxis as the forwarding office to Hamburg and Bremen.

Beginning the 1st January 1829 for this connection, the Head border office was Maastricht and the Verviers the secondary office.

Northern mail over Maastricht. It is probable that cancel 319 “**Noordsche corr. over Maastricht**” is connected with this. The cancellation appears on a letter to Amsterdam which was sent in 1845 from Montjoie, a town in Germany on the Roer. In Art.27 of Circ.381

dated 18th March 1848 required that for this situation, Maastricht would remain in service as a border office for the P.O.s in Limburg, that up until now dealt as a mail exchange, sent as before the receiving and dispatching mail through Maastricht. These were probably the offices at Heerlen and Vaals, whilst by the dropping this direct connection, beginning 1st January 1853, required that the Maastricht office and that of Heerlen and

*Noordsche corr.
over Maastricht
319*

Vaals exchanged mails with Hamburg, Bremen and Lubeck henceforth acting as the agency for the receipt and dispatch with the Prussian border office at Aachen. (Circ.471 dated 24th December 1852).

IV. FRENCH MAILS

By Circ.19 dated 15th April 1814 it was made known that the mails with France was reopened. The dispatches followed that of Circ.20 of the 20th May 1814 through the post office of Breda, Bergen op Zoom, and Middleburg, where those incoming letters from France were required to show the dispatching office, consequently that of the named place of cancellation.

Letters destined for Spain and Portugal could again as previously be forwarded through France. There was a mandatory monetary franking of 40 cents required; the cancel **P.P.** or acknowledgement in words about the franking should not be shown on the letter. (Circ. 25 dated 29th June 1814).

During the war [Napoleonic] the mails with France evidently by Circ.58 dated 7th June 1815 ground to a halt. With their reopening advice was given in Circ.58 of the 7th July 1815. Meantime the mails for Spain and Portugal went through England via Den Briel. After the reopening, mails destined for France were redirected to Breda, when they were sent in a packet to Brussels.

FRENCH BORDER P.O.s.

In Circ.72. of the 5th February 1861 was the first time that the defined **“border office”** is referred to in print for mails to France. Thereby, it was required that mails for Switzerland and environs could be sent through France if the sender gave this direction with the words **“par la France”** in which case the mail was subject to the compulsory franking to Bergen or other such border office through which they had to pass. Whether there were other border offices prior to 1st October 1818 is not seen in the circulars. Essentially they were situated in the southern provinces.

French Mail. Cancel 320 came to the fore on two letters, one from Paris in 1815 and the other from Nantes in 1816 sent to a place in one of the Northern provinces, probably handled in Bergen, though possibly in some other border office yet to be identified.

With regard to mails for France, where one wished to have the letter franked up to the Dutch border, contained in Circ.88 dated 1st January 1817, and that these were to be seen to have the cancel **P.P.** or that of **“franco”**, in case the cancellation **P.P.** had been missed in some of the offices.

28

These cancels were the responsibility of the inland P.O.s. **P.P.** meant as previously alluded to; franked up to the Dutch border. On the 12th September 1817 a Postal Convention was agreed with France, which came into force on the 1st October 1818. These were brought to light in Circ. 125 dated 26th August 1818, in which a list of the inland P.O.s boundaries were established.

The Head Border Offices were the offices at Bergen, in connection with Paris and Valenciennes, Mennin with Rijssel (Lille), Dinant with Givet and Luxembourg with Dierenhoven (Thionville).

Secondary border offices were the offices of Doornik, in connection with Rijssel, Veurne with Dunkirk, and Bouillon with Sedan.

In the Netherlands as in France unfranked letters and commercial samples, or franked to their destination could be forwarded; printed matter was subject to mandatory franking to its destination.

Mandatory frankings were still required to:-

- a. To the Spanish border for mails to Spain, Portugal, Gibraltar, as well as the Spanish and Portuguese colonies.
- b. Those directed to the French ports of departure to the French and other foreign colonies.

The sender could optionally forward letters to Switzerland, Austria and Italy through France which ordinarily went through Prussia. In the case of these letters not being franked to the furthest borders of the French borders, they were subject to mandatory franking to the Dutch border; these letters were required to have the words "*franco frontières*" written on them in red ink by the inland P.O.s.

CANCELLATIONS FOR MAILS DESTINED FOR FRANCE.

P.P. The cancellations were done by the Inland P.O.s. The town name cancellation had to be struck on all items. In addition the franked mail was given the "P.P." strike, advising that franking payment had been made to the French destination or the outermost French border.

In Circ.125 it was stated that the cancel should be on hand in most of the offices and if not it should be requested. With this it was thought that the cancels No.22, P.P., with the town name which were used in the southern provinces. Offices in the northern offices were likely to have been served by cancel 295.

A circular cancel with 'P.P.' at the top, 'LIEGE' in the center, and '22' at the bottom.

A circular cancel with 'P.P.' at the top and '321a' at the bottom.

A circular cancel with 'P.P.' at the top and '321' at the bottom.

Model 321 was issued in 1838 and model 321a in 1839.

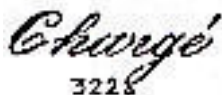
Chargé. Registered letters were required to have this strike done by the inland offices.

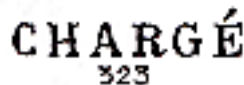
The cancellation 296, which has already been alluded to and that around 1st January 1811 for inland mails would have already seen service, could also have been used for this type of correspondence. Usage over the years has been made of a series of cancels "*Chargé*" in 'hand-written' letters.

A circular cancel with 'Charge' in a cursive script at the top and '296' at the bottom.

Model 322 was supplied in 1838; 322a in 1872 for Moerdijk, and for which the Dispatch Office in 1855 cancel 323 with the word "**Chargé**" in set type print was received.

A circular cancel with 'Chargé' in a cursive script at the top and '322' at the bottom.

A circular cancel with 'Chargé' in a cursive script at the top and '322a' at the bottom.

A circular cancel with 'CHARGÉ' in a bold, sans-serif font at the top and '323' at the bottom.

Rayon cancels. Cancel 324. Also on unfranked mail each inland P.O. was required to impress their region's cancel. For these mails The Netherlands were divided up into 5 regions. The southern provinces and the Grand Duchy of Luxembourg formed the region 1 and 2, the Northern provinces the regions 3, 4 and 5. The cancel for the first region was **L. P. B. 1 R.**, [abbreviated from] Lettres des Pay-Bas du premier Rayon; along with the region the cancellation also contained the numerals 1, 2, 3, 4 or 5.

L.P.B.1.R
324

On 30th September 1839 the cancel 324a, **L.P.B. 3 R** was sent to the post office at Valkenburg and to the Luxembourg offices at Diekirch and Wiltz was each sent a canceller **L.P.B. 2 R.**

L.P.B.3.R
324a

The border offices received a full range of regional cancellers in order to help with neglected canceling.

The unfranked items were delivered to France at the cost of the franking of that region, For forwarded mail the cost was based on the rate for the region where the item had entered the country. These regional cancels were consequently regarded as the forerunner of the postage due cancellations.

The regional cancels had therefore to be applied on all items forwarded from foreign countries and colonial mail delivered to the French administration. Letters from England for France, whether sent in error through The Netherlands or when the addressee had left from there to France was not charged. These had to be cancelled at the border offices with "**A. T. P. B.**", that is to say, "**Angleterre en Transit par les Pay-Bas**" [England in transit via the Low Lands]

CANCELLATION OF MAIL RECEIVED FROM FRANCE.

**FRANKRYK
OVER DINANT**
325

France over Dinant. Regarding this, no mention is made in Circ.125 for our offices. There are known cancels as 325, "**Frankrijk over Bergen**", "**Frankrijk over Dinant**" and "**Frankrijk over Meenen**". Most likely the forth Head Border Office used a cancel "**Frankrijk over**

Luxembourg".

The Rayon cancellations for unfranked letters remained in use until 1st April 1852. This was also in use for mails sent with the steamships between Rotterdam and Dunkirk, for which the possibility opened from 22nd May 1831 and thereby had offices serving both in Rotterdam and Dunkirk. (Circ.238 of 19th May 1831).

In the mean time the correspondenc with France had changed due to the new situation in the Southern provincied. By secret agreement of the 12th October 1830 the office at Arnhem was established for mails from the entire Netherlands as the one for the connection with the French border office in Luxembourg. This mail was destined for Luxembourg itself and was sent over Emmerik and further on through the Prussian Rhine province at Trier to Luxembourg.

The border office remained sending the mails for France, Spain and Portugal to Thionville.

France over Arnhem. In regard to the situation in Luxemburg refer to the inland section. The Luxembourg border office rapidly appeared to become dysfunctional, as quoted by *Von Stephan-Sautter*, "*Geschichte der Preussischen Post*", [History of the Prussian Posts] page 447, the transmission between The Netherlands and France went via Aachen, Trier and Metz. Arnhem received the border office cancel model 326.



By Circ.270 dated 10th January 1835 the sending of letters to France through Belgium was permitted, on the condition that it that it was sent to an address in Belgium. These dispatches were went through the border office of Groot-Zundert (see Belgian Correspondence).

France over Breda. Cancel 326 after the 1st January 1837 was no longer used, because the mails for France could then be forwarded through Belgium, and Breda became the border office, in place of that of Arnhem, connecting with Paris and Valenciennes, (Circ. 287 22nd December 1836). Breda used canceller 327.



With Circ.251 of the 30th January 1833 arrangements were made dealing with the correspondence of the soldiers at the besieged city of Antwerp and the soldiers captured at St. Omer, as well as other places in France. Letters that were addressed to prisoners below the rank of an officer could be franked for 10 cents through all post offices to their destination, This was also true for the soldiers on Dutch soil. Letters franked in this way required to have applied the "**P.P.**" cancellation, the same as the letters for which the full tariff had been paid.

P.P. frontières. On the other hand all unfranked letters for soldiers, regardless of rank did not have the rayon cancellation applied, but at the Arnhem border P.O. received a "**P.P. frontières**" cancellation. At the same time, Circ.225 dated 7th June 1833 stated that it was expected that the soldiers would return in a few days, and the special instructions would then no longer be in effect.

France over Rotterdam. Since 1st December 1837 use was made of the opportunity to send cargo with steamships between Rotterdam and Le Havre, for which Rotterdam acted as the border office, as well as that for mails to Dunkirk. The transmission was only for those who wished to send their mail by ship (Circ.291 20th November 1837). On one example in 1847, by ship from Le Havre to Amsterdam the letter has the cancel "**France over Rotterdam**" similar to cancel No. 326. This was probably already in use in 1831, in conjunction with the Dunkirk connection.

For the Limburg P.O.s, Maastricht was installed as the border office on the 1st October 1839, in conjunction with the offices in Paris, Valenciennes and St. Quentin, this last office also connecting with that of Breda. The Circ.125 establishing the direct connection between the post offices of Luxembourg and Thionville (Diedenhoven) was further re-established, with Circ. 304 dated 1st October 1839.

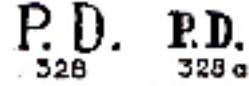
Additionally there came into being on 15th January 1843 a direct connection between Breda and Lille (Rijssel) following Circ.327 dated 25th January 1843.

In 1846 new instructions were issued in regard to the general cancellation for full or partially paid letters.

The sending post office were required from then on that those letters fully or partially franked that went through or for France, as well as for inland mail, had to be cancelled with the date cancellation in blue; the “P.P.” cancellation was disused.

At the border offices of Breda, Maastricht and Rotterdam on the addressed side, struck in blue:-

“P.D.” cancel 328 (the pictured cancel shown under this number, was issued in 1856 and 328a in 1865) on the letter, which were franked to their destination, this was possible for places not only in France, but also for other countries further afield, such as Switzerland;



P.F. “P.F.” cancel 329, on letters for even further away places, and additionally the notation “**port française**” for fully paid mail to the place of where the French authorities delivered it to the next country. This included letters for Spain and Portugal, Sardinia and other Italian States, for Overland mail and onward transmission with “paqueboat” in the Mediterranean Sea and the mails, sent through France to colonies overseas;



“P.” cancel 330 was struck on letters where Dutch and Belgian ports were used, for example to Austrian States, if they wished to have their mail send through France.

For printed matter the same was necessary, apart from them being cancelled at the border offices with “P.D.” or “P.F.” only, depending if it was destined for France or countries beyond (Circ. 364 8th July 1846).

On 1st November 1851 a new Postal Agreement was agreed upon, becoming effective on 1st April 1852. Regarding the regulations in Circ.458 dated 11th March 1852 the regional cancellations were done away with. As with previous instructions mails could once more be sent to France and some countries further afield either franked or unfranked to their destination. On the other hand for letters to other countries further away required compulsory franking, depending on the destination, among those for East-Indies to Alexandria.

Contrary to previous rules, mailing from one or another border office made no difference to the postage costs.

The Border P.O.s remaining were:-

Breda and Maastricht (for Limburg), in connection with Paris, Lille and Valenciennes; Rotterdam for dispatches by ship to Bordeaux, Dunkirk or Le Havre.

Arnhem was later on to be reinstated as the border office with Forbach for dispatches over Prussian – Rhineland; from the circulars it is unclear when these instructions had taking effect.

According to Art. 15 of, Regulations extant of the Postal Convention, and Art. 27 of the Instructions, the border offices were required to cancel in red ink:

“P.D.” on all letters and printed matter, which were franked to their place of destination and those letters dispatched through France, including those for the Colonies and other overseas countries, which were franked to the port of shipment and from an English port sent with English packet boats for further transmission.

“P.P.” on all partially paid letters or printed matter for lands further afield and The Colonies, not mentioned here for.

This cancellation once again came into use, but now it meant “**payé partiellement**”. [partial payment] The cancels “P.” and “P.F.” were done away with.

On the 16th June 1855 the Dispatch Office was set up on the Moerdijk, so that the border office at Breda for this correspondence no longer filled this role fully. See Belgian mails. By the regulations executed on 1st April 1868, and of those of French Postal Agreement of the 22nd January 1868 the instructions stayed the same regarding cancellations in red: - with “**P.D.**” on ordinary or registered mail, commercial samples and printed matter and which were franked to their destination, as well as “**P.P.**” on the sometimes partially franked letters and printed matter, (Circ.717 14th March 1868).

Making use of these cancellations at the sorting offices for the French mails is also written up in Circ.747 16th March 1869. This all came to an end on the 1st January 1876, as from that date French signed the Postal Treaty of Bern.

“**Chargé.**” In the aforementioned Circ.458 of 11th March 1852 the dispatching offices were advised on applying this cancellation in red ink on registered mail; in case of omission the border offices were required to do this. This cancel was previously referred to in Circ.717 and dispensed with, being replaced with the cancellation of “**Aangeteekend**” [Registered].

V. BELGIAN MAIL

The secret circular of the 12th October 1830, with which the handling of French mail was already referred to, required that no post should be sent to or received from a place where the authority of the King was not acknowledged. Similarly, letters received for such places had to be returned to the sender and these particular letters, parcels and newspapers received from these places were required to be sent to the General Bureau of returns.

So long as the postal authorities in The Netherlands and Belgium accepted none of these mails, intended for another country, these were forwarded to a person in Germany, in order that the item could be sent from there. Examples of these are seen in four letters from Amsterdam to Etterbeek near Brussels, and were respectively cancelled at Anholt in 1833, at Aachen in 1834, at Wesel in 1834 and in Kleef in 1836 [Cleve], including one in 1831, a Brussels sent letter for Amsterdam which was cancelled in Aachen. On such letters only the German cancels of the dispatching office and the receiving cancellation to be seen.

BELGIAN BORDER OFFICES.

Commencing the 16th January 1835 there was the opportunity set up to send business letters and news papers through Breda and Groot-Zundert to Belgium, (for private mail there was no regulation in place, and the aforementioned letter from 1836 was still sent via Germany). For correspondence to and from Belgium the office at Groot-Zundert was temporarily set up.

Franco grenzen. A letter that was handed over was required to have the P.O. date stamp applied from which it was sent and from the border office a “**Franco grenzen**” cancel.




Breda, Eindhoven, Hulst, Maastricht, Roermond, Sluis, Terneuzen, received model 331 and Oldenzaal model 331a. The letters were subject to mandatory

franking up to the border, including the standard postage to Breda plus f 0.25, for the added cost relating to this kind of mail.

Groot-Zundert. The letter arriving at the border office would be cancelled and taxed (Circ.270 dated 10th January 1835). Thereby use was made of the date cancellation 332.

Both these cancellations were also used for the letters exchanged with that part of Limburg which was still occupied by the Belgians.



Breda
333

Breda. On 1st January 1837 the border office of Groot-Zundert was replaced with that of Breda, where cancel 333, to prevent confusion, was struck on the reverse of the letter (Circ.287 dated 22nd December 1836). Mandatory franking to the border remained and for this, use was made of the "**Franco grenzen**" cancel.

Verzuimde frankeering. (Omitted franking) From 20th July 1839 the border franking was no longer required; the mandatory franking became redundant on 1st July (Circ.300 and 301 of 15th June 1839 and 25th of that month). The unfranked letters which were received before the 1st July at the post offices and which had not been forwarded, then had to be dispatched to the border office in order to receive the cancellation 334 so that they could be expedited further. (Circ.303 dated 16th September 1839).

Verzuimde
Frankeering
334

With the resolution of 1st October 1839, Circ.305, an instruction was put in place, and became operative on the 16th of the month. Border offices were to be those at: Sluis in conjunction with Bruges, Terneuzen with Gent, Hulst with St.Nicholas, Breda with Antwerp, Eindhoven with Peer, Roermond with Maaseik, Sittart with Maaseik and Maastricht with Maaseik, Liege and Tongeren; most of the inland offices had to send their through Breda. Local mail was still sent daily (as a convenience) directly from the distribution office of Sas van Gent to Gent.

The letters could or could not be franked in each country. In the first case franking was possible to destination, but also to just the border only. By franking mail to its destination the dispatching office was to use the ordinary franco cancellation, whilst the border offices would apply the cancel "**Franco grenzen**" to those mails franked up to the border.

On the 1st July 1845 and 1st September thereafter the number of border offices were augmented by the offices at Tilburg, in conjunction with Turnhout and Bergen op Zoom with Antwerp (Circ.354 and 355 dated 25th June 1845 and 8th October, 1845).

With Circ.459 of the 18th March 1852 an Instruction took effect on 1st April 1852 conforming to the decision taken on the 17th December 1851.

The border offices were maintained with the exception of Ter-Neuzen. Letters and business samples could be sent unfranked or franked to their final destination, making the "**franco grenzen**" cancel redundant. Partial franking was only possible for letters and printed matter to the colonies and overseas countries, which were sent through a Belgian port, and after franking were sent to the Belgian administration. Printed matter was required to be franked to their destination.

The border offices were required to cancel:-

Chargé. Registered letters which had not been sighted earlier,

P.D. Letters, samples and printed matter franked up to their destination, and

P.P. Letters and printed matter franked up to the port of shipment destined for the colonies and lands overseas.

Following Art.27, referred only to the direct single letter exchange between The Netherlands and Belgium. Art. 28 referred to the sending of closed mailbags between:-

- a.) Breda as well as Maastricht and Luxembourg,
- b.) and those offices and the P.O.s of Paris, Rijssel and Valenciennes,
- c.) Breda including Sluis and London, along the Ostende coast road.
- d.) Breda and Batavia, along the Marseille coast road,

For these routes the instructions referring to Luxembourg, French, English and Dutch Indies mails were in effect.

Additionally by Circ.485 of 23rd December 1853, the sub post office at Susteren was established as a border office in conjunction with Maaseik.

As a consequence of the opening of the Dutch-Belgian railway from Antwerp as far as Oudenbosch, on the 20th October 1854 a temporary dispatching P.O. was opened at Oudenbosch. This was then replaced on 23rd December 1854 by Zevenbergen when the rail line was extended to there. This came under the jurisdiction of the Breda border office, (Circ.496 of 4th November 1854 and 499 on 30th December thereafter).

On the 16th June 1855 the dispatching office on the Moerdijk was established, replacing the Breda P.O. as border office. Though not completely. Following the directions in Art.7 of Circ.504 dated 19th June 1855 Breda still remained as the border office for handling the mails for Belgium, France or Luxembourg, for which the forwarding of mails did not go through this dispatching office.

A new Postal Convention was agreed on the 20th March 1865. In the regulations on this subject in Circ.647 of 21 June 1865, one of the instructions which came into force from 1st July 1865 made one aware of the cancellation procedure, by art. 17 of the Regulations regarding the Postal Convention required that:-

a. Cancel **P.D.** was done away with, replaced with the cancellation “**franco**” which also meant that the mail was franked to its destination.

b. Cancel **P.P.** would remain in use for letters, which would be used on mails which were franked for part of the distance outside of The Netherlands.

The exchange offices continued to use this cancel and were required only to see that the dispatching office had followed instructions on cancellations on their arrival.

The dispatching office were required to follow the regulations for cancelling instructions for inland mail and accordingly for both ordinary, registered, tcommercial samples and printed matter had to apply their date cancel. In addition, they were required to apply the “**Registration**” strike to registered letters and on insufficiently paid mail the “**Ontoereikend**”cancel.

The letters and printed matter, coming from The Colonies and countries Overseas and sent to Belgium, were required to have the date cancellation strike applied on the address side with the port of embarkation, and struck with the identifying word “**Zeebrief**”. [Sea Mail]

Ongefrankeerd. In 1874 the exchange offices received once more special cancel (model 335), that per 1st February on the unfranked mail and other items which were destined for Belgium or for countries mail transiting through Belgium, were required to strike on the address side in black ink (Circ. 915 dated 21st January 1874). The use of this cancellation was made redundant with the commencement of the Postal Treaty of Bern on 1st July 1875; this included the redundancy of the **P.P** cancellation as well.

ONGEFRANKEERD
335

VI. LUXEMBOURG MAIL.

Per 1st January 1842 the post offices in Luxembourg did not fall any longer under the Dutch Postal Administration.

LUXEMBOURG BORDER OFFICES.

The postal offices at Breda and Maastricht, (for Limburg), instigated direct daily connections for general mail and closed parcels, with the Luxembourg Post Office. The letters could again be sent either wholly unfranked or franked to their destination. With regard to cancellations no special regulations were applied (Circ.318 dated 18th December 1841).

On the 1st January 1852 a new Postal Convention became effective; agreed upon for ten years. The established border offices remained in service as they were and also in regard to cancellations no further special instructions made. (Circ.450 of 13th December 1851).

Also, for this correspondence the border P.O. at Breda, on 16th June 1855, that had dealt with the Dispatch Office on the Moerdijk was replaced; see Belgian Mails.

In the Regulations issued dealing with the Postal Agreement with Luxembourg on the 2/3 March 1869 which came into force on the 1st May 1869, the railway post office Moerdijk, and also the postoffice of Maastricht (both of which acted as exchange offices) did no longer have to cancel. The dispatching offices were required to make use of the date cancels, as well as the cancellers, “**Franco**”, “**Aangeteekend**” and “**Ontoereikend**”. (Circ.750 dated 17 April 1869).

It looks as if for these mails no use was made of any other special cancels.

VII. MAILS WITH THE COLONIES AND LANDS OVERSEAS.

The mails dealt with here is, depending on the way mail was handled separated as follows:-

- A. With special shipping arrangements for mails landed at Dutch ports.
- B. Mails to and from the West Indies sent with West Indian packet boats.
- C. Mails to and from Java sent with the Overland mail.
- D. Mails for the West Indies sent with the West Indian closed post bags via England and France.

A. WITH SPECIAL SHIPPING ARRANGEMENTS FOR MAILS LANDED AT DUTCH PORTS.

1814 – 1875.

See for the connections between Amsterdam and Hamburg under: -

Amsterdam – Hamburg by sea and those between Rotterdam and Dunkirk, as well as between Rotterdam and Le Havre under French Mails.

H a i l e d S h i p s.

Hailing ships had been around for a long time, for in the P.O. annual for 1864 there is still mention of a post hailing Captain at Nieuwe Diep. On letters which had been passed on at sea the cancellation, 336 “Uit zee” was struck. The

UYT ZEE
336

oldest known cancellation is that of 1816 delivered on a letter from Havana to Amsterdam and the last being on a letter from New York to Utrecht in 1832.

S e a M a i l s.

Circ.72 of 5th February 1816 describes the handling of letters coming from the United States of America or The East - or West Indies and about the overseas letters. (1). For every letter brought to the P.O. ashore at the port or similar landing place, the captain or skipper had to be paid two stuivers by the post master for each letter endorsed with the word, “Zeebrief”. As postage for sea mail for a single weight letter to anywhere in The Netherlands, the rate was 12 stuivers. (Circ.77 of 19th April 1816).

Sea Mail. No mention in the instructions is made of using a cancellation before 1833. On one letter dated 25th November 1816 from Havana there was a struck example of the cancel “Zeebrief”. Similarly cancels are also to be seen used on one from Passaroean to Amsterdam in 1830, and on letters to Rotterdam in 1823, Vlissingen in 1825 and to

Hellevoetsluis in 1829 and in 1832 respectively. These cancellations differ a bit (models 337 and 337a); used at Hellevoetsluis before 1829

Zeebrief
337

Zeebrief
337 a

and in 1832.

Sea Ports. Circ.112 of 4th March 1818, states the instructions, that the foreign letters or those for our own Colonies and the North American States, which were sent from our country with direct shipping agreements were to be redirected to one of the P.O.s in Amsterdam, Rotterdam, Antwerp or Ostend. In later circulars mention is made of sending mail through the offices at Den Helder and Flushing (Circ.162 of 22nd August 1821), as well as that of Hellevoetsluis (Circ.220. of 18th March 1829).

Den Helder sea mail. Moreover, cancellations were used that had a towne name as well and the word “Zeebrief”. Known are cancels 338 with, “Den Helder Zeebrief” hand written (from 1818 and 1827) and cancel 339 with “Rotterdam Zeebrief” in printed format, taken from Schreuders, shown as example no.15.

Den Helder
Zeebrief
338

ROTTERDAM
ZEEBRIEF
339

Date cancels for Sea Mail. Following Circ.253 dated 27th February 1833 letters in the future would be cancelled with a date stamp in which the post office could be identified.

Depending on the date the cancels were struck, a letter or number indicating the month was shown. Cancellations 340 are known from Amsterdam, 's Gravenhage, Den Helder, Hellevoetsluis, Rotterdam and Flushing, and cancels 341 from Den Helder and Zierikzee.

(1) An exception was made for

England. See under English Mail.

According to *Schreuders*, no.44, since 1851 date stamps which contained the year were used. Model 342

was used in Hellevoetsluis, 343 in Den Helder and Rotterdam, (according to *Schreuders* also used at Zierikzee).



Model 344 is shown in *Schreuders* under

no.603, though unknown to me, this “Zeebrief” cancellation could well have been an administrative one.

Cancel 343 from Rotterdam is struck on letters which were sent from Bergen in Norway by steamship to Rotterdam in 1861 and 1869. In Circ.551 of 18th September 1858 and 693 of 16th April 1867 this particular steamship connection is mentioned. In all I have seen only one sea post date cancellation from these times 1860 – 1875 struck on a letter, being that of No.343 from Den Helder in 1874 on a sea mail letter from Weltevreden sent to Utrecht.

Based on Circ.603 dated 6th December 1862, the sending of mail with the Dutch East Indies overland mail and the West Indian mail in postbags over England became more and more the norm and the sending of sea mail became an exception. The number of sea mails from the Dutch East Indies increased again after the opening of the Suez Canal on the 16th November 1869. With the issue of Circ.821 of 9th May 1871, it was made known that an agreement had been made through the services of the **Stoomvaart-Mij. “Nederland”** [Dutch Steamship Co.]. The first boat departed on the 15th May 1871 from Nieuwediep. In this circular it refers to Art. 96 of the Instructions, on the execution of the statute of the 22nd July 1870, sub section no.138. Following this article the harbour masters were required to immediately upon arrival all mails to be dispatched to the nearest post office, whether they had been brought in loose or as a closed mailbag, or had been handed over on board with their knowledge. Following Art.1 of the circular these letters were to be treated as sea mail.

In the same way, as for those of the Stoomvaart-Mij. “Nederland, mails could be sent from the 8th March 1873 between Rotterdam – Batavia and visa versa with steamships of the “Commercial Steamship Company” (Circ.878 dated 26th February 1873).

The sea post cancellations were probably also to be struck on the letters, from or sent over France and Spain. By Circ.799 of 19th October 1870, that due to obstructed postal connections by some parts of France, use could be made of private steamboats with regular timed steamboat crossings between Rotterdam to Le Havre and those of Bordeaux to Dunkirk. In Circ.856 dated 24th June 1872, issued a postal agreement with Spain from 18th November 1871, mentioning the statement confirming the shipment of goods by sea from a Dutch port to a Spanish one by departing ships.

Under the heading of Belgian mails already mentioned, instructions had been given by 1865 to use a date stamp incorporating the word “Zeebrief”.

Dispatch by warships. Circ.406 issued on 18th December 1849, informed the post masters of the P.O.s at the ports of Amsterdam, Den Helder, Hellevoetsluis, Rotterdam and Flushing, that the Maritime Authority were required to let them know as quickly as possible of the sailings of warships and their transport ships to the East and West Indies and other foreign ports, in order that bagged mail could be sent with them. The treatment of the mails being, that they would be sent with the first available shipment. In the reverse direction this was undoubtedly also required, so that sea post marks must have been put on letters, whether brought into a Dutch port by a warship or merchant transport ship.

B. MAILS TO AND FROM THE WEST INDIES BY WEST INDIES PACKET BOATS.

1825 – 1834.

Following the Royal assent of 21st June 1825, No.96 and 10th July 1825. No.70, regular sailings and general cargo on postal packet boats would be set up between Hellevoetsluis and Curaçao. The Government packet boats should, following Circ.199 dated 16th July, begin sailings to Curaçao on 1st August and bi-monthly thereafter.

The second sailing took place on the 10th October from Hellevoetsluis calling in at St.Eustatius and Surinam, so that mails to those places, including St. Martin and Saba could be taken.

West Indies via Hellevoetsluis. Article 14 of the regulations in Circ.202 dated 15th September 1825, required that all mails both outgoing and incoming at Hellevoetsluis be cancelled with “**West-Indiën over Hellevoetsluis**”. See cancel 345.



West-Indien over
Hellevoet Sluis
345

The packet boat that left on 1st July 1829 did not sail from Hellevoetsluis but from Flushing (Circ.222 dated 12th June 1829). Whether this sailing attracted a different cancel is unknown.

In 1834 this cancel ended. According to Circ.266 of 16th August 1834 based on the Royal statute of the 19th May of that year, the packet boat sailings to the West Indies were canceled. Correspondence to the West Indies was once again handled as sea mail connecting with Dutch ports with private shipping lines, or brought along through the shipping of other countries.

See further, The sending of West Indies mailbags via England and France.

C. MAILS TO AND FROM JAVA PER OVERLAND.
 (Since 1849 called Indies land mail.

1843/5 - 1851

O v e r F r a n c e a n d E n g l a n d .

In 1835 the first mail bags were sent from England to British India over the isthmus of Suez and the Red Sea. After the establishment of the British route between Bombay and China in 1845, a Dutch Packet boat service between Batavia and Singapore and return was organised for mail postings. Since May 1845 there was a monthly arrangement for mails being sent with the “Overland post” [surface mail] via England.

The despatch went from London to Southampton sailing from there to Alexandria with the packet boat or a few days later from London to Paris and thence to Marseille to catch the boat to Alexandria. (Circ.352 of 7th May 1845).

Circ.361 of 6th May 1846, contents of which were advertised in the National press and placed in it to enlighten the general public for them to see the manner in which the Overland mails could derive most benefit.

The despatch however over Southampton was not made clear in the advertisement. The emphasis was given that the direct despatch over Paris and on to Marseille was the preferred more deserving way, because the mails that went over London – Paris – Marseille would require to be taken care of that much earlier, for the letters to arrive in each case on the same day in Paris.

It looks as though from this circular therefore, that the items in this case were sent with the direct despatch to France and then sent with the Overland post. The Overland post means the connection Alexandria – Suez. In an earlier circular guidance was given, that direct dispatches over France and Alexandria – Suez, was possible already in 1845. By Circ.327 dated 25th January 1843, it was still made known, that following agreements with the French postal administration the possibility was opened for letters to be sent over Marseille and Alexandria to the East Indies; under this collective name, it was understood that the Netherlands East Indies also qualified. Between 1843 and 1845 the transportation from Singapore to the D.E.I.’s were sent with designated contracted ships.

For the dispatching of closed mail bags to the Overland post over Southampton, the post offices at Rotterdam and Batavia following Circ.385 dated 26th August 1848 both, one with the other established this direct situation.

In Circ.389 of 4th December 1848 advised, that from December it would be possible to send mails per closed mail bags between the post offices at Breda and Batavia with the Overland posts via Paris, Marseille, Alexandria, Singapore. The letters could be sent either wholly franked or unfranked. Partly franked mail was not let through. Forthwith, loose letters or printed matter was not permitted any more to be sent to the Dutch East Indies; this remained only possible for mails sent to places outside of the D.E.Is.

The direction that the letter was to be sent had to be noted on the envelope. Letters, which arrived too late for the last mailbag to England, though in time for the French one, had to be sent to Breda and thereon the handstamp, “**Na Posttijd**” was struck.

1851-1875.

Indies over Marseille.
Indies over Southampton.
Indies over Trieste.

In Circ.446 of 15th November 1851 the first mention is made of, as well as the first possibility to send mails for the Overland post via Trieste by way of receiving a cancel.

Together with the Batavian Post Office mails were forthwith sent in closed mailbags in direct relation with the connection to these border offices:-

Breda via Marseille, Rotterdam via Southampton and Arnhem via Trieste. The mails were sent along the route as advised by the sender, and with the lack of any route direction given with any particular carrier, then was sent as sea mail.

The franked letters and printed matter had to be cancelled by the dispatching post office with the “**Franco**” strike.

With the mails brought in by surface, on arrival, on the reverse side of the letters were cancelled:-

Indië over Marseille.

At Breda with: **Indië over Marseille;**

At Rotterdam with: **Indië over Southampton,** and

At Arnhem: with **Indië over Triest.** See model 346



These instructions would have in the first instance been applied to the surface mails in the month of December, for mail to and from The Netherlands. Letters that were received in Batavia out of Holland were marked accordingly with the cancellations of:-

Nederland over Marseille, Nederland over Southampton or Nederland over Triest. The cancels Nederland Marseille and Nederland over Southampton were already being used on letters from 1849 and 1850 respectively.

Letters to Riouw, Banca, Palembang and dependencies could be sent separate (not in bags) if specially requested; for these this instruction was not applicable.

The dispatching office for the route via Southampton was Breda following Circ.483 of 2nd December 1853 replacing that of Rotterdam, so that the forwarding for both Marseille and Southampton mails went through Breda. With the establishment of the Dispatching Office at the Moerdijk this office liaised with Breda for the forwarding of the surface mail to the Indies (Circ.504 of 19th June 1855). Eventually the Dispatch Office on the Rhine Railway having been established as a border office acted in conjunction with Arnhem for the forwarding of the post via Trieste, (Circ.513 dated 1st February 1856).

On the 1st of January 1870 the Southampton mail route was given up. The forwarding of closed mailbags on the Suez route came to pass following the Regulation, issued in Circ.768 of 27th December 1869 and henceforth:-

between the Moerdijk railway post office and the post office in Batavia, three times in any four week period via Marseille;

between that railway post office and the agent for the mailbags on board the ships of The Netherlands Steamship Co. sailing between Singapore and Batavia, in conjunction with the British packet boats, every fourteen days via Marseille;

between the railway post office Amsterdam – Emmerik to the post office in Batavia also every fourteen days via Trieste.

The mailbags to Batavia comprised of mail to all the Dutch East Indies, except for those for Riouw, Banca and Palembang, for which the was sent through specified agents.

At the same time instructions were given regarding the cancelling through the forwarding offices.

In the case of letters, printed matter and commercial samples being franked with the proper postage stamps, they were required to get the appropriate cancel. So long as the application of postage stamps was not agreed upon by both sides prepaid letters, printed matter and commercial samples and had to canceled with the franco cancel.

The “insufficient” marker was required to be used, in all case where the value of the checked postage stamps did not represent the full tariff, as well as registered letters being checked off with the “aangeteekend” handcancel.

The Regulations for the 21st March 1854, on the usage of the cancels **Indië over Marseille** and **Indië over Triest** were dispensed with, so that these cancels fell into disuse.

Indië over Brindisi.

The possibility to send mail to Indië via Brindisi rather than via Trieste, between the railway post office Amsterdam – Emmerik and the post office at Batavia was made known through Circ.802 dated 29th October 1870. The mails for Riouw, Banca and Palembang were still required to follow the Trieste route.

Starting the end of 1871 for the mail to The Netherlands East Indies a cancel came to light for which there is no mention in any of the circulars.

On the 23rd of November 1871 the Rotterdam – Antwerp railway post office was sent the cancel model 347,

“NED. - INDIË VIA MARSEILLE FRANSCHE PAKKETB.”, and to the Amsterdam – Emmerik railway

post office a cancel: - **“Ned-Indië via Triest Britsche Pakketb.”**, as well as the cancels:- **“Ned.-Indië via Brindisi Fransche Pakketb.”** and **“Ned.-Indië via Brindisi Britsche Pakketb.”** All these cancels were of a similar model.

According to the postal guides of 1873 – 1875, the railway post office Rotterdam – Antwerp sent their mail over Marseille and Brindisi and the railway post office Amsterdam – Emmerik over Trieste, once every fourteen days.



347

D. MAILS FOR THE DUTCH WEST INDIES PER WEST INDIES MAILBAGS VIA ENGLAND & FRANCE.

Via England.

1849 – 1875.

With the issue of Circ.396 of 21st March 1849, made it known the possibility for letters to be sent and received to/from Surinam twice monthly through the means of the service of the West-Indies packet boats between Southampton and Demerara. However, only after

being requested by the senders; otherwise mail was sent with special designated shippers between The Netherlands and The Dutch West Indies.

With the same Mail ships there was also the possibility for sending post to Curaçao and the smaller island dependencies of Bonaire and Aruba via Puerto Cavallo in Venezuela.

West-Indiën over Southampton. Following Circ. 489 dated 15th April 1854 a direct mail connection opened between the Breda P.O. and that of Paramaribo and Curaçao. This being for letters and printed matter by means of using the ordinary mail service between The Netherlands and England via Ostende and onward with the English administered mail boats between Southampton and the West Indies. These regulations appertained in the first instance in forwarding the mail bags, which departed with the R.M.S. from Southampton on the 8th May 1854.

The mail received in Breda had a cancel stamped on the reverse side of the mail **“West Indiën over Southampton”**, and in Paramaribo and Curaçao a marker **“Nederland over Southampton.”**

Letters which did not have these directions were handled as sea mails and forwarded with the first available shipper. Since not much mail was sent this way (same as for mail to Java), instruction was given by Circ. 603 dated 6th December 1862, which determined that prior to forwarding with these special shippers (Sea Mail), was done only with the express wish of the sender.

Meanwhile the Breda post office handling the mail for the D.E.I.’s was replaced by the Dispatch Office on the Moerdijk. (Circ. 504 of 19th June 1855).

The instruction regarding the cancellations on their arrival, Regulation of the 29th March 1854 (Circ. 489) being withdrawn and fell through, being superseded by Circ.769 dated 27th December 1869, and came into being with the first despatch of the mail bags in January 1870, in The Netherlands and in Surinam and Curaçao simultaneously.

Regarding the use of cancellations by the regular P.O.s, instructions were already stipulated in the previous Circ.489 dated 15th April 1854; that the cancels to be applied should meet the postal law of the land. In the Circ.769 dated 27th December 1869, the actual cancellation of the postage stamp itself is mentioned for the first time. This obliteration was to be done with a specifically made canceller; all mails not franked with postage stamps were required to be marked with the **“franco”** cancellation.

V i a F r a n c e.

1866 – 1875.

The sending of closed mailbags between The Netherlands and Surinam through the use of French packet boats (with The Antilles Line), could be used by The Netherlands for the first time, leaving on the packetboat from St. Nazaire on the 8th August 1866, (Circ.676 dated 16th July 1866). This new possibility for sending letters and printed matter were at the same postage rates and forwarded under the same conditions as those sent to Surinam, which were forwarded by the British mail boats.

Nothing is said regarding the cancellations. This raises the question whether or not the Dispatching Office on the Moerdijk would have used the cancel **“West Indiën over St. Nazaire”**.

Following Circ.736 of 25th November 1868 the service by the French packet boats from Fort de France on Martinique to Porto-Cabello in Venezuela and visa versa, in conjunction with the service given by the mail boats between St. Nazaire and Aspinwall, and was extended to Curaçao. This connection then enabled the Moerdijk railway post office to make the first despatch after the 8th December with the packet boats leaving St. Nazaire, to Curaçao with closed mail bags.

Additionally in 1871 the possibility was opened to send ordinary letters (not in mail bags), printed matter and commercial samples individually to the West Indies and countries in Middle and South America via Germany with onward transmission with packet boats from Hamburg and Bremen. Special cancellations are unknown.

CANCELS: DISINFECTED

Marine gezuiverd. Cancels in connection with disinfected mail have a particular status. Circ.145 of 10th January 1820 instructed that, *“Letters brought in with ships from infected places and placed under quarantine, should be properly disinfected in a thorough manner, prior to the mail being delivered to the post office.”*

This mail received the cancellation

“**Marine Gezuiverd**” and “**ZUIVERING MARINE**” (models 348 and 349).

The English postal administration, Circ.244 dated 22nd November 1831

detailed requested that disinfected, registered letters forwarded or accepted for England, after the customer having handed the item over, knowing the danger and peril of any contents, due to the heat treatment and disinfecting by the quarantine station.

GEZUIVERD
350

For these precautionary regulations the cancellation No.350 was used in Arnhem and Brielle. In that year our country too was infected with cholera.

*Marine.
Gezuiverd*
348

**ZUIVERING
MARINE**
349

CONCLUSIONS.

Evidently, from the aforementioned the received mails through the post offices and border P.O.s were seen to have been already using directions, either for sending through or received from other countries or the nature of the means of transportation, whether from the receiving border office or indeed in both directions. These cancellations were after 1850, for the differing mails, with the exception of sea mail, introduced gradually.

The differing regulations with regard to franking and settlements, was consequential on the type of postage required, having in large part attracting the different cancellations applied. The indications given in conjunction with the franking were in the main applied only on mails handed in, or when seen on some correspondence given in at the border offices or at the inland P.O.s.

For the obliteration on postage stamps, which differed for mails destined to foreign countries, these gradually required mandatory franking, though no specific cancels were advised. Not only for obliterating, but included other reasons, for which these or previous

cancellations had been required by the inland administration, and that the same regulations eventually came into being more and more on correspondence bound for foreign lands.

The boxed **FRANCO** cancellation requires special mention here with the instruction of 1861, introduced with a border around the “**franco**” cancel, [boxed], meant for usage on foreign and prepaid mails, (on which no official postage stamps were seen), that in addition to the ordinary departing cancellation, in red, these also had to be marked with the new cancel in black, “**Franco**”.

CHAPTER SEVEN.

Foreign Countries. World Postal Union. 1875 – 1915.

After the forming of the inland postal service, which following that of England, different countries became allied with it, and the idea formed, that the international postal service unite and follow the many principles which began to become regulated, with more and more joining. The Postal congress held in Paris in 1863 however, passed not a single resolution. At the congress meeting held in Bern, under the chairmanship of the German Post Master General, *Dr. von Stephan*, who had some years before in his, "*Thoughts concerning the universal Postal Congress*," done much of the groundwork, on 9th October 1874 a Treaty was concluded, in which the European States, including the United States of America and Egypt as well, joined into one General Postal Union.

The General Treaty became effective on 1st July 1875. France joined 1st January 1876. The Netherlands Colonies in the East and West Indies on the 1st May 1877 were included in The General Postal Union and over time nearly all the other States and Colonies joined.

Complete freedom of transit, for a very reasonable remuneration, in so far as possible to effect transit over land and water, when the distance exceeded more than 300 sea miles, was the basis to introduce a lower and as far as possible, uniform postage within the areas covered by the Postal Union. Another major principle was the provision, that each administration retained their postal charges and regulating administration, (on registrations etc.), so that figuring reimbursements would no longer be necessary. (Annual Report 1879).

By the Treaty of Paris on 1st June 1878, different provisions were revised and the name changed to, "**L'union postale universal**", (World Postal Union.) Thereafter the Treaties were convened at Lisbon on 21st March 1885, Vienna on 4th July 1891 and Rome on 26th May 1906 and from which the Treaties are is mentioned in this chapter and furthermore in the fifth.

By the Treaty of Bern, each country was given the freedom to share in smaller alliances or incorporate minor arrangements, which did not affect those of the Union. In just such a way Postal agreements were made with Belgium and Germany in 1875, whereby for example, cost of mail exchanges within the border regions equal to a maximum of 30 kilometres in a straight line between the reciprocating postal arrangements would be charged 5 cents.

During this period use was made of cancels based on the regulations of the General Postal Agreement, as well as for cancels which were required by special arrangement (outside the General Postal Agreement). Additionally, special cancels were used for the overland and sea connections with the Dutch Colonies.

GENERAL POSTAL AGREEMENTS.

The Bern Agreement introduced a uniform fee of 25 cents, coupled with the instruction, that the franking of all mail could only be accepted by means of postage stamps or stamped envelopes, valid in the country of origin.

The uniformity of handling also bought unity in cancelling instructions with the member States. Following the Regulations the execution of the General Agreement required that a cancellation be placed on the mail, indicating place of origin and date.

Semicircle 'branch' cancel for sub P.O. In connection with this, the sub – post offices and exchange offices at Heerenberg and IJzendijk in 1875, including Aardenburg, Dinxperlo, Gendringen, Gennep and Susteren in 1877, received a date stamp canceller No.68, similar to model 67, with the name of the sub post office.



T
351

“T” cancels. The registered mails were required to show a special cancel. The unfranked or insufficiently paid mail, were required to be cancelled from the country of origin with a **“T”** (taxe á payer). Cancel 351 is the model used here in our country.

Following Art.17 of Circ.960 dated 21st June 1875, every exchange office was to be supplied with a **“T”** canceller. These were to be struck on all letters or other items that were unfranked or insufficiently paid mail received originating from Dutch P.O.'s, and were destined for one of the member States or indeed for non member countries, showing the forwarding intervention by a Member State. In the case of obviously unfranked or insufficiently franked letters and other items from member States for which no cancel was to be seen, would require that the postage costs be raised by the Dutch exchange office, but the re-cancelling, because of omission could be dropped.

By virtue of the aforementioned Regulations, the value of substituted postage stamps, that were invalid in the country of origin, were treated as being wholly unacceptable, and in these circumstances the numeral **“0”** would be applied next to the postage stamps. Art.17 of the aforementioned circular stipulated that items that did not have valid Dutch postage stamps, despite attention being drawn by means of the numeral **“0”**, the **“T”** cancel was still required to be applied. The **“0”** warning was always with an ink annotation or in aniline crayon.

“T” Use was also made of cancel 352; under the word **“centimes”** **“centimes”** the amount owed was filled in. This type of cancel was supplied in Dec.1898.



POSTAL AGENTS.

Packet boat date cancels. In April 1886 the mail officers of the Koninklijk West-Indischen mail dienst,(Royal West-Indian mail service), were supplied with cancel 353: **Amsterd:- W: Indië Nederl: Paketboot.** The was applied on mail in Amsterdam or mails in the care of the ship. This cancel was still in use in 1915.



Post agent Amsterdam-Batavia. Model 118. In January 1904 the steamship companies of **Mij. Nederland** and **Rotterdam Lloyd**, had letter boxes installed on their ships to collect the mail of its passengers. The responsibility for these items as postal agent, functioned through that of the Administrator or First Officer of the **Mij. Nederland**; cancels for the outward voyage and return one were struck with a cancel of **Postagent Amsterdam-Batavia** and **Postagent Batavia-Amsterdam** respectively. The postal agents of The Rotterdam Lloyd used the cancellations of **Postagent Rotterdam-Batavia** and **Postagent Batavia-Rotterdam**.



This had come about with the confirmation of, and ratified by, the **Agreement of Vienna** of the 4th July 1891. Mail was cancelled onboard the packet boats or, when no postal agent was onboard or not available the mail was then canceled at taken the post office where the mail was dropped off.

The mail could be franked with postage stamps based on the rate of the country to which the packet boat belonged, or by the postal services where they were berthed. In the case a letters were dropped off during any delay of arrival into a port or between ports of call, were required to be franked with the postage stamps, and rate of the country in which the boat was berthed.



New models. In 1910 the postal agents of both companies were supplied with the cancellers shown in model C.

CANCELLATIONS IN PORTS.

The Postal Agreement of Washington of 15th June 1897 regarding the franking and cancellation of letters dropped in their post boxes and also those given directly to those in command, were the same as those given in 1891. In this Regulation however the addition was made, *“in the anticipated event of the office receiving mail, (in the former period mention is made regarding the post office where the item was handed in to), they are to apply their ordinary date stamp”*, and mentioned in their instruction, *“either handwritten or by means of a cancel, the word “Paquebot”*

is to be applied.” Rotterdam received in October 1901 the canceller No.354, and No.355 being of a later type.



NAVY SHIPS (oorlogsschepen).

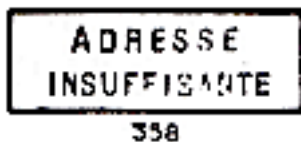
By § XXVI of the Regulations of the Postal Agreement of Vienna dated 4th July 1891 an arrangement was made about the exchange of closed mail bags between a Postal Administration Union and squadrons of warships of the same nationality. On our navy ships no date cancels were used. I have seen a cutting of a three lined rubber stamp No.356 **“Postkantoor aan boord Hr Ms Friesland”** (Post Office onboard Hr Ms Friesland), and on which a cancel Arnhem-Oldenzaal 23 Aug 06 was noted.



FOREIGN UNDELIVERABLE MAILS.

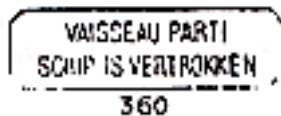
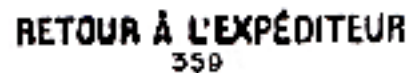
On 1st April 1887 in keeping with one of the Agreement of Paris the following clause took effect, in which it required that letters and other items, which for one reason or another could not be delivered to the Administration of the country of destination, that on the reverse of the mail a note (in the French language) had to be put on the letter, explaining the reason for non-delivery. The advice could be by means of a cancellation or by means of applying a sticker. If desired the warning in their own language could be added. (No.10 in the despatch of 28th February 1887.)

Décédé. (Deceased) As a consequence, in that year the cancellations as in model 357:- **Décédé, Inconnu, Non-Réclamé, Parti** and **Refusé** came into use.



In 1900 – 1904 the following cancels of type 358 were supplied: **Adresse Insuffisante, Raison sociale n'existe plus, Vaisseau parti** (underlined), **Plusieurs homonyms, Parti sans adresse.**

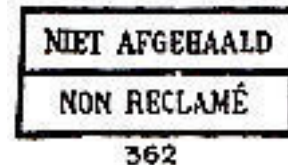
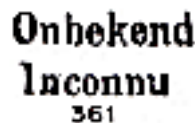
's Gravenhage in 1904 received a cancel 359: - **Retour a l'expéditeur**, and Rotterdam the same cancel enclosed in a box in 1905. (Boxed)



In 1910 through the Head Office the following cancellations came into being, Model 360: - **Adresse insuffisante Onvolledig adres, Décédé Overleden, Envoyage Op Reis, Inconnu Onbekend, Non réclamé Niet opgevraagd,**

Parti Vertrokken, Plusieurs homonyms Meer personen van dien naam, (more persons with this name), **Raison sociale n'existe plus, Firma bestaat niet meer,** (Firm no longer exists), **Refusé Geweigerd,** (Refused) **Retour á l'expéditeur, Terug afzender,** (Return to sender), **Vaisseau parti Schip is vertrokken.** (Ship departed).

Models 361 and 362 were also used, and which were used for inland mails as well.



SPECIAL POSTAL TREATIES OR AGREEMENTS.

SEA MAILS.

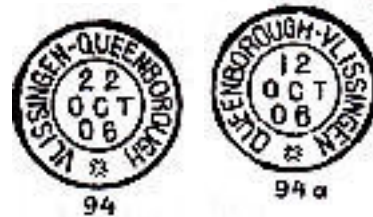
In the Regulations in relation to the Postal Treaty with Belgium dated 21st May 1875 detailed that letters and other items received directly from the colonies or overseas, which had been despatched to Belgium, required that the address side received a date stamp of the port of shipment and a cancellation marked: - "**Zeebrief.**" (Sea mail).

Small round cancel sea mail. The Hellevoetsluis post office on 31st December 1883 received cancel 363 with characters. Later on there were no more Zeebrief cancels supplied.



SEA POST OFFICE.

Small round with star. Since 1st May 1894 the mail on the the nightboat to and from England the night sailing to and from England wss no longer handled by the railway postoffice Rotterdam – Flushing in the trains II and E, but on the night sailing ferry through the Sea Post Office Flushing to Queensborough (D.O. [Dienst Ordre] and M.77 from the 20th April 1894.) The sea post office had the cancellers 94 and 94a, using the **Vlissingen – Queensborough** and **Queensborough-Vlissingen** strikes.



Star cancel, one star. On 16th June 1896 the Sea mail post offices were sent models 117b and 117c.

Type B, with Arabic monthly numerals. Commencing 1st March 1909 a Sea post office

was also established on board of the “**Zeeland Company**” day ferries. (Instruction 1059s of 1909). Thereafter the cancels 165, **Queensborough – Vlissingen I, II** and 165a **Vlissingen A, and B** were used.



RAILWAY POST OFFICES.

Rayon limitrophe. (Regional limits) Following Art.196 § 1A of the V.V. dated 1903 railway postoffices were supplied with the canceller “**Rayon limitrophe**”. Similar border postal markers, as in type 364, were, among others, used on the routes Amsterdam – Emmerik and Amsterdam-Rheine in 1914.



CONNECTIONS WITH OUR COLONIES.

NETHERLANDS – NETH. EAST-INDIES. LAND AND SEA MAIL.

With Circ.1008 dated 20th September 1876 the new Regulation of 31st July 1876 regarding the sending of mail in closed mailbags between The Netherlands and The Neth. East Indies on the Suez route was made known. Here with it proclaimed that letters, post cards, printed matter and commercial samples were required to receive a date cancel from the office taking delivery, as well as that attached postage stamps had to be canceled.

The routes took place: -

- a. Via Brindisi and onward with English and Dutch packet boats.
- b. Via Marseille and onward with French packet boats.
- c. Via Triest and onwards with Austrian, English and Dutch packet boats.
- d. Via Naples and onwards with steamships of The Netherlands Steamship Co.
- e. Directly with these steamships, [From Holland]

The routes *a*, *b* and *c* would take place every fourteen days; with The Neth. Steamship Co. from Den Helder via Southampton, Naples, Port Said, Suez and Pedang to Batavia, in 1876 every four weeks and in 1877 and 1878 every three weeks. Routing through Triest had ceased after 1877.

The letters and other mails from and to the N.E.I.'s required the out going exchange office, if sending with mailbags, applied on the address side one of the following cancellations: - **Ned.-Indië over Brindisi**, **Ned-Indië over Marseille**, **Ned. Indië over Triest**, **Ned. Indië over Naples** or **Ned. Indië Stoomschepen Regtstreeks**, depending on the route.

Ned. Indië over Brindisi. In November 1876 the following type 365 cancellers were supplied. **Ned: Indië over Brindisi** and **Ned: Indië over Marseille**. to the railway postoffice **Rotterdam-Antwerpen** and **Ned.-Indië over Triest**, as well as **Ned: Indië over Naples**, to the railway P.O. **Amsterdam-Emmerik**.



A rectangular postmark stamp with the text "NED:INDIË OVER BRINDISI" in three lines and the number "365" at the bottom.

Ned. Indië Stoomschepen Regtstreeks. The offices at Rotterdam, Flushing and Zierikzee received in November 1876 cancel 366.



A rectangular postmark stamp with the text "NED:INDIË STOOMSCHIEPEN REGTSTREEKS" in three lines and the number "366" at the bottom.

Ned.-Indië sea mail. The Regulations of 16th February 1877 (Circ.1026 dated 20th April 1877) detailed essentially the same instructions. Being allied with the General Postal Union brought about the usage of the "T" cancel by members.



A rectangular postmark stamp with the text "NED:-INDIË ZEEPOST" in two lines and the number "367" at the bottom.

Cancellation 367 with Art.3, mandated that the sending of mails by steamship directly between The Netherlands and Neth. Indiës' ports in order to save time would be identified with a "Zeepost" marker, replacing **Ned: Indië Stoomschepen Regtstreeks**, and still could use their own cancels, so long as they served the purpose.

The first cancel was supplied to IJmuiden in 1879 with **Ned-Indië Zeepost**.

Since 1879 steamships of The Neth. Steamship Co. sailed from Amsterdam through the then opened North Sea Canal, and the every fourteen days service came into being. The sending of mail with French packet boats went since 5th September 1879 via Naples.

In August of 1879 the offices at Amsterdam, 's Gravenhage, Rotterdam and Zaltbommel were supplied with the cancellations, **Ned: Indië over Brindisi** and **Ned: Indië over Marseille**, meanwhile the railway P.O. of Amsterdam-Emmerik was supplied with the latter canceller only.

Cancels of the **Ned:Indië Zeepost** types were sent to IJmuiden in May 1879 and Flushing, in November 1882 to Flushing, and in December 1886 to Amsterdam. This office had also received the **Ned:Indië Stoomschepen Regtstreeks** cancel in December 1884.

Ned.Indië French packet boats. For Land mails [surface] the cancels type 368 were still supplied as well as follows; **Ned:-Indië Fransche Pakketb.**, (via Germany, Austria, Naples: Circ.1086 from 15th August 1879) in October 1879 to the Railway P.O.

NED-INDIË
NED.-PAKKETB.
368

Amsterdam-Emmerik, in May 1882 to Amsterdam, April 1884 to 's Gravenhage and in June 1884 to Rotterdam;

Ned.-Indië Ned. Pakketb. (Via Marseille and with the steamships of the Neth. Steamship Co., No.1171 of the Shipment (Verz.) 25th March 1882) in April 1882 to Amsterdam, 's Gravenhage, Rotterdam and the Railway P.O. Rotterdam-Antwerp;

Ned.-Indië British Pakketb. (via Paris and Brindisi: No.1175 of the Verz/ of 25th May 1882) in July 1882 to Amsterdam, May 1884 to 's Gravenhage and June 1884 to Rotterdam.

The ships of The Neth.Steamship Co. in 1882 sailed from Marseille instead of Naples. After 1886 mail was also sent via Marseille with French packet boats.

From 1st June 1887 there was additionally a direct connection with the steamships of Rotterdam Lloyd, which called at Marseille; the alternating service operated every week; through Amsterdam with The Neth. Steamship Co., on eweek and from Rotterdam with the Rotterdam Lloyd the other week.

Following the 20th Verz.t in 1888 the ships of The Neth.Steamship Co. sailed from Genoa instead of Marseille, so that the service now alternated between Genoa with The Neth.Steamship Co. or Marseille with the Rotterdam Lloyd. In this regard the offices at Amsterdam,'s Gravenhage, Rotterdam and the Railway P.O. No.2 received the canceller model 365 at the end of September: "**Ned: Indië over Genoa**".

NED:INDIË
OVER
BRINDISI
365

The Land mail [surface] except that which was sent via Genoa with the Neth. Steamship Co. or via Marseille with the Rotterdam

Lloyd, still sent via Marseille with French packet boats and via Brindisi with English [British] packet boats; furthermore since 22nd January 1889, (from the 2nd Verz. 1889) via Brindisi with German packet boats, which utilised Naples instead of Brindisi after July 1893.

Rotterdam received additionally in July 1890 and also in August 1902 another cancel **Ned: Indië Regtstreeks**, [Direct], and July 1891 this cancel was supplied to Amsterdam and the three packet boat cancels 368 were sent to it as well.

ZEEPOST
369

Zeepost. Cancel 369 shown in *Schreuders* as No.507, being supplied in 1886 has not been seen by me.

Ned. Indië via Naples. The railway P.O. No.2 received in July 1893 a cancel 370 **Ned: Indië via Naples** and in September 1894 a cancel 321: "**PP**". For the supply of this last cancel, which was no longer used after 1875, there seems to have been no instruction found.

NED:INDIË
VIA
NAPELS
370

P.P.
321

NETHERLANDS – NETH. WEST – INDIES. LAND AND SEA MAIL.

Following Circ.1026 of 26th April 1877 which contents became effective on the 1st May the connection with Surinam through Southampton and via St Nazaire became permanent, as was that of Curaçao via Southampton and via Hamburg. The route via Hamburg to Curaçao was only used if requested by those sending mail.

The transmission by sea mail to Surinam or Curaçao only happened if the sender had put that instruction on the envelope or by means shown with the value of the postage stamps applied.

Conforming with the international rules the “T” cancel came into use.

The transmission of closed mailbags came about:-

To Surinam

- a. With English packet boats from Southampton to Demerary and onward by ships of the Netherlands Colonial Administration.
- b. With French packet boats from St. Nazaire to Cayenne;
- c. Per sea mail.

To Curaçao:

- a. With English packet boats [R.M.S.] from Southampton to St. Thomas and onward by ships of the Netherlands Colonial Administration.
- b. With English packet boats from Southampton via Barbados to Curaçao.
- c. Per Sea Mail.

Additionally, there was also the possibility to send mails on an individual basis with the German packet boats from Hamburg via St. Thomas to Curaçao; the mail being sent by the railway P.O. Amsterdam-Emmerik to the German postal administration and despatched in the mailbags for transmission from Hamburg for Willemstad.

The exchange between the Railway P.O. Rotterdam-Antwerp and the offices of Paramaribo and Curaçao were dealt with twice a month for mails via Southampton, between that Railway P.O. and for mails to Paramaribo via St. Nazaire monthly. The mails arriving at these post offices for Paramaribo and Willemstad were sent per sea mail at unstipulated times.

The correspondence for and from Surinam and Curaçao, were require to follow the Regulations. The office of exchange had to have one of the following cancellations applied, depending on how it was sent. This instruction was repeated in the Regulations dated 14th December 1879.

Suriname over Southampton. West Indië zeepost. The Railway P.O. Rotterdam-Antwerp received in this respect in April 1877 the cancels **Suriname over Southampton, Curaçao**

over Southampton and **Suriname over St. Nazaire**, all of type 371, and the cancel 372,

**SURINAME
OVER
SOUTHAMPTON
371**

**WEST-INDIË
ZEEPOST
372**

West-Indië Zeepost, the cancel at the same time being supplied to Amsterdam, Rotterdam and Flushing [Vlissingen], in May 1879 and to IJmuiden and again to Amsterdam in 1886.

For the sending of mail to Surinam via St. Nazaire the last mention made in the postal directories is that of January 1887. For despatches via Hamburg, for which no special cancel was used, was following Circ. 1085 of 11th July 1879, were being replaced with the German packet boats calling at Le Havre.

Ned. W. Indië Stoomschepen Regtstreeks. From March 1884 it was possible to send mail with the steamships of the **Royal West-Indian Mail Service**, with which mailbags were exchanged between the post offices of Amsterdam and Paramaribo and Willemstad. The outgoing correspondence was marked in Amsterdam with cancel No.373, **Ned:W: Indië Stoomschepen Regtstreeks.** [Ned. W.I. Direct Steamships].



373

**CURAÇAO
OVER NEW-YORK**
374

Curaçao over New-York. From April 1882 between the Railway P.O. Rotterdam-Vlissingen and the post office at Willemstad a dépêche were exchanged on the New-York route and the steamships between the New-York and Curaçao (Shipment No 1172). *Schreuders* mentions a cancellation, **Curaçao over New-York**, (No.515) in 1884. According to my sources the Railway P.O. No.2, in February 1888, received the following cancels 374: **Curaçao over Havre, Curaçao over Liverpool and Curaçao over New-York.**

CHAPTER EIGHT.

Field post (till 1914).

Taken from the works of *Overvoorde*, pages 69-73 and *le Jeune*, pages 181-185 and 350-357 the following has been derived.

In earlier times for important dépêches special couriers were sent out. The urgent mails were forwarded to an office in the neighbourhood of the H.Q. and through the military were fetched and dispatched. Many were forwarded by means of specially contracted dispatch riders.

Already in 1597 it was possible to do this with a ride to 's Gravenweert for the correspondence with the army, with established units at Bodegraven or Alfen, Utrecht, Rhenen and Arnhem. The letters to 's Gravenweert were handled through the Sergeant at Horse (wachtmeester).

In 1672 these extraordinary rides were contracted for the official mails from The Hague to Den Helder, Emden, Duisburg, Maastricht and Flushing. For correspondence to the State's Armies concessions were awarded in 1674.

When in 1746 Antwerp was occupied by the French, the letters for the States and English troops finding themselves near Breda, were brought to them by one of the Amsterdam offices, which had been taken to Strijensas on the Hollandsch Diep, and from where the letters were handed over and taken to their headquarters. The parcels of letters from England went via Brielle and Strijensas to the army; the letters were administered through the English postal officials at Sutton.

In 1793, when the troops of the Prince of Orange were near Kortrijk in the Austrian Netherlands, despite the protest from the Director General of the Austrian Postal authorities in Brussels, they were able to maintain a postal ride over Gent, Lokeren, Antwerp, Moerdijk and Dordrecht to The Hague. The postillions exchanged at Moerdijk. The field post at that time was already better organised; about that year an instruction was given to the commissioners of the field posts, that they must have their office in the headquarters. Those letters sent from the army to The Hague were to be franked with 8 stuivers.

For the French Northern Army the handling of field post, in cooperation with the Director General of the postal authority, was spelled out the 14th November 1795. There was a general post office established at the head quarters and at the three divisions a director was appointed. The Batavian post forwarded the letters free of charge from West Wesel and Gorinchem to the head quarters, with a connection from there to Zwolle and 's Gravenhage and thry Middleburg to the third division in Zeeland.

As far as is known, the States army posts did not cancel mail. The French army had established already at the start of the 18th century the use of cancellations. In the "*Catalouge des estampilles and oblitérations postales de France et des colonies françaises*", we can find the following information.

Under the French Republic the cancellations contained the name of the army and and depending on the type of mail, an abbreviation, such as **Bau G = bureau general**, **D or Don = division**, **P.P. or Port Payé**, **Déb or Debse** or **Déboursé**.

Under the Consulates and the Empire the field post was perfected further through General *Lavallette*, who through the Emperor was appointed Director General of the post office.

The shape of the cancellations and the nature of them, based on the records remain unaltered.

Those, one, two or three lined cancels were seen in our country in 1793, when the French were encamped up to the main rivers, and in 1795 used by the *Armée du Nord*, followed by use of the *Armée de Hollande*.

In the "Catalogue" various cancels are mentioned, though the places of usage are not given. From the *Armée du Nord* cancels we show just a couple; the cancels of the *Armée de Hollande* were all copied, because these, wherever they were struck, belong here in our area of collection.

ARM. DU NORD

1795, in red.

1e DIV. P.P. ARM. DU NORD

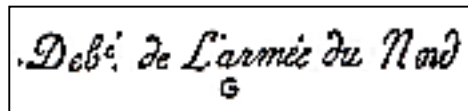
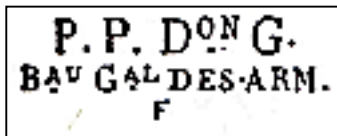
1795, two lines, in red.

P.P.D^{on} G. B^{au} G^{al} DES.ARM.

See model F. 1795, in black.

Deb^e de L'armée du Nord

See model G. 1795, in red.



HOLLANDE TROUPES F^{oises}

(2 types)

See cancel No.375

1798, Two lines in red

HOLLANDE TROUPES F^{oises}

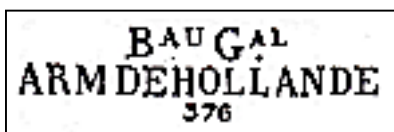
1802, two lines in red



B^{au} G^{al} ARM. DE HOLLANDE

See cancel No.376..

1802, two lines in red



D^{on} A HOLLANDE TROUPES F^{oises}

(Division A) 1800, 1801 two lines in black

Known in A,B,C,D,E,F

With A on mail 21 Frimaire year XII

(13th December 1803) from Zutphen,

following contact with Mhr. Gaston

Tournier, Editor *Almanach du Philatéliste*

No.2 ARM.DHOLLANDE

1795, two lines in black.

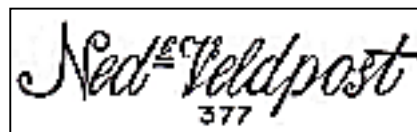
PORT-PAYE HOLLANDE TROUPES F^{oises}

1803, three lines in black.

D^{on} D PORT-PAYE HOLLANDE TROUPES F^{oises}
 1795, three lines in black **Don A**, **Don B**; in red **Don C**.

D^{on} F. DEB. HOLLANDE TROUPES F^{oises}
 1801, three lines, in black.

Dutch field post. In 1815 a Dutch field post cancellation was used. Following Circ.56 of 12th June 1815 the post offices of Breda and Maastricht, from July 1815 on, had direct connections with the Dutch fieldpost in Belgium. Art. 20 of the instructions alluded to, *“All the letters from the Army will require to be seen to have the cancellation “Ned.Veldpost” which will be manufactured and then sent to the Director of the Fieldpost.”* This is the model shown as 377. By the issue of Circ.72 dated 5th February 1816 the operation of field posts was abolished.

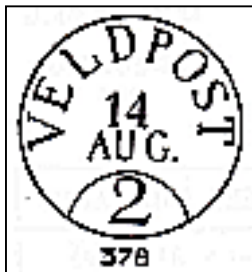


In Circ. 227 of 23rd August 1830 a reference is again made about field post with the establishment of the Camp of Zeist, where the cancel, **“Kampement bij Utrecht”** was to be used. Circ. 229 dated 18th September 1890 said that *“the encampment at Zeist was no longer in situ and the field post there was lifted”*. The cancellation therefore is unlikely to have been used.

The troubles in Belgium lead to the field post being resurrected the following year. Following the requirements in the regulations for the service of field posts in a mobile army, and to which an extract was added in Circ.237 dated 29th April 1831. This renewal for the operation of the Fieldpost, where regular mail was inadequate, was considered to be needed for field post letters, particularly for the mails from the army to different parts of the Kingdom and between Army Corps, as soon as the army, or part of it having crossed the borders. The field post could, following Art.3, also come into force to benefit garrisons, barracks and camps, where there was no ordinary postal district and where such service was deemed necessary.

Date field post stamp with number. At the head of the field post was a Director, with the head office being established in the head quarters. Following on from Art. 47 all the field post offices used for both incoming and outgoing mails, a date stamp imprinted with **“veldpost”** and for each and every office the cancels having a different number were provided.

There are known cancels with the numbers **2** and **4**. Looking at the cancels 378 and 379 the models have much in common with those date stamp cancellers issued to the post offices in 1829; the ornamentation within the cancel being replaced with that of the number.



The cancel with the number **2** has been seen on the following letters: a. Written in **Scaffen** near **Diest**, and stamped 6th August 1831 and sent to **Dordrecht**; b. written in (unreadable) nearby to **Leuven**, stamped 14th August 1831 and sent to **Dordrecht**; c. written to **Goosem**, and stamped 17th August 1831 and sent to **Deventer**.



In the first letter it recalls, “Here the field post is not yet fully organised, expediting the letters could therefore be difficult.” The latter letters bearing testimony to this as none of the three have a date stamp on them. The set up for dispatching to the Army was even worse. In

Ten Day
artillery,
of the
on the
declared,
received
The



is evident on a letter, written in the camp near **Oirschot** and canceled 4th July 1832.

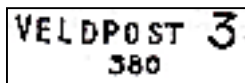
Following the Yearbook for 1851, the field post was put out of business in 1836. In the previous year, probably for the benefit of the camp near to **Rijen**, a temporary post office was established, that in May 1836 was supplied with the cancel **25d**. Also later on in camps temporary post offices or sub-post offices were set up. The afore mentioned cancellation with the number **4** is then, so far as I am aware, the singular Dutch field post cancel which was used in a camp.



Since 1904 the field post has been used during the years when there were army or naval exercises. According to the Service Orders a field post office was established at:-

6 th - 8 th Sept. 1904 at Veghel	18 th - 25 th Sept. 1907 first at Leiden then Delft
8 th - 10 th Sept. 1904 at Helmond	14 th - 23 rd Sept 1908 at Gorinchem
10 th - 14/5 Sept. 04 at Eindhoven	16 th - 23 rd “ “ “ Breda.
6 th - 14 th Sept. 1905 consecutively at Valkenburg and Maastricht.	14 th - 22 nd “ 1909 first at Amersfoort, then at Wageningen.
9 th - 16 th Aug. 1906 at Oirschot	17 th - 26 th Aug. 1910 at Culeburg and Schijnde
4 th - 12 th Sept. 1907 at Apeldoorn and Arnhem	9 th - 14 th Sept. 1910 at Uden.

Before 1910 the large round cancellations 102 were used. In January 1910 the rader type cancels: **Veldpostkantoor** (model 171), numbered **1, 2, 3**, and **4** being supplied, of which cancel **1** was used in September and probably in August as well.



In September 1911 the cancels **1** and **2** were supplied: **Veldpost** (model 172), together with administrative cancellations **1** and **2** in model 380 and **Expeditiekantoor Veldpost A and B**, (model 197), and in 1912 additional date stamps and administrative cancels,



Veldpost 3 and **4**. Following D.O.210 [dienst order, service order], at the time of divisional manoeuvres from 15th to the 20th Sept. at Harderwijk a Fieldpost Office was set up during these manoeuvres and following the army manoeuvres between Harderwijk and 's Hertogenbosch, the advancing 's Hertogenbosch division received its own field post office. From 21st to 27th September at the Central (railway) Station in Utrecht, a Dispatch Office for the field post was installed. This station used cancel **A**; probably at the time of these divisional manoeuvres only the date canceller **Veldpost 1** saw service and following on with cancels **1** and **2**; the date cancellers **Veldpost 2, 3** and **4** are likely seldom, if ever to have been used and cancel **1** only in 1910.

Since 1911 each field post office also made use of a similar numbered administrative cancels.



The cancels **1** again saw service during the following times when field post offices were set up on from 23rd to 27th September 1912 at Mijdrecht and from 8th to 11th September 1913 at Den Helder. At the time of the army manoeuvres from 22nd to the 25th September 1913, field post offices were again set up at Rijssen, Arnhem and Voorthuizen, each having received the cancels **4, 2** and **3** respectively, (cancel **1** never having arrived at Rijssen). Additionally the canceller **Expeditekantoor Veldpost A** was again brought into use.

The notification by the Minister of War of the 16th September 1912 was that the instructions given in “**Instructions in regard to the rules of field posts**” would not only to be followed in the case of a general mobilisation, but also in the instance of large manoeuvres and training exercises or of large scale troop movements. Regarding this instruction the following was learned.

After the command to mobilize is given, a special postal service will be established under the name of “**Veldpost**”, which working together with the local postal services and at these places where, Dispatch and Fieldpost offices exist.

Under this ruling for each army division in the field a Field Post Office will be set up; depending on the circumstances other field postoffices could be setup as well. Dispatching Offices (Expeditekantoren) served or more field post offices, whilst a special dispatch office, under the name of a Head Dispatch Office (Hoofdexpeditekantoor) performed services required for all the other dispatch offices and field post offices.

The actual location of the field post offices will be determined by the military authorities of where the troops are deployed. These locations can be changed by authority in charge. Those places, where dispatching offices were to be established will be determined by the Inspector of the Fieldpost. The Commander in Chief of Land and Sea Forces, or his appointed officer, would advise where the place of the Head Dispatching Office would be established.

The field post overall, will be directed by the Inspector of the Field Post (appointed by the Director General). Reporting to him is the Director of Supplies and Communication, and under him the Managers of the Post Office, being mindful of the service stretching

out over the different groups of dispatch and field post offices. At the head of the Dispatch and Field Post Offices one finds the Directors.

All these functions and those of the officials were drawn from the Post Office or Post and Telegraph Office personnel. The officials given this work would previously have had some service with the military or done their national service, or perhaps had been a volunteer in the army. For postmen (acting as agents), civilian letter carriers could be utilised, though still preference was given under the regulations, to those previously employed as a head official or non commissioned personnel as agents who had done military or national service.

Mails and parcels destined for the troops were collected in the dispatch offices and from there sent to the field post offices under the jurisdiction of the dispatching office concerned. The letters and other items including parcels were in each case sent to the head dispatch office for further onward transmission, indeed the actual place from which sent may not be known in all certainty, and in reality the starting point was from the officially established dispatch or field post office; this could for instance be the case if the army was on the move. Additionally, mails were sent, arriving at the head dispatching offices with illegible or similarly, incorrect addresses.

Following Art.8, dispatching post offices applied lettercancels and field post offices used cancels with Arabian numerals.

On the 31st July 1914 The Queen signed the Royal assent, whereby the militia were called to arms. (Mobilised.)

CHAPTER NINE.

Exempt from Paying Postage

The exemption from paying postage for official mail, which was mentioned in the Generale Instructie, was not regulated until 1850. Apart from subjects pertaining to the Royal House and public services, the exemption could also be given to matters of general interest. By the law of 1870 the exemption was limited to the Royal House and public services, a law which was unchanged in 1891.

The conditions pertaining to the exemptions were changed or 'fine tuned' over time. We only describe the big picture here.

According to what was published in the Royal Decree of July 5, 1850 (Staatsblad no/ 38) the senders of the exempted mail had to put their signature and official function on the mail. Some people were given permission to use a canceler, showing their function, instead of having to write down their function by hand. These kinds of permissions were only given to departments and high positioned functionaries.

As of 1876 the official letters had to be identified with the word "Dienstzaken" on it; after 1893 "Dienst" was sufficient. In that year too anyone could ask for permission to use a hand cancel instead of having to write one's function. This system was used more and more, so that these handcancels were almost exclusively used by the postal administration itself.

Types 381 thru 387 show some of these handcancels.

*Prefet. Dept. des
Bouches de la Meuse*
381

Staats Secretairie.
382

Vpres. d. d. Raad v. State
383

*Administratie
der Posten en.*
384

*Administratie
der Posten*
385

HOOFDBESTUUR
DER
POSTERIJENTELEGRAPHIE
386



Type 381 is used in 's Gravenhage during the French 'take over', 382 in Brussels in 1827, 383 in 1862. The postal administration's

Main Office used, among others, type 384 (1830), 385 (shown in Circ. 704 of 1867), and type 386 (1910). The Royal Savings Bank used type 387.

Canceling of foreign daileys

According to Circ. 123 of June 21, 1824 all foreign newspapers, announcements and other such publications, required a tax stamp (zegelrecht), if not sent in a closed envelop, to be delivered to an office so a seal or something similar would identify it.

Because this caused major delays in especially the larger cities as per January 1, 1825 the postmasters were charged with collecting this tax. Newspapers etc, in the Northern part had to have the words "Goed voor....penningen zegelregt", and in the Southern provinces "Goed voor...cents zegelregt". They had to be signed by the post masters. In larger cities the postmasters could use a cancel supplied by the administration of registration. It contained the name or the number of the postoffice. The total sum of the main amount and 'opcenten' had to be filled in with a pen (Royal Decree of October 15, 1824, no. 75, Circ.189 of December 10, 1824).

"Buitengewoon" seal marker. During this period a triangular cancel with inscription "Buitengewoon-zegel-stempel" on the side is known. It has neither name nor number of a postoffice.

On April 1, 1844 the law of October 3, 1843 (Stbl. No. 47) took effect, containing new rules. The postmasters were charged with collecting the 'zegelrecht' to be paid for foreign or in the overseas colonies made printed matter. These items had to have a marker as follows;

A sheet, with an area of less than 16 Dutch 'palmen' with a marker of f 0.01⁵

Between 15 and 25 palmen f 0.03

Between 25 and 50 palmen f 0.04⁵, and further an increase of f 0.01 per 25 square Dutch palmen (or part thereof).

1 ½ Proof of payment was the canceling of the paper with a triangular marker, **Rotterdam** showing the name of the postoffice and the main tax. Cancellation had to be done in blue and according to Circ. 340 of March 14, 1844 had to be applied to the top right of each printed matter.

All postoffices received these markers, but it is unclear in which denominations.



Known are 1 ½ C Amsterdam, Breda, 'sGravenhage, Groningen, Middelburg, Rotterdam, Utrecht; 3 C Delfshaven, Meppel, Schiedam, and 4 ½ C Meppel. The markers 3 C and 4 ½ C Meppel have been seen on the same cut-out; possibly larger offices might also have used markers with higher denominations.

On July 1, 1869 these markers were done away with, because from that day on there was no more 'zegelrecht' for printed matter and newspapers.

INDEX OF TYPE AND PAGE NUMBER

Type	Page	67	100
1,1a,1b,1c, - 2	3	68	101
3 - 4b	4	69 - 71	103
5 - 11	6	72	105
12 - 15	7	73	107
16 - 17	8	74	108
18 - 18a	9	75	110
19 - 20a	11	76	111
21 - 21c	13	77	113
22	15	78 - 81	115
23 - 24	16	82 - 85	120
25 - 25b	19	86 - 87	121
25d	20	88	122
25c - 26a	21	89	124
27 - 27c	22	90	126
28 - 28a	23	91 - 92	127
29 - 29b	24	93	128
30	25	94 - 94a	251
31 - 32b	26, 195	95 - 97	130
33 - 35	28	98 - 107	131
36	30	108 - 123	132 - 156
37	31	124	157
38 - 39	36	125 - 129	158
40	38	130 - 133	159
41 - 42	39	134 - 138	160
43 - 43a	41	139 - 154	161
44 - 46	43	155 - 159	169
47	44	160 - 163	170
48 - 50b	45	164 - 165	171
51	48	166 - 190	172 - 173
52 - 52d	51	191 - 195	182
53	50	196 - 198	183
54	57	199 - 200	184
54a	58	201 - 202b	187
55 - 56	63	203 - 204	188
57		205 - 208	189
58 - 58b	64	209 - 213	190
59	69	214 - 216	191
60 - 62	71	217 - 218	192
63	82	219 (Absent)	192
64	96	220 - 223	193
65	97	224 - 227	194
66	98	228 - 232	195

233 - 235	196	324 - 325	231
236	197	326 - 327	232
237 - 240	198	328 - 330	233
241 - 244	199	331 - 331a	234
245 - 247a	200	332 - 334	235
248 - 250	201	335	237
251 - 255	202	336 - 339	238
256 - 260	203	340 - 344	239
261 - 264	204	345	240
265 - 274	205	346	242
275 - 277	206	347	243
278 - 280	207	348 - 350	245
281 - 289	208	353 - 353	248
290 - 291	209	354 - 356	249
292	212	357 - 363	250
293 - 297	214	366 - 367	252
298	217	368 - 370	253
299 - 301	218	371 - 372	254
302 - 305	219	373 - 374	255
306 - 308	221	375 - 376	257
309 - 310	222	377 - 379	258
311	223	380	259
312	224	381 - 387	262
313 - 314	225	388 - 390	263
315	226		
316 - 318	227	A - D	184
319	228	E	185
320	230?	F	257
321 - 323	230		



1



1a



1b



1c



2

FRANCO

3



4



4a



4b



5



5a



6



6a



7



7a



8

s Haage Leyden

9

9a

BRIELLE

10



11



12



12a



13



14

BAU FRANCAIS
A FLESSINGUE

16

P.P. BAU FRANCAIS
A FLESSINGUE

17



15

92
FLESSINGUE

18

126
BOMMEL

19a

PORT PAYE

19

P.95.P
RUREMONDE

20

P.95.P
MAESTRICHT

20 a

DORDRECHT LUXEMBURG LIEGE

21

21 b

22

W
HEEREVEEN

21 a

LUIK

21 c

Franco

23

BRUSSEL
FRANCO

24

SNEEK
FRANCO

24 a

MAASTRICHT
FRANCO

24 b



25



25 a



25 b



25 c



25 d



26



26 a

FRANCO FRANCO FRANCO FRANCO

27

27 a

27 b

27 c

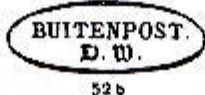
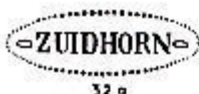


WEESP
51 a



RHENEN
31

Blokkyl.
31 b



APELDOORN
41





48



49



50



50 a



50 b



51



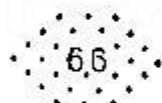
52



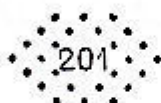
52 a



52 b



52 c



52 d



52 e



53



54



54 a



55



56



57

DIEREN WINKEL

58

DOETINCHEM

58 b



59

LISSE

60

RAAMSDONK

60 a

HALK

61

BROEK OP LANGENDIJK

62



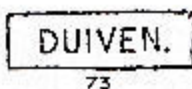
63



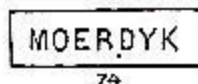
64



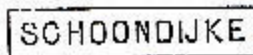
BIRDAARD
70



MADE
71



AMERSFOORT EINDHOVEN.
78 79





88



89



90



91



92



93



94



94 a



95



96



97



98



99



100



100 a



101



102



103



104



105



106



107



108



109



110



111



112



112 a



113



114



114 a



115



116



116 a



117



117 a



117 b



117 c



118



119



119 a



120



121



122



123



124



125



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B



C



D



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~~~~~ 's GRAVENHAGE ~~~~~ 's GRAVENHAGE  
 ~~~~~ 12 JUL 1904 -4-5 N M- ~~~~~ 12 JUL 1904 -4-  
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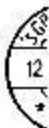
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UTRECHT
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AMSTERDAM
AMSTELDIJK
230

ARNHEM - INKLARING
232

WAGENINGEN
229

ROTTERDAM - ANTW
231

Aangeeteekend
233

Aangeeteekend
235 a

AANGETEKENDE
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AANGETEKENDE
234 a

AANGETEKENDE
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AMTSHALVE
AANGETEKENDE
236

NA POSTTYD
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NA POSTTYD
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Na Posttyd
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Na Posttyd
239 a

NA POSTTYD
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G
241

ontoereikend
242

ontoereikend
242 a

ONTOEREIKEND
243

reeds gebruikt
244

ROTTERDAM
[BRIEVENBUS]
245

BRIEVEN - BUS
246

BRIEVENBUS
246 a

EXPRESSE.
247

EXPRESSE
247 a

LOCAAL
248

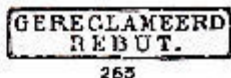
DEB120 DÉB DEB.MAESTRICHT
 249 250 251

DEBOURSE
 BERGEN-OP-ZOOM
 252



REBUT
 261

REBUT
 261 a



32
267

54
268

H.10
269

D 20
270

D.18
271

C.1
272

G.4
273

A.3
274

BESTELLEN
275 (41 mm)

BESTELLEN
275 of (32 mm)

BESTELLEN A
276

BESTELLEN C
277

TE ROTTERDAM
ONBEKEND
278

terug
naar
281

Onderz b/d Burg. stand
den Haag Vruchteloos
279

TERUG AFZENDER
282

TERUG AFZENDER
283

Niet Afgehaald
OP DE
BEURS
280

BESCH. RAMP S.S. BERLIN.
284

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HOOFDPOSTVUUR DER POSTALIE
6 OCT 1871
BLANK ANDER POSTWISSEL
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POSTK:s-GRAVENHAGE
16 FEB. 1900-01902
291



292

AMSTERDAM

293

C.H.3^ER.

294

P.P.

295



298

*Engeland
over Rotterdam*

299

Charge'

296



301

C.F.I.R.

297

*Engeland
Over Brielle*

300

*Engeland
Franco*

303

ENG CORRESP
Over 'S HAGE

302

*Engeland
Franco*

304

ENG. CORRESP.
Over 'S HAGE.

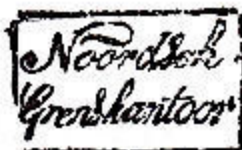
303

*Hanover
over Lingen*

307



308



306

FRANCO
HAMBURG

310

*Hamburg
over Amsterdam*

309



311



312

FRANCO
FRONTIERE
313

Henri-Chapelle
314

Franco
Füssen
315

Duitsch Grensk.
te Arnhem.
316

Duitschland
over Nijmegen
317

PRUISSEN
M
318

Noordsche corr.
over Maastricht
319

Franche
Corresp.
320

P.P.
321

Charge' Charge' CHARGÉ
322 322a 323

P.P.
321a

L.P.B.3.R.
324a

FRANKRYK
OVERDINANT
325

L.P.B.A.R.
324

Frankryk
over Breda
327

P.D.
328

P.D.
328a

Frankryk
over Arnhem
326

P.F.
329

P.
330

Franco
Grenzen
331

Franco
Grenzen
331a

GROOT-ZUNDERB
5
DEC.
332

Breda
333

*Verzuimde
Frankering*
334

ONGEFrankeerd
335

UYT ZEE
336

Zeebrief
337

Zeebrief
337a

*Den Helder
Zeebrief*
338

ROTTERDAM
ZEEBRIEF
339



*West-Indien over
Hellevoet Sluis*
345



*Marine.
Gezuiverd*
348

GEZUIVERD
350

ZUIVERING
MARINE
349

T
351



PAQUEBOT

354

DÉCÈDE

357

ADRESSE
INSUFFISANTE

358

PAQUEBOT

355

RETOUR À L'EXPÉDITEUR

359

Onbekend

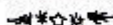
Inconnu

361

POSTKANTOOR

aan boord

Hr Ms FRIESLAND



356

VAISSEAU PARTI
SCIP IS VERROKKEN

360

NIET AFGEHAALD

NON RECLAMÉ

362



363



364

NED:INDIË
OVER
BRINDISI

365

NED:INDIË
STOOMSCHIEPEN
REGTSTREEKS

366

NED:INDIË
ZEEPOST

367

NED:INDIË
NED.-PAKKETB.

368

ZEEPOST

369

NED:INDIË
VIA
NAPELS

370

SURINAME
OVER
SOUTHAMPTON

371

WEST-INDIË
ZEEPOST

372

NED:W:INDIË
STOOMSCHIEPEN
RECHTSTREEKS

373

CURAÇAO
OVER NEW-YORK

374

P. P. DON G.
BAU GAL DES-ARM.
F

HOLLANDE
TROUPES F^{OISES}

375

Deb^t de L'armée du Nord
G

BAUGAL
ARM DE HOLLANDE
376

Ned^{le} Veldpost
377



VELDPOST 3
380

*Prefet. Dept. des
Bouches de la Meuse*
381

Staats Secretairie.
382

V. pres. 2^e Div. Raad v. State
383

*Administratie
der Posteryen enz.*
384

Administratie
der Posteryen
385

HOOFDBESTUUR
DER
POSTERIEN EN TELEGRAPHIE
386

