

NETHERLANDS PHILATELISTS
of CALIFORNIA
(now in its 49^h year)

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May-June 2018

Our June 16, 2018 meeting was held at the home of Dennis Buss; attendees were Dennis Buss, Franklin Ennik, Hans Kremer, and Fred Van der Heyden.

AROUND THE TABLE

Dennis Buss reported he was working on an exhibit that will be entered in the upcoming WINEPEX Stamp Show held in San Rafael, CA that will illustrate examples of the 1940 Guilloche overprints on the 1926 flying dove issues of Dutch artist Chris Lebeau. This overprinted issue of stamps was not popular with the Dutch public because it reminded them about the occupation by the Germans.



images of Willem III.

These overprinted issues were soon replaced by the 1941 flying dove series issued also designed by Chris Lebeau. Dennis will show as many examples of the overprints on cover that he can find of this issue and explain the various uses of the stamp denominations ranging from 2½ cents to five gulden. Dennis also passed around the recent, long article in *Linn's Stamp News*, "Unveiling Classic Stamps" column by Sergio Sissmondo on the 1852 first issues featuring



Hans Kremer passed around several stamp-less letters with the marker "Na Posttijd" which indicates these letters arrived at the post office too late in the day to begin mail processing; a letter that was marked for overnight delivery from Amsterdam to Rotterdam; a picture post card illustrating the statue known as "Naatje op de Dam" that commemorated the 1830-1831 war that resulted in Belgian independence from The Netherlands. The Internet Wikipedia website had this to say about the memorial statue:

"Naatje op de Dam," a statue that was erected to commemorate the Ten-Day Campaign against the rebellious Belgians, is considered the first national monument. The statue was officially called "Monument in memory of the Dutch People's Will 1830-1831" and only appeared 25 years after the Belgian Revolt. By that time, the Dutch wanted to forget this chapter of national history. It is not surprising that the sculpture was never close to the hearts of the Amsterdammers. Naatje stood less than

sixty years on the Damplein and then had to be torn down in 1914 to make way for the new electric tram tracks.



Amsterdam ca 1900 showing “Naatje op de Dam” Memorial column.

Hans also reported he is busy recopying and down-loading the listing and images of the Dutch cancels from the *De Stempelboeken van de Rijksmunt* (=The Cancel Books of the Royal Mint) into his computer for the purpose of reorganizing it for easier reading and referencing. When done, the end result will be available on the PO&PO website. At this juncture he has copied about 5,000 of the approximate 15,000 listings.

Fred van der Heyden passed around a selection of vintage picture post cards and covers from his collection, including street scenes of Soerabaya, Rotterdam, Den Haag, Amsterdam’s canals, Curaçao, a post card sent from Sydney, Australia to Shanghai, China, and a cover sent from Suva, Fiji to Honolulu.

Franklin Ennik passed around a selection of post cards cancelled with train/tram cancels (= like the boxed VELP and small round ARNH:-OLDENZ: markers as shown here) and *langstempels* (= straight-line cancels) and a small booklet, entitled *Verrukkelijke Prent-briefkaarten* (=Delightful Post Cards)



showing examples of vintage picture post cards, ca 1871-1920s.

Post Cards (=briefkaarten), without printed value were first issued in 1871 by postal authorities as a convenient means of revenue enhancement (i.e. postal customers had to buy the card as well as stamps to mail it). Later, cards were printed and issued with the postage applied; these were called "postal cards".

May 1947: KLM receives permission to drop off passengers, cargo, and letters in Gander (Newfoundland).

By Franklin Ennik

In the 1920s and 1930s KLM first established flight routes and supporting airfield facilities within Europe and to the Dutch East Indies, Suriname and the Dutch West Indies. KLM's first president, Albert Plesman, also saw the importance of having a direct flight connection between Amsterdam and New York that allowed off-loading of mail and passengers, but at this time period, the protectionist-minded American airline companies took a dim view of allowing an outsider like KLM into their economic sphere. Previous KLM air traffic across the Atlantic went via the longer southern route Amsterdam-Lisbon-Africa-Azores-Surinam to Willemstad, Curaçao.

Finally, with the help of some serious diplomatic talent, the Netherlands and the US managed to hammer out a bilateral civil aviation agreement thereby allowing KLM to fly the Amsterdam - New York route. In January-February 1946, KLM initiated, with the help of AOA (= American Overseas Airline) a series of test flights. These test flights (seven in total) established the northern route via Prestwick (Glasgow) and Gander, (Newfoundland, Canada) to New York. Then on May 1, 1946, a four-engine, KLM DC-4 with 44 passengers and 254 Kg. of mail on board became the first official flight from Amsterdam via Prestwick and Gander to New York.



Fig. 1 May 21, 1946 First official flight Amsterdam- New York



About a year later a short notice appeared in the *Amigoe de Curaçao* Newspaper of May 1, 1947 (Fig.2).

Fig. 2 May 1, 1947, KLM getting permission to drop off mail etc. in Gander.

Loosely translated, it says in effect:

A new license for KLM

The KLM has been granted permission from the American CAA to transport mail and passengers between Amsterdam and New York (which meant Gander airfield (FE)) on the route Amsterdam- New York- Curaçao. Previously this was not allowed.



Fig. 3 May 1947: First mail drop off in Gander.

The BZPC (= Balloon Zeppelin Post Club) prepared (make work) envelopes (Fig. 3) for this occasion. This flight path was designated FAM 24. The covers were postmarked 'sGravenhage 30.IV (April 30) and on the reverse a May 6, 1947 Gander receiving cancel.

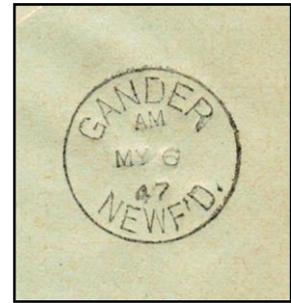


Fig. 4 Gander May 6, 1947 arrival marker.

The boxed, red marker with *1e Rechtstreekse Postverbinding Amsterdam-Gander* (=1st Direct Mail Connection Amsterdam-Gander) identifies the event making KLM the first European airline to offer mail and passengers to Gander.

A DC-4 was used on this flight but as of mid-May 1947 the newer Lockheed Constellation aircraft were used.

The Gander, Newfoundland Airport, located in eastern Newfoundland Island, was opened in 1938 and served as a radio beacon and refueling stop for international transatlantic flights between North American destinations and Scotland/Ireland. The Gander facility also served the needs of the Canadian civil aviation and military. In addition, this northern route was the shortest distance between North America and Europe, and for the four-engine DC-4 aircraft it was a 21 hour flight time (not counting lay-overs at the various ports). The facility was a busy place and soon had four runways to accommodate the ever increasing airplane traffic.

During WW II thousands of various Allied air craft destined for the European theater travelled through Gander. In 1950 the facility was renamed Gander International Airport. With the advent of longer range jet aircraft in the 1960s, the Gander airdrome lost its importance as a refueling station but is now mainly used as an air traffic control center for the northeastern US region air routes and North Atlantic traffic. A similar air traffic control center is located at Shanwick Oceanic Control in western Ireland that serves northern Europe and North Sea air traffic.

I acknowledge, with thanks, Hans Kremer for finding information sources for this article.

References:

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<https://blog.klm.com/70-years-to-new-york-the-big-apple-of-klms-eye/>

https://en.m.wikipedia.org/wiki/Gander_International_Airport#Transatlantic_refueling_stop/

Schapenfonds (Sheep Fund)

By Hans Kremer

The cover shown here was sent in March 1935 from Augustinusga (province Friesland) to the “Vleesch-Export-Bureau / Afdeeling Uitkeeringen **Schapenfonds**” in Nijmegen. Since it was official government mail it qualified for the free mailing privilege.



Pre-printed Schapenfonds envelope sent in 1935 from Augustinusga to Nijmegen.

“Vleesch Export Bureau” stands for “Meat Export Office,” while “Afdeeling Uitkeeringen Schapenfonds” stands for “Department of Sheepfund Restitutions.”

What is this “Schapenfonds” all about?

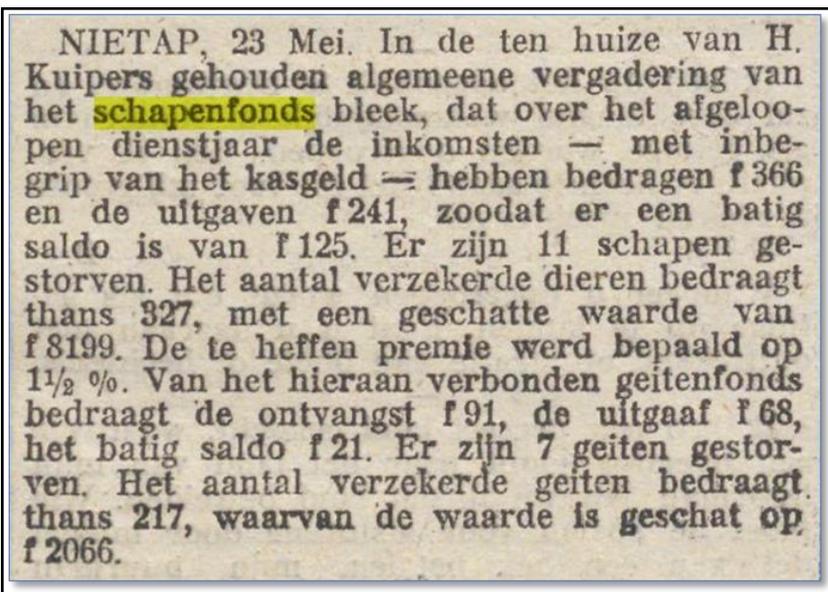
In the latter part of the 19th Century there were many people in the Netherlands who had one or just a very few sheep around their house. These were kept as a source of milk for their family and also to sell any surplus milk as extra income. The loss of a sheep due to either sickness or

sometimes theft could be financially devastating. In some communities these small time sheep owners decided to pay a certain amount of money per sheep into a fund that then could be drawn upon to cover possible losses. In some places it was also used to pay a premium (sometimes as much as fl.50 (!) to anybody turning in a sheep thief.

I read in one newspaper article that one of these funds had 95 members with a total of only 104 sheep. Most of these funds were organized in small towns in the northern part of the Netherlands, particularly in the province of Friesland.

Local and regional newspapers regularly reported on the status of the Schapenfonds. In the *Nieuwsblad van het Noorden* of May 24, 1908 I saw the following (condensed) report.

“NIETAP (Dr.), 23 May. The general meeting of SchapenFonds was held in the home of H. Kuipers. Revenues -- including cash -- amounted to fl. 366.00 and the expenditures were fl. 241.00, showing a positive balance of fl. 125.00. Eleven sheep died. The number of insured animals is currently 327, with an estimated value of fl. 8,199.00. The premium to be levied was set at 1½ %...etc..etc.



Nieuwsblad van het Noorden, May 23, 1908.

In later years the function of the Schapenfonds was taken over by the government as a sub-group of the Meat Export Office. This office controlled the export of meat to foreign countries. All exported meat was subject to a tax. It was the money collected through this tax that was used to compensate for the loss of sheep. Pre-printed, postage-free envelopes (such as the one shown) and forms were used to file a claim.

References:

Delpher.nl

Nieuwsblad van het Noorden, May 24, 1908.

The July-August meeting and summer picnic will be held at the home of Hans and Willy Kremer on July 28, 2018. Spouses and guests are also invited. Their telephone number is (925)-820-5841.

The September-October meeting will be held at the home of Fred van der Heyden's niece, Valeska Smets on September 22, 2018 (Note change of meeting date). Valeska's telephone is (510)-289-6810.