

NETHERLANDS PHILATELISTS of CALIFORNIA (now in its 44th year)

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May 2013

April meeting. Attending at the WESTPEX Stamp Show, 26 April 2013, were: Dennis Buss, Wallace Craig, Franklin Ennik, HansPaul Hager, Arno Kolster, Hans Kremer, Stuart Leven, Paul Swierstra, Fred Van der Heyden and guest, Dan Weggeland.

AROUND THE TABLE

HansPaul Hager gave a presentation based upon his collection of revenue stamps that were attached to identification cards issued before, during and after WW II. These documents, issued by the Dutch government and the occupying German authorities, were required and carried by everyone 15 years and older and had to be presented upon request by the authorities. Fees for obtaining the cards ranged from 25 cent to 2 guilders, depending on the recipient's situation and appropriate revenue stamps were applied.

As identification documents, the identification cards were also very important for obtaining all manner of rationed food commodities and restricted goods. Nearly every day there were notices in the newspaper indicating which commodities were available, which ration stamps were needed and what persons were authorized to receive the rationed goods. There were many different categories of rationing cards issued depending on whether the person was a Jew, a German, or if they had a special work status or job specialty.

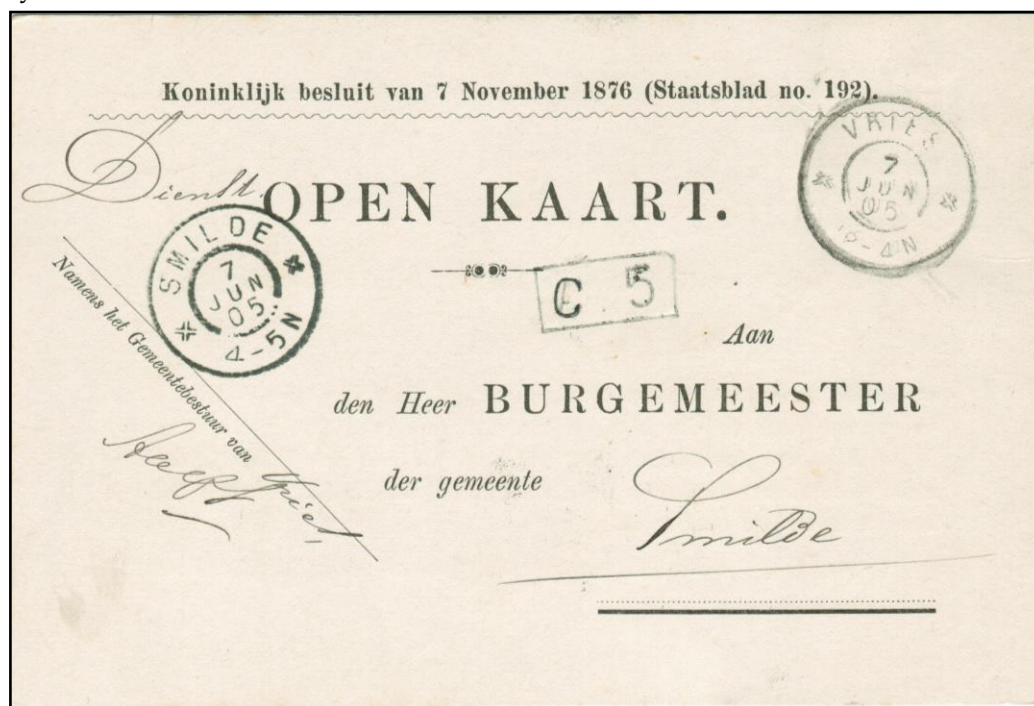
During WW II, the Dutch resistance and underground did a great job in supplying fake identification cards to people in hiding and persons of interest, wanted by the authorities. Some commodity categories were still rationed in the early 1970s.

Arno Kolster passed around a copy of Hans Caarls' new book on the plating of Netherlands numbers 1-3 which will be donated to the ASNP Library.

<p>The May 18th meeting will be held at the home of John and Eve Heimans starting at 1:00pm. John Heimans telephone number: 408-264-5752.</p> <p>The June 15th meeting will be held at the home of Arno Kolster starting at 1:00pm. Arno's telephone number 415-348-1271.</p>

Stuart Leven passed around copies of DEI LUX soap cards that he recently acquired. The cards feature the two different red machine cancels in use at the time.

Franklin Ennik passed around an official card sent from the mayor of Vries (Dr.) to the mayor of Smilde (Dr.) requesting notification when a soldier on furlough has successfully established himself in Smilde. It was required that citizens must obtain permission through their local city authority to move to another city. If the person was, for whatever reason, deemed undesirable by the recipient city authority or there was no available living quarters he or she could be denied entry.

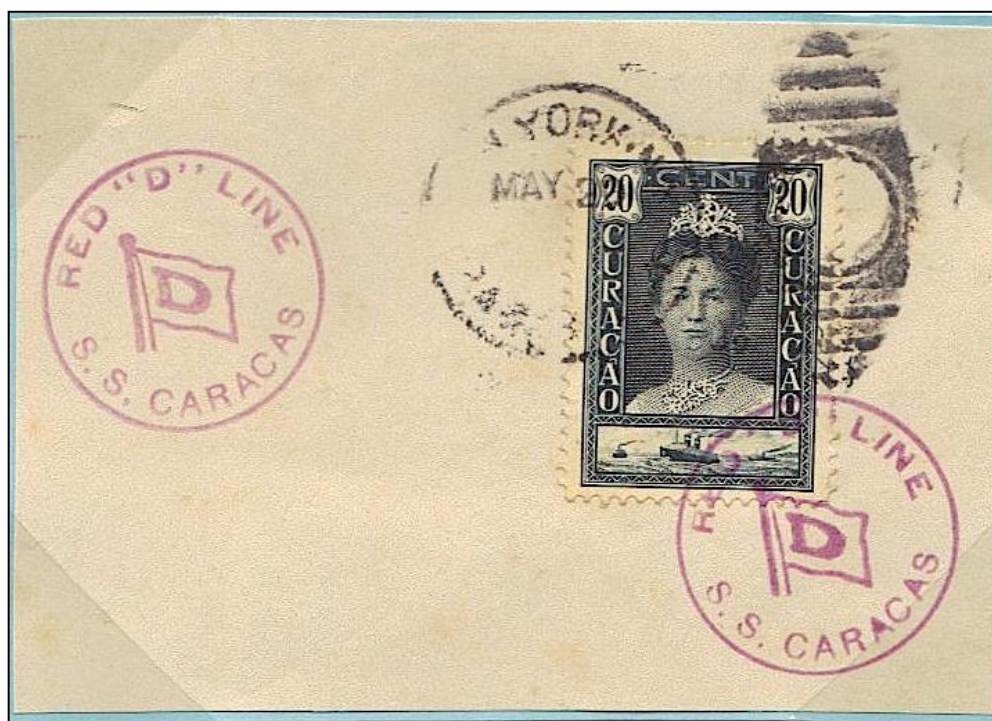


The RED "D" Line

By Hans Kremer

This cutout comes from a cover sent to New York from Curaçao. When I started to do some research I first consulted Julsen and Benders' publication, *A Postal History of Curaçao and the other Netherlands Antilles*.

I couldn't believe my eyes when on page 58 I saw this exact same cut-out, but in their publication additionally a part of the addressee's name is showing and based on another illustration in Julsen and Benders I believe that the letter was addressed to Sydney Lake, who was the first president of ASNP.



I contacted the seller of this cut-out offered on Ebay but I was told that this is all that is left. Somebody must have cut this part out of the original cover; what a shame.

The Red D Line was the main transportation link between the United States and Venezuela from 1820–1936. The Line took its trade name from the red **D** on its white flag, which stood for the Lines' founder, John Dallett, a Philadelphia merchant.

Dallett originally traded soap and flour for coffee and hides and later became a major exporter of American technology and heavy machinery as well to South America. In 1881 the shipping line switched from sailing ships to steamships and because these were significantly faster than the Dutch, Spanish and German Shipping Lines they maintained control of the commercial trade from Venezuela.

Passenger services, in addition to the cargo transportation, began in 1920 from New York with stops in San Juan, Puerto Rico, Curaçao, Dutch West Indies, La Guaira, Puerto Cabello and Maracaibo, Venezuela and returning to New York via Curaçao and San Juan. The Line also carried mail starting in 1890.

S. S. Caracas: built by Newport News Shipbuilding & Drydock Co., Newport News in 1927, tonnage 3,365. Sold to Atlantic & Caribbean S.N. Co. (Red D Line); 1937 transferred to Grace Line; 1938 sold to Alaska Steam Ship Co. and renamed *Denali*; 1954 sold to Peninsular & Occidental Steamship Co., Miami renamed *Cuba*; in 1955 under Liberian registry renamed *Southern Cross*; 1961 scrapped.

THE RED "D" LINE OF STEAMSHIPS

Recruited Department
The Christian Union
General Agents
NEW YORK

BETWEEN
NEW YORK,
LA GUAYRA, PUERTO CABELLO,
ORO AND
MARACAIBO (VENEZUELA,)
AND THE ISLAND OF
CURACAO, W. I.

SAILING FROM
PIER 36, - EAST RIVER,
EVERY TEN DAYS.

AMERICAN STEAMSHIPS:

VENEZUELA,	- - -	2800 tons.
CARACAS,	- - -	2600 "
PHILADELPHIA,	- - -	2500 "
VALENCIA,	- - -	1600 "
BRANCH STEAMERS:		
MARACAIBO,	- - -	1260 tons.
MERIDA,	- - -	660 "

BOULTON, BLISS & DALLETT,
General Managers,
71 WALL STREET, NEW YORK.

TOURISTS AGENTS,
THOS. COOK & SON,
261 BROADWAY, NEW YORK.



References:

Frank W. Julsen and A.M. Benders. *A Postal History of Curacao and the other Netherlands Antilles*. Van Dieten, The Hague. 1976. 626 pg.

<http://www.timetableimages.com/maritime/images/rdl30s.htm>

<http://www.phillyseaport.org/images/Red%20D%20Line%20records.pdf>

1834 Letter from Belgian-occupied Venlo to Grave in the Netherlands By Franklin Ennik

The Belgian Revolution which erupted August 25, 1830 had many causes. There was a long dissatisfaction by the French speaking Catholic Walloons in the Dutch dominated southern region of the United Kingdom of the Netherlands. The region had deep, political, economic, social, linguistic and religious differences and complaints with the way the Dutch government of King Willem I treated them and they responded by mounting a revolt. On June 4, 1831, the newly formed Belgian Congress chose Prince Leopold of Saxe-Coburg as King of the new country.



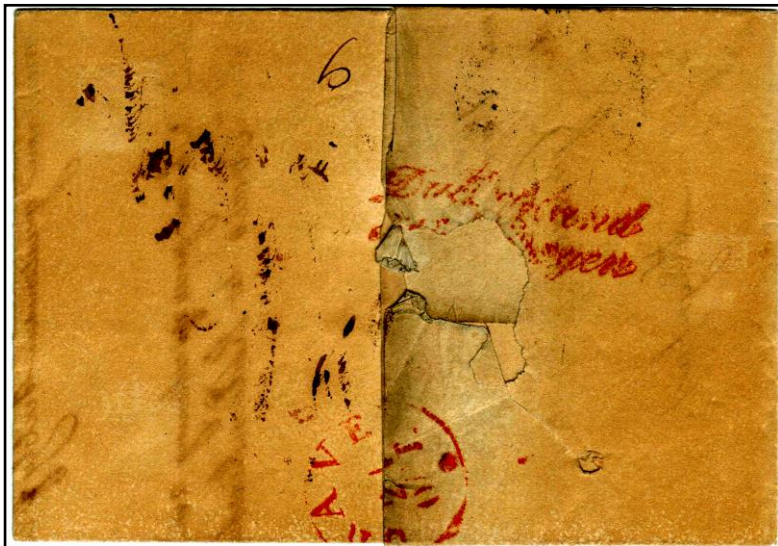
Willem I did not accept the settlement drawn up at the initial Treaty of London conference that established independence for Belgium and mounted a rather weak offensive against Belgium to regain the territory. Despite early Dutch victories, a combined Belgian-French Army stopped their advance. A new border was drawn but the Dutch Army held onto Maastricht and the eastern half of the Duchy of Limburg because that's where the coal mines were. The conflict dragged on until Willem I was eventually compelled to agree to the provisions of the April 1839 Treaty of London and recognize the sovereignty of Belgium.

The folded letter shown here, dated October 21, 1834, was written in Venlo and addressed to Grave, but it has a 23 October Kaldenkirchen, Prussia departure cancel. This unusual delivery route was explained by Erling Berger in Denmark who provided an answer. Erling writes:

*Direct exchange of mails between northern Netherlands (Grave) and the revolted area (Venlo) was forbidden during 1830-1835. We must imagine that the letter was hand-carried a few miles across the border from Venlo to Kaldenkirchen and posted there. Further dispatch by the Prussian Post followed to Kleve (opposite Nijmegen) where the red marker **Duitschland / over Nymegen** was added. From Nijmegen the letter was sent on to Grave by the official Netherlands Post arriving 24 October 1834.*

*Duitschland
over Nymegen*

Other letters that have travelled this route during this period normally come from Belgium, but this example originates in occupied Limburg. The postage rate at this time for this letter was Prussian Post 15 cent plus Netherlands Post 10 cent.



The recipient of the letter, De Heer (Mr.) *van Gemert* (*koopman te Grave*), (merchant of Grave) was likely a prominent person in Grave but there is no obvious indication in the text of the letter to connect him with a profession or public office. A search of the internet for a *van Gemert, Koopman te Grave* was not productive. The letter begins with the usual greetings and salutations. There does not seem to be much substantive information in the letter either.....rather cryptic. There is no direct mention of the

ongoing territorial conflict between Belgium and the Netherlands or the impact it might have on the daily life of the citizens in the region.

The writer of the letter, J.J. Joiris, talks about the depth of the water flowing in the Maas River with concerns whether barges can safely navigate and thanks van Gemert for the two letters recently received. Joiris closes the letter by telling van Gemert to refer the postal cost of the letter to a mutual colleague and with the expectation they will remain in contact, and lastly, that return mail can be sent to either the Venlo or Kaldenkirchen address. It is curious that the ongoing conflict between the Netherlands and Belgium had little apparent effect on mail traffic.

In the LIMPHILA Catalogus '89, there is the notation by H.A. van Vucht:

During the entire period of 1830-1839, the then Belgian secondary border post offices of Sittard and Venlo kept exchanging their mail with the Prussian border post offices of Geilenkirchen and Kaldenkirchen respectively.

Acknowledgements: This letter sheet comes from the archives of our deceased honorary member Ralph van Heerden.

References:

Personal email correspondence from Erling Bergen to Hans Kremer. November 2012.

P.C. Korteweg. *300 Jaar Postmerken van Nederland 1570-1870*. J.K. Rietdijk n.v., 's-Gravenhage. 328 pg.

H.A. van Vucht. 9 Jaren Belgisch Postwezen in Limburg, 1830-1839. *Catalogus Nationale Postzegeltentoonstelling LIMPHILA '89*. Blz. 66.

Wikipedia: The 1830 Belgian Revolution.....and numerous websites with the keywords "causes of the Belgian Revolution."

What To Do With Common FDCs.

By Dick Phelps

Looking through a stack of covers I had on a shelf I found one that made me laugh. It was a FDC of the Netherlands Red Cross semi-postal stamps from 1983 with cachet and first-day cancel but not addressed. Not too unusual. But then in 2005, when I was the auction manager for the ASNP, an ASNP member was sending a small lot to me for auction. Not too unusual either.



But what was unusual was that to send the material to me they took an official, unaddressed 1983 Dutch Red Cross FDC, addressed it to me, put a U.S. first-class mail stamp on top of the Dutch Red Cross stamps, added a return address label and mailed it. It received a U.S. postal system cancel dated February 11, 2005 and it was delivered. It makes a very unusual cover that cannot avoid provoking a chuckle. So if you have an overabundance of unaddressed FDCs that you just don't know what to do with, this is a unique idea for turning them into fun.