

**NETHERLANDS PHILATELISTS
of CALIFORNIA
(now in its 46th year)**

Correspondence to:

Franklin Ennik
3168 Tice Creek Drive # 3, Walnut Creek, CA 94595
E-mail: ennik123@att.net
Telephone: (925)-952-9424

Honorary Members:

†John Heimans
George Vandenberg
†Ralph Van Heerden
Website: <http://www.npofc.org>

May 2015

April meeting. Attending at the 2015 WESTPEX Stamp Show were Dennis Buss, Wallace Craig, Franklin Ennik, Nick Follansbee, Hans Kremer, Stuart Leven, Jaime Marckwordt and Fred Van der Heyden .

YEARBOOK anyone???? NPofC's eighth (and latest) Yearbook was published in 2009. Several of our members have expressed interest in producing our next one and titles of proposed articles have been aired to start things off. NPofC members have gathered a wealth of knowledge about their special focus regarding Netherlands and former territories philately. Are there any philatelic topics that you've been thinking about that need airing, summarized or clarified?? What say you, members.....Let's hear from you and get your knowledge in print so it doesn't get lost. Send us a proposed title and short summary of your project idea.

TITLES OF ARTICLES RECEIVED

Jan Verster The 1908 sale of remainders in Paramaribo.

AROUND THE TABLE

Hans Kremer greeted our attendees/guests and **Franklin Ennik** gave a presentation entitled, *"Attempts by the German occupiers to issue Occupation Stamps in the Netherlands in 1940 and the disappearance of Dutch stamp stocks at Enschedé Printers."*

The Caproni Ca. 57 Airplane at ELTA in 1919.

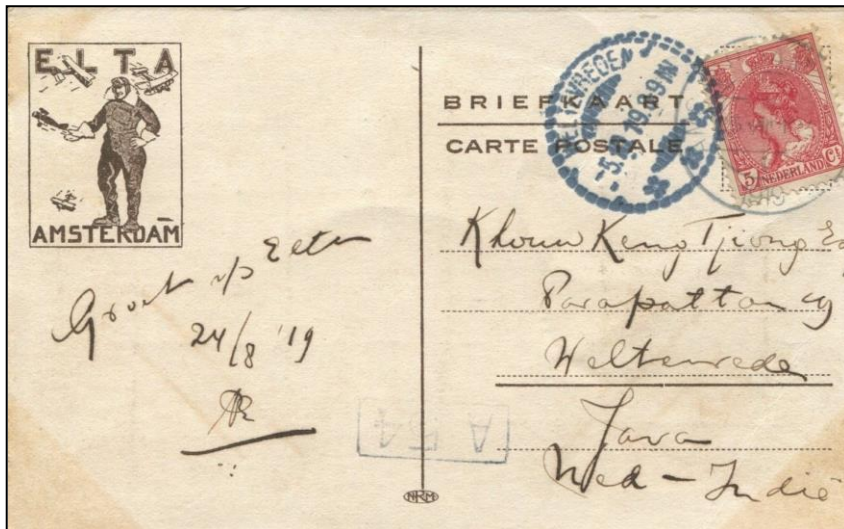
By Hans Kremer

When I saw this picture postcard, there were two things that got my attention. One was the **ELTA / AMSTERDAM** logo on the address side and the other was the description *"Het Caproni vliegtuig"* (=The Caproni Plane) on the other side of the postcard. Shown here is the picture postcard sent 9/25/1919 from Amsterdam to Weltevreden, Dutch East Indies.

ELTA

The Netherlands had remained neutral during WW I and in many ways benefited from it. Already during WW I plans emerged in many nations to start up air services once it was practically possible. The Dutch population had not seen many aircraft designs during WW I.

The **May 16, 2015** meeting will be held at the home of Fred van der Heyden starting at 1:00pm. Fred's telephone number is 510-282-7255.
The **June 20, 2015** meeting will be held at the home of Hans Kremer starting at 1:00pm. Hans' telephone number is 925-820-5841.



The only flying activity taking place was by the military. It used mainly confiscated aircraft and had a mix of German, English and French aircraft at their disposal.

Lieutenants Plesman and Hofstee came together and decided to form an organizing committee that would set up an aviation exhibition with the main focus on the civilian side of

aviation. They found government support and in the spring of 1919 the plans for the *Eerste Lucht- verkeer Tentoonstelling Amsterdam-ELTA* (=First Aviation Exhibition Amsterdam-ELTA) were put together. The exhibition opened on 1 August and lasted for six weeks until 14 September 1919.

The Caproni Ca.57 airplane at ELTA with crew and pilot.

On a newly developed site just north of Amsterdam an exhibition hall and an airfield (670m x 750m) were constructed.



The ELTA was to become one of the finest exhibitions the world had ever seen. During the weeks the ELTA lasted the committee had organized numerous activities, including night flights, air races, display flights, joy rides and much more. More than 500,000 spectators (some sources talk about as many as 1,000,000) passed the gates.

One of the participating countries was Italy. It came with a number of planes, among them a Caproni Ca. 57. Caproni was an Italian aircraft manufacturer founded in 1908 by Giovanni Battista "Ginni" Caproni. The manufacturing facilities were based in Taliedo, a peripheral district of Milan.

During World War I, Caproni developed a series of successful heavy bombers, used by the Italian, French, British

and US air forces. Between the world wars, Caproni produced mostly bombers and light transport planes. The Ca 5 was the basic model for this civilian post-



war conversion and it was based on the experience gained with the Ca 3. In 1917 the Caproni Ca 5 made its first flight. The three-engine biplane was again of a wooden construction and fabric-covered. A large passenger cabin, including toilet and luggage compartment, had replaced the central *nacelle* (a streamlined enclosure (as for an engine) on an aircraft). The empty weight was reduced, to allow seating for eight passengers and a two-member crew.

The arrival at ELTA of the Caproni Ca. 57 (#12042) has been well documented as it sank in the sandy underground of the airfield. The Ca. 57 made some joy flights, mainly during the “Italian Day” activities. The earnings from the joy flights went to the poor of Amsterdam.



On Sunday 24 August, the ELTA organizing committee had scheduled the highlight for the Italian delegation: the “Italian Day”.

A small booklet with information about Italian aviation had been prepared and sold by Boy Scouts. Picture postcards such as the one of the Caproni Ca.57, taken earlier during ELTA, were also available. The postcard showed a number of people, of which the flamboyant person in the center of the picture is Capitano Francesco Brack Papa. Brack-Papa in July 1919, just prior to coming to Amsterdam, was the first pilot to fly non-stop from one European capitol (Rome) to another (Paris). This flight, however, was with a Fiat airplane, not a Caproni.

From July 31, 1919 thru August 30, 1919 the P.T.T. opened a temporary post office at ELTA. All departing mail received the AMSTERDAM–ELTA cancel.

Although it is about impossible to see, I believe (based on the position of “AMSTERDAM” in the cancel, that indeed the AMSTERDAM–ELTA cancel was applied to the picture postcard shown here.

The card was franked with a 5 cent stamp, the correct rate for a postcard to the Dutch East Indies. The card arrived in Weltevreden on October 5, 1919.

References:

- <http://www.europeanairlines.no/the-italian-aircraft-on-the-elta-of-1919/>
- <http://en.wikipedia.org/wiki/Caproni>
- <http://poststempels.nedacademievoorfilatelie.nl/index.php>
- <https://www.flickr.com/photos/27862259@N02/sets/72157628562790107/with/6855528663/>

You Reap what you Sow: An 1871 cover with “BRIEVEN-BUS” and “ONTOEREIKEND” markers. *By Hans Kremer*

I saw this cover on Ebay with “BRIEVEN-BUS” and “ONTOEREIKEND” markers on it. O. M. Vellinga describes the “BRIEVEN-BUS” marker as being applied to printed matter that was dropped off incorrectly in the “BRIEVEN” (letters) slot of the mailbox instead of in the “DRUKWERKEN” (printed matter) slot. Other cases where this marker was applied was for officially registered mail or express mail.

Only the front of the cover, sent from Leiden to Utrecht in March 1871, now exists.



It is franked with a five cent stamp which was the letter rate for letters weighing between 0 and 15 grams. Since the letter weighed 22 grams, as scripted on the envelope, the "ONTOEREIKEND" (insufficient) marker was applied. The correct rate was 10 cent, so five cent short. Postage due would be 10 cent, as written on the cover as well.

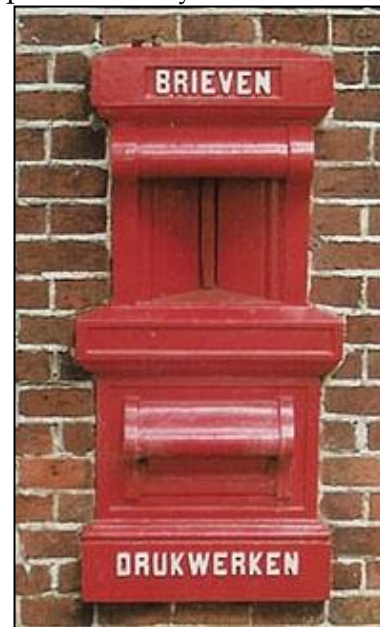
But how to explain the "BRIEVEN-BUS" marker?

When I asked Cees Janssen for his explanation of this marker he told me that he had seen a similar cover a

while back and he thought that the marker was applied to indicate that a stamp was already affixed when the letter was dropped off at the post office. Often a customer brought an unfranked letter to the post office where the correct postage was figured out and then paid for. If an error was made in figuring the correct rate the postal employee who had made the error was singled out. By applying the "BRIEVEN-BUS" marker it was made clear that the letter with the incorrect rate was found in the mailbox so no postal employee would be singled out as having made an error.

Another interpretation is that the letter was found in the "DRUKWERKEN" part of the mailbox, instead of in the correct "BRIEVEN" part. In this case, the "BRIEVEN-BUS" marker points to the slot which *should* have been used for the letter. This makes sense too.

Mr. de Goede's CD (mentioned in the references), lists about 40 of these "BRIEVEN-BUS" markers with most of them issued in 1869 to the main post offices in Amsterdam, Groningen, 'sGravenhage, Haarlem, Rotterdam, and Utrecht.



In the title of this short article I wrote "**You reap what you sow**". Why?

Utrecht was, since 1806, the location of the Rijks Munt (Royal Mint) where all Dutch coins were made. When it became clear during the second half of the 19th Century that the mail was in need of a variety of cancels and markers it was felt that the production of these cancels and markers could best be coordinated by the Mint. This resulted in the establishment of the Poststempelfabriek (=mail marker factory) on the premises of the Mint. All "ONTOEREIKEND" and "BRIEVEN-BUS" markers were made at the Poststempelfabriek.

A three-member management team (the *Muntcollegie*; all appointed by the King), was responsible for the running of the Mint, and as such, of the *Poststempelfabriek* as well. A Mr. L.C Hora Siccama was a long time member of this board. The cover in question was addressed to him and since postage due had to be paid by the receiver of the letter it was the Mint who was on the hook for the 10 cent penalty.

As mentioned before, the "ONTOEREIKEND" marker (made by the *Poststempelfabriek*) triggered the postage due, so one could argue that the mint dug its own grave by having made these "ONTOEREIKEND" markers.

References:

M.I.F. van der Beek, *De Poststempelfabriek bij's Rijks Munt 1865-1891*, which includes a spreadsheet on a CD, made by A. de Goede. The CD lists the cancels and markers made by the *Poststempelfabriek* during that period.

O.M. Vellinga. *De Poststempels van Nederland 1676 – 1915*. 1931. Herdruk geautoriseerd Maart 1967. 182 bladz.

<http://www.hetutrechtsarchief.nl/>

Cees Janssen. Personal email contact.

Luuk Goldhoorn. Personal email contact.

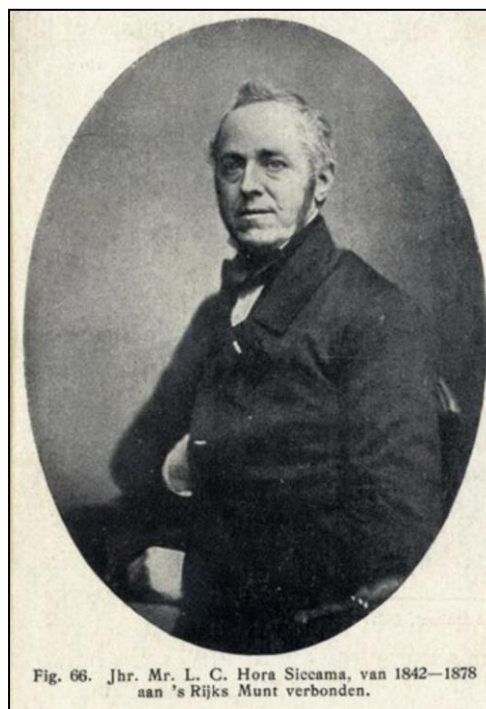


Fig. 66. Jhr. Mr. L. C. Hora Siccama, van 1842–1878 aan 's Rijks Munt verbonden.

The V.A.R.A. zomerfeest of Amersfoort 5 juli 1936.

By Franklin Ennik



This post card is cancelled with an advertising cancel dated 5 juli 1936 and draws attention to the V.A.R.A. zomerfeest (= summer festival) in Amersfoort on the occasion of the 2nd Lustrum, i.e. Tenth Anniversary of V.A.R.A., held on the grounds of Birkhoven, a large estate near Amersfoort. This association was founded in November 1925 as the

Vereeniging van Arbeiders Radio Amateurs (Association of Amateur Radio Workers). An estimated 100,000 visitors and labor unionists attended this event to enjoy music and hear rabble rousing socialist political speeches.

The name was changed to *Omroepvereniging VARA* in 1957 and is no longer an acronym. Omroep-vereniging VARA (VARA Broadcasting Association) is a Dutch public broadcasting association that now operates within the frame work of the Netherlands Public Broadcasting System (Nederlandse Publieke Omroep) and provides a very active selection of progressive Radio and TV programing.

V.A.R.A. originally focused on labor and socialist issues. It had close ties with the two left-leaning political parties, *Sociaal-Democratische Arbeiders Partij* (SDAP), which merged with its successor, *Partij van de Arbeid* (PvdA), now referred to as the Labor Party. The government system of the Netherlands includes members of these two political parties and others in its two, coalition-run, houses of Parliament.

The card was sent by a member of SDAP who was also promoting the socialist newspaper *De Proletarische Vrouw* which focused on fighting for the rights of women and children, maternity related issues and added health benefits for the poor. It also warned against the rising tide of German fascism in the 1930s. The Dutch Labor movement for the most part went underground during the occupation but resurfaced again after WW II. The advertising cancel shown on this card is nearly identical to the cancel used during the July 1, 1934 V.A.R.A. zomerfeest event.



References:

Nederlandsch Maandblad voor Philatelie. Afstempelingen. 15e jg. No. 7(175):134-135. Juli 1936.
 Website: <http://en.wikipedia.org/wiki/VARA>
 Various internet sites under the search words: 5 Juli 1936 VARA zomerfeest Amersfoort.
 Website: [nl.wikipedia.org/Carry_Pothuis Smit/](http://nl.wikipedia.org/Carry_Pothuis_Smit/)
 Website: <http://www.iisg.nl/womhist/8maart/>

Curious marker or boxed cancel on an 1887, 5 cent postage due.

This Netherlands 5 cent postage due appears to be stuck onto a remnant album page or postal form. Perforated 12½. Type II printing with 33 links in the chain.

Anyone that cares to offer an explanationplease contact the Editor.

