

**NETHERLANDS PHILATELISTS  
of CALIFORNIA  
(now in its 47<sup>th</sup> year)**

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**March 2016**

**February meeting.** Attending at the home of Franklin Ennik were Dennis Buss, Franklin Ennik, HansPaul Hager, Hans Kremer, 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 or working on 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. **Please submit your text in Word .doc format and illustration scans in not more than 400 dpi.**

We have established a target press date of Fall 2016 for the **NPofC Commemorative 47½ YearBook** edition. As Editor, I urge members to submit their articles as soon as possible so that we can get this done. Titles submitted so far are:

**Hans Kremer**.....A 47½ Cent Red-Franking to Medellin, Columbia in 1938.

**Jan Verster**.....The 1908 sale of remainders in Paramaribo, Suriname.

**Franklin Ennik**.....Attempts by the Germans to Issue Occupation Stamps for the Netherlands in 1940 and the Theft of Enschede Stamp Stocks --- A summary.

**Hans Kremer**.....The basics of Dutch Military Mail (Veldpost) during 1914-1918 and a Mysterious IIA marker.

**Dennis Buss**.....The Netherlands Numeral Stamps: A Study in Innovative Stamp Design.

**Mardjohan Hardjasudarma** .....Miscellaneous Short Notes.

**Stuart Leven**.....A Rare Pre-1900 Dutch East Indies District Bestelhuis Cancel.

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**AROUND THE TABLE**

**Franklin Ennik** passed around a commercial cover sent from Amsterdam C.S. dated November 6, 1946 with the cautionary slogan cancel: **Rijdt en loopt met Verstand / De dood loert aan den kant / Veilig verkeer**, which means *Ride and walk with caution / Death lurks at the edge / Travel safely.*

The **March 19<sup>th</sup> meeting** will be held at the home of Arno Kolster starting at 12:00 noon. Arno's telephone number is 415-348-1271.

**Hans Kremer** summarized his recent visit to the Netherlands where he, among other things, attended the meeting of PO & PO. He passed around the new book, *Transorma Deel 1 (on cancel machine Transorma)*, *Transorma op de Wereld Tentoonstelling*, by Jos M.A.G. Stroom, 2015; a magazine published by the AutomaatStroken Club, *Bulletin Postautomaat*, Mei 2015, nr. 167; a copy of a 1931 *Korteweg Proeven book*; and a copy of the Journal, *De Kartelrand* (nr. 40, Febr. 2016), published by the **FilatelistenVereniging Wageningen**.

**Dennis Buss** passed around an example of a vintage Kinderpost envelope from the PTT with original inserts of literature, advertisements, children's games and the souvenir Kinderzegel sheets of the year. Dennis also passed around a Stampblog write-up about an auction sale of a very nearly complete (94%), world-wide stamp collection covering the years 1840 -- 1940 and known as **Big Blue**. The auction house separated the collection into country lots and everything sold, netting \$34,744.73. Dennis brought a recent Van Dieten auction catalogue and a discussion was aired regarding the intricacies of auction bidding including, starting bids, hammer price, reserve price, inset price, etc.

**Fred van der Heyden** passed around a medley of vintage post cards and envelopes: a series of 1938, German homemade post cards from Kahlenberg; a 1932 Pasadena Rose Parade brochure; a post card sent to the Soviet Zone of Germany 1949; a 1940 post card with street scenes of San Francisco; an advertising post card of Columbia Hotel, Miami, FL; a series of cinderella stamps of the 1916 California Expedition; several small visiting card envelopes; and a copy of a letter of the 1939 San Francisco Worlds' Fair.

**HansPaul Hager** passed around examples of revenue stamps that were attached to airline ticket and baggage claim stubs at Schiphol Airport; examples of tobacco revenue stamps (for cigarettes, cigars and pipe tobacco still in use (revenue stamps are no longer put on snuff and chewing tobacco); an upcoming Corinphila auction catalogue of 9-12 Maart 2016; an upcoming Java auction catalogue of 15 Maart 2016; a series of revenue stamps that were used to compensate barge captains for the loss of income when the Germans confiscated river barges during WW II (Nederland Belasting Binnenvaart Rhine Navigation stamps) and a record book with revenue stamps of the Bevrachtings Commissie te Nijmegen / Bevrachtingsboekje voor het Vaartuig, 1 april 1947 (= Cargo Booklet for the River Barge).

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**LI(ppmann) RO(senthal) and the Waarborgfonds Rechtsherstel (Guarantee fund to compensate for lost rights) 1946-1958.** *by Hans Kremer*

Lippmann, Rosenthal & Co. was the name of a well-known Jewish banking firm on the Nieuwe Spiegelstraat in Amsterdam. Under the same name the German occupiers in 1941 established a branch of this bank in the Sarphatistraat, which was known by the acronym Liro (Sarphatistraat). The name of



the reputable Jewish bank was used to build confidence, but in fact the two banks operated independent of each other.

Under the **First Liro Regulation**, from August 1941 on, all Jews in the Netherlands were forced not only to deposit their cash and checks in an account with Liro, but also all their stocks and bonds. In May 1942 followed the **Second Liro regulation** where “**collections of all kinds of art, objects of gold, platinum or silver and precious and semiprecious stones and pearls**” had to be handed over, included life insurance policies. To maintain the semblance of a regular bank, Liro, until the end of 1942, set up individual bank accounts with which the surrendered Jewish assets were recorded. From 1943 on the individual accounts were closed and all assets were transferred to a **Sammelkonto** (collective account), after which the Jewish owners no longer had access to their own possessions.

Where did the money go? Ironically, among other things, about fl 26 million was used to finance the maintenance and enlargement of the transit camps in Vught and Westerbork. Westerbork was the transit camp where most of the Dutch Jews ended up before being transported to the Auschwitz extermination camp in Poland.

Once the war had ended (May 5, 1945), government agencies were set up to compensate the Jewish owners for what they had been forced to hand over to the Liro.

Part of the funds required to pay for the compensation of lost stocks and bonds was acquired by applying a surcharge fee to all stock exchange transactions. Money collected was deposited into the **Waarborgfonds Rechtherstel**.

At first the surcharge was 1/4% of the transaction amount, but per October 1, 1948 it was reduced to one *pro-mille* (one guilder per thousand guilders).

N<sup>o</sup> 9112

**W. C. VAN DER WAL**  
HERENBRACHT 554A  
 AMSTERDAM - C.  
 POSTGIRO 463262  
 BANKIER: KAN-ASSOCIATIE N.V., AMSTERDAM

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AMSTERDAM - C18 december 1958

An invoice for fl. 3,080. Fl 3,25 in fiscal stamps were applied, while fl. 3,10 would have been enough. The banker probably did not keep any fiscal stamps of less than 25 cent in his office.

As per May 1, 1952, one had to pay the surcharge by applying fiscal stamps to the invoice. The stamps were overprinted versions of blue Beursbelasting (Stock Exchange Tax) stamps. The stamps were issued in 35 denominations ranging from 10 cent thru 500 guilders. The stamps came in two parts, the left part (overprinted only with "WBF") was kept by the sender (usually a stockbroker); the right side was applied to the invoice sent to the buyer of the stocks and/or bonds.

The Waarborgfonds surcharge ended as per December 31, 1958.

Illustrations courtesy of HansPaul Hager.

References:

Internet website: <http://www.oorlogsgetroffenen.nl>

Internet website: [http://ressourcessgd.kb.nl/SGD/19741975/PDF/SGD\\_19741975\\_0003918.pdf](http://ressourcessgd.kb.nl/SGD/19741975/PDF/SGD_19741975_0003918.pdf)

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### **Amsterdam - Curaçao and vice versa February 1946.**

*by Hans Kremer*

As soon as WWII was over (May 5, 1945 for the Netherlands), KLM under the leadership of pilot Albert Plesman aggressively re-entered the competition for the international airline routes. It started with the European routes but the KLM also had its eyes on transatlantic routes. During 1946 the KLM took possession of six Douglas' DC-4-1009 Skymasters and also four of the six Lockheed L-049 Constellations it had ordered. These were long range planes needed to cross the Atlantic Ocean economically.

The Netherlands had significant economic interests in the Dutch West Indies, in particular Curaçao where the Shell oil company, through its subsidiary the Bataafse Petroleum Maatschappij (BPM), owned a refinery, which employed a large number of the local people. In order to get the refinery back up to speed as quickly and efficiently as possible crucial BPM employees had to be transferred back from the Netherlands to Curaçao.

For this purpose the BPM chartered a KLM plane, under the auspice of the Dutch government as 'owner' of the Nederlandse Regeringsvliegdiens (Netherlands Government Air Transport (NGAT)). The plane took off from Schiphol (the major Dutch airport located near Amsterdam) on February 14, 1946 with 20 BPM employees on board.

Figure 1. Amsterdam - Willemstad February 14, (!) 1946 (!).

The captain on this flight was Adriaan Viruly, who could be considered the 'poster boy' of KLM. He was well known through his writings in Dutch newspapers about his flying experiences. More important in this case was his experience with trans-Atlantic flights. During



part of WWII Mr. Viruly was employed by BOAC, a British airline flying across the Atlantic, mainly to the U.S.

The route of the KLM plane went from Amsterdam to Lisbon (Portugal), on to Dakar (Senegal) (where 6,000 liters of gasoline had to be pumped in by hand) and then across the Southern Atlantic to Natal (N.E. Brazil). In Natal all passengers and crew were subjected to a comprehensive medical inspection, including measuring body temperature and treatment against yellow fever. After a day of rest there the plane took off for Paramaribo (Surinam) before proceeding to Willemstad (Curaçao) the same day

The progress of the flight was reported on extensively in the *Amigo di Curacao* newspaper.

The plane (PH-TAG), contrarily to KLM custom, did not have a name. The reason might have been that the plane was on 'official government business', avoiding the landing permits that would have been required if it was an official KLM plane. The *Amigo di Curaçao* in its articles referred to it as "Het Vliegtuig" (The Airplane).

The plane landed in Willemstad on Sunday February 17, 1946 at about a quarter to five in the afternoon. Although it was a Sunday, as a special service from the PTT, the letters arriving with the plane would be delivered the same day, which was possible since Curaçao is a rather small island.

The letter shown here has the correct postage (12½ cent regular rate plus 55 cent airmail surcharge; total 67½ cent), paid for with five stamps adding up to 67½ cent.

What got me interested in this cover was the imprint "*per speciale vlucht/15 Februari 1945*". During the spring of 1945 the northern half of the Netherlands was still occupied by the Germans, so Dutch airmail to the US made no sense. Indeed, upon closer examination of the cancels on the stamps it clearly shows '*s Gravenhage 12-II 1946*, which points to February 12, 1946. Going to *Delpher.nl* I was able to access the newspapers from that period and all of the information you read here is extracted from them.

The typed text on the cover mentions februari 15, but that is incorrect too, it should have been February 14, a date which was mentioned in the Dutch newspapers, at least a week prior to its departure.

The cover shown here is one of six offered on Ebay. The other five were sent from the same person, at the same time to the same address in Curaçao. They all had the incorrect typed text; only the choice of stamps to cover the 67½ cents varied among them. I'm sure this should be considered a form of '*maakwerk*' (made to order), with the year typed in incorrectly to possibly deceive the buyer.

The return flight departed Curacao on February 20 with the same crew as which flew over. The route was the reverse of the route coming over, so Willemstad-Paramaribo-Natal-Dakar-Lisbon-Amsterdam.

The return was heavily promoted in the Curaçao press. KLM handed out free, nicely illustrated

envelops (weighing slightly less than 5 grams). By keeping it less than five grams the postage required would be 45 cent. In addition a special (First KLM-flight) purple marker was applied.

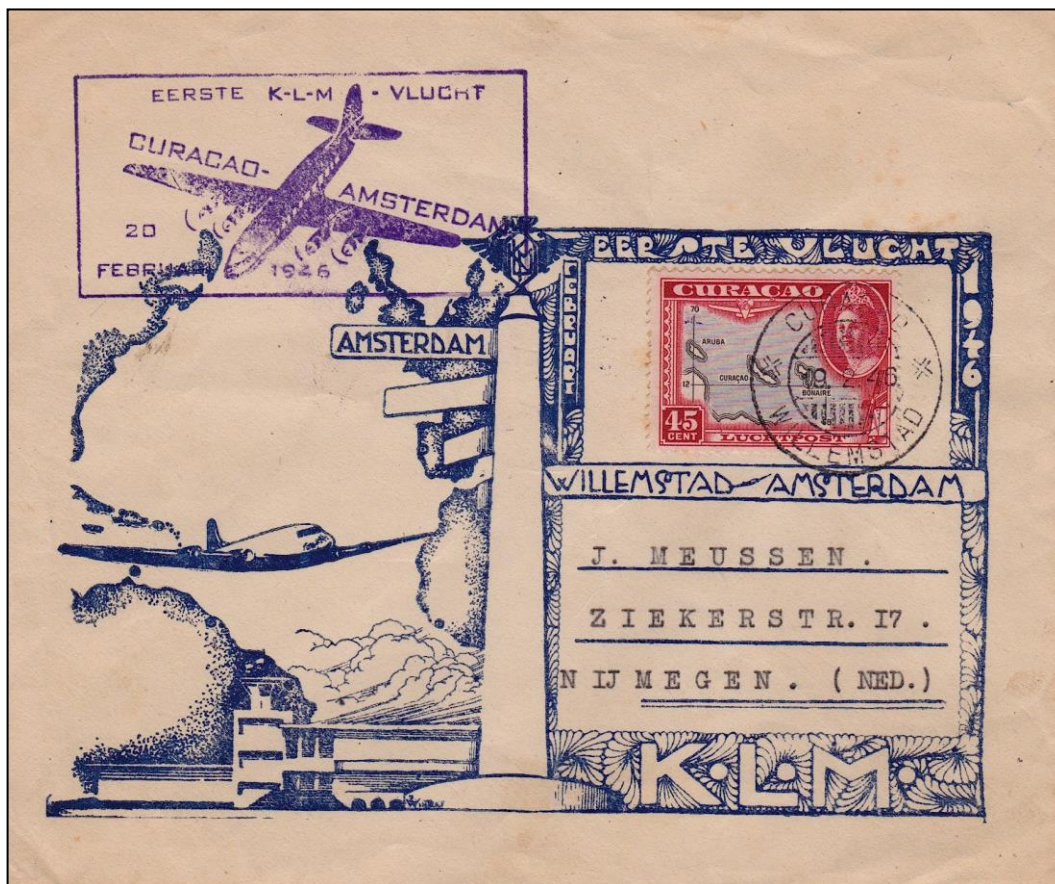


Figure 2. Willemstad - Amsterdam return flight.

The *Amigo di Curaçao* of February 20 reports :

*On board was 94.4 Kg. (the KLM told us later that it was 109 Kg.), among it 15 Kg. from Aruba. The mail from Bonaire and the "Bovenwinden" which had arrived on Saturday was included in the Curaçao mail. It is estimated that between 15,000 and 17,000 letters were mailed. There were 2882 registered letters, as well as 38 Kg. freight. All letters were correctly franked.*

During 1946, at the request of the BPM, a total of 15 of these charter flights were made.

Reference:

Internet website: [www.delpher.nl](http://www.delpher.nl) (Digitized Dutch and related area newspapers)