

NETHERLANDS PHILATELISTS of
CALIFORNIA
(now in its 50th year)

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July-August 2019

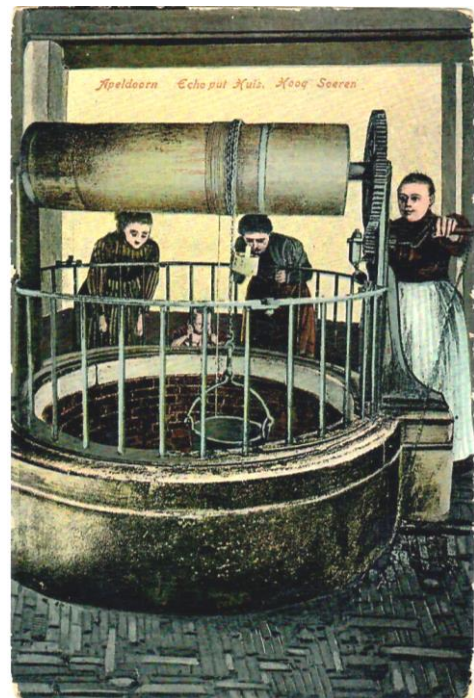
Our **May-June meeting** was held at the home of Dennis Buss starting at 1:00 pm; attendees were Dennis Buss, Franklin Ennik, Hans Kremer and Fred Van der Heyden.

Our next social event will be our Summer Luncheon on August 17, 2019 at the Crown Plaza Hotel, 45 John Glenn Drive, Concord, CA at 12:00 noon. Spouses are invited.

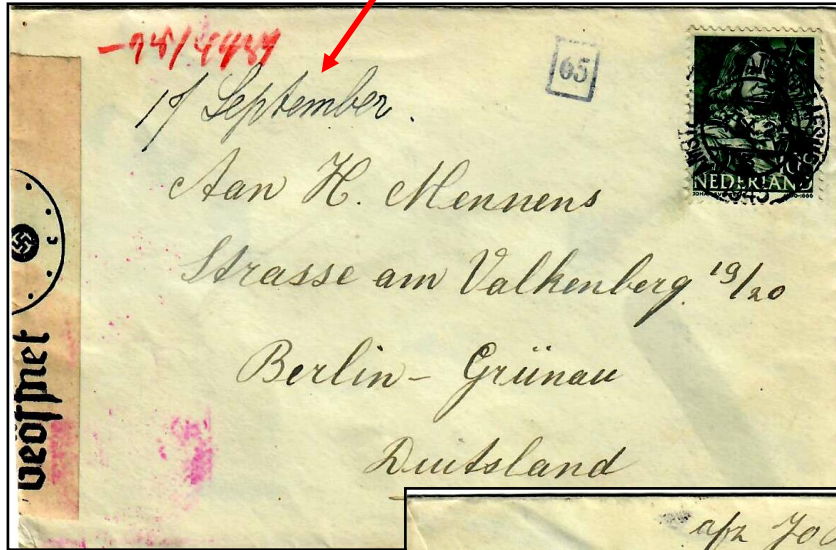
AROUND THE TABLE

Fred Van Der Heyden passed around an impressive selection of vintage post cards showing cityscapes, street scenes and activities of the Netherlands, including a view of Amsterdam's **Kalverstraat**, a popular tourist destination located off the Dam; a view of Rotterdam's great **market plein** in 1909 with its bronze statue of Desiderius Erasmus, which was erected in 1622; and a postage-free postcard sent from the Dutch military training camp in 1919, **Kamp bij Waalsdorp**, which is located near The Hague.

Fred also passed around a pc with a view of **Ketestraat**, in Arnhem in July 1942; a panorama of the **Hoornbrug bridge** in Rijswijk (NH.) in 1884; a view of the beach in Zandvoort; a view of the Voorstraat canal in Harlingen (Fr.); a photo of the WW II battle damage of the Vlissingen (ZL) market square; and a vintage pc featuring the **Echopot**, where in former times it was a 60 meter deep "echoing well," shown here, where travelers could obtain water for their horses in the Veluwe Region of Gelderland; the site is now a fine dining restaurant and luxurious hotel accommodation in Hoog Soeren, Apeldoorn, and a member of the prestigious European Hotel Gastronomie Group.

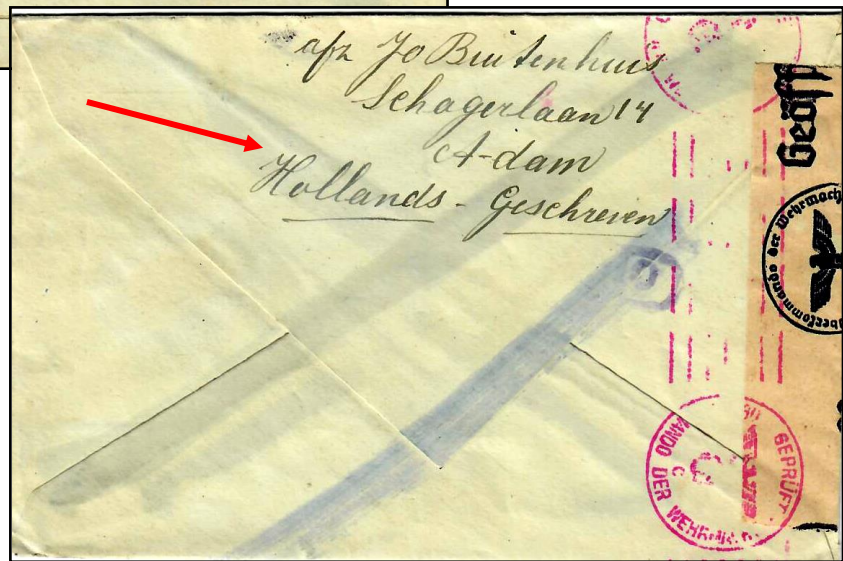


Franklin Ennik passed around a Dutch Amateur Radio QSL reply card sent in July 1958 from Waddinxveen (ZH.) to Framingham, Massachusetts and a WW II envelope written September



17, 1943, cancelled Amsterdam November 4, 1943, chemically censored in Cologne, Germany on the front and reverse with a couple swipes of developer chemicals and likely sent to a Dutch Legion soldier stationed in Berlin-Grünau, Germany. Note also on the reverse the letter is written in Dutch. Although Legion soldiers were assigned to

German SS military units, their mail was not exempt from censor examination or restrictions.



Hans Kremer summarized his recent trip with wife Willy to the great mid-west of United States where they visited scenic sites from South Dakota to Iowa/Michigan/Ohio and south to Colorado. They visited three towns with the name Danville (since they live in Danville, CA). In Danville, Iowa they were surprised to find in the local library a display dedicated to Anne Frank. Before the German invasion of the Netherlands, a middle school teacher in Danville, Iowa arranged for a pin pal correspondence between her students and middle school students in the Netherlands. Anne Frank and her sister Margot responded to a girl in the class. Copies of letters written by the Frank sisters and Anne Frank's Diary are on display in the little museum situated there. Anyone interested in this part of the Anne Frank story can read it by visiting the website: <http://www.usgerrelations.traces.org/anne.html>

Hans also passed around an example of a night-train letter with large round cancels 12-2 V and 2-6 V on mail sent between Amsterdam and Rotterdam; mail with a late use of puntstempel number 92 on mail from Roosendaal, (NBr.) and a **Paketsboot** cancel of the SS Coppename, otherwise known as the Chiquita Banana Boat of the United Fruit Co.

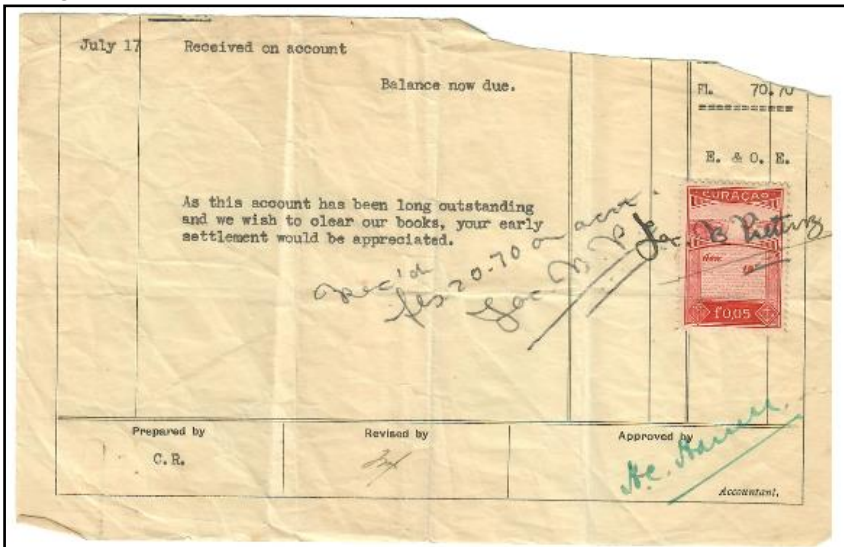
Dennis Buss passed around the 2018 Netherlands new issues that he obtained from a U.S. vendor. Seeking a less expensive supplier, he described his attempts to enter a new issue subscription with the PostNL CollectClub using their internet website. He was unable to enter

the subscription after several frustrating attempts to complete the on-line form that seems to require a particular format. All works well until the subscriber must enter information for one's "Toev." Google Translate does not provide an English equivalent for this abbreviated term. Unless this entry is properly completed, the subscriber cannot proceed further to finish the application. Moreover, no email address is provided so that one can directly communicate with the Collect Club service. The service provides several options to purchase a variety of attractive philatelic products including the Yearbook of Dutch Stamps that includes the postage. Unfortunately, he was unable to take advantage of the Collect Club offerings.

The long-lasting design of Dutch West Indies revenue stamps.

By Franklin Ennik

This example of the 1910 DWI revenue stamp on a receipt fragment attracted my attention while I was googling eBay. It turns out that this stamp design has been in use for a very long time.



The customer receives an invoice from a vendor requesting payment and once the billed amount of F 70,00 is paid, a receipt is issued with this red Curaçao 5 cent revenue applied to the receipt to verify that the required receipt tax was paid and the receipt is now a legal document and it has legal standing in court.



Each of the other major administrative Netherlands West Indies islands eventually was issued their own stock of these fiscal stamps. Examples of the various stamp designs I could locate are shown here. Not all of the Dutch West Indies islands received a tax stamp that was pertinent to them.

The Curacao design was likely the first issued, which was later followed by stamps specific to the other islands. Due to shipping delays during WW I, stamps were overprinted in 1915 to accommodate stamp shortages.



Print design varieties were produced with each new printing in 1925 and 1940, especially the detail of Sint Anna Bay, in Willemstad, Curacao, on the top portion of the stamps and the anchor and denomination on the bottom of the stamp.

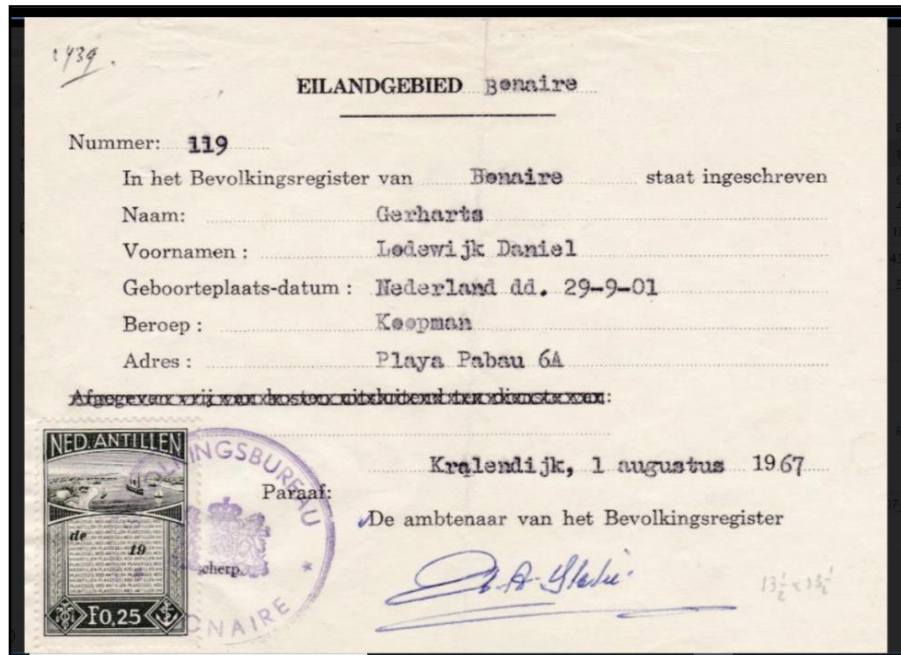


The American Bank Note Co. supplied needed fiscal and regular postage stamps to the Dutch West Indies administration government during WW II.

The 5 cent denomination was always printed in red; all the other denominations were issued in green, and with all these periodic printings there were four perforation varieties.

These revenues were issued in denomination values of 5 cent (always in red), 10, 15, 20, 25, 40, 50, 75 cent; Florin values of 1,00, 1,25, 1,50, 1,75, 2,00, 2,25, 2,50, 3,00, 4,00, 5,00, 8,00, 10,00, 20,00, 25,00, and 50,00 (always in green).

Shown here is a receipt indicating that a new resident, Lodewijk D. Gerharts, has come to live on the Island of Bonaire; registration is required by the Island Government every time a person moves. Apparently, specifically printed fiscals were not issued for Bonaire, so they used instead the stamps marked for Netherlands Antilles.



These *plakzegels*, as they were called in Dutch, were still in use in 1987 in some offices but new supplies from the Enschede and Son's printers in Haarlem apparently finally ran out and were not being reissued. This notice appeared in the April 11, 2016 *Caribbean Tax Law Blogspot.com/2016/04.....* translated, it laments the following:

The fiscal stamps are out!!

Curaçao still has in place the Zegelverordening (uit 1908) = Stamp Regulations (from 1908). For many important documents, such as a large number of judgments, petitions to the General Court and for registering documents, stamps must be affixed. A legal obligation therefore. Your tax adviser must also seal an appeal. Now we receive the message that the stamps have run out. The receiver is sold out.

So, on the one hand the government makes affixing revenues compulsory and on the other hand executing this legal requirement is made impossible. A week and a half ago we needed a lot of judgments. We prefer to affix ANG 10 stamps to them but they were sold out at the time, so we had to affix 2 ANG 5 cent stamps. In that way the documents have the right amount of stamp duty affixed.

Now there seems to be no more fiscals at all. We still have around 20 in the office. Who makes an offer?

As a result of these stamp shortages, the PostNL decided to issue or allow more efficient print forms with the needed fiscal denomination printed right on the form as illustrated with this ABN Bank withdrawal form.

The image shows an ABN Bank withdrawal form. At the top left is the 'ABN Bank' logo. At the top right is the word 'Withdrawal' and a red 25-cent stamp with the text 'NED. ANTIKEN' and '25'. Below the logo, it says 'Received from Algemene Bank Nederland N.V.'. The form has several fields: 'currency' and 'amount' (with a sub-field for 'the sum of (in letters)'), 'to the debit of' (with sub-fields for 'accountname' and 'accountnumber'), 'identification' (with sub-fields for 'signat.', 'fiat', and 'cash'), 'signature', and 'date'. At the bottom left, it says 'cash memo 07/017 (5-'90)' and at the bottom right is the number '1'.

I acknowledge with thanks the assistance of our member HansPaul Hager for providing information and images for this article.

References and Sources:

Internet website: www.MullerTax.com CaribbeanTaxLaw.Blogspot.com/2016/04/

Internet website: *Nederlandse Vereniging Voor Fiscale Filatelie*. Vrijdag, juni 07, 2019.

The First Round Trip Flight by KLM to the Dutch East Indies. *By Hans Kremer*



As you can read from the following text, the publication "*Het Leven Extra-Nummer*" played an important part in the success of the first flight from the Netherlands to the Dutch East Indies in 1924.

"Civilian Aviation was rapidly expanding in the early 1920s. KLM founded in 1919 and operating since 1920 was contemplating a service to the Netherlands East Indies. But could it be done?"

The Dutch government cold shouldered the idea and nobody wanted to bankroll such an adventure. A private initiative managed to collect sufficient money for a flight to the other side of the globe and KLM made a single engine Fokker F VII (H-NACC) available. A crew was found and they left Amsterdam - Schiphol on October 1, 1924. Two days later the liquid cooled Rolls Royce Eagle IX engine overheated over Saladinovo (then known as Philippopol) in Bulgaria. The forced landing demolished the starboard undercarriage and the engine was a total

loss. There were no funds available for a new engine and things looked pretty bleak. Then a popular magazine in the Netherlands ("*Het Leven*") ran a subscription and donated the balance of the sum required to buy a new engine from Rolls Royce. It was sent by rail to Bulgaria and took some time to reach the stranded aircrew.

Flight Engineer Van Broeke singlehandedly saved the whole flight. He managed to repair the under carriage and replaced the engine, all under appallingly primitive conditions. The crew resumed the flight early in November and hopped from one airfield to another across the Indian sub-continent, down the islands and finally arrived in Batavia (Jakarta) on November 24, 1924" The magazine is a compilation of its issues of April 18, 21, and May 2, 1925. It shows some pictures of the trip back by the crew by ship from the DEI to Marseille and then overland back to the Netherlands. The majority of the pictures show the enthusiastic reception of the crew in Amsterdam and The Hague." The flight crew for this momentous adventure was Captain Van Der Hoop, Lieutenant Van Weerden Poelman and Flight Engineer Van den Broeke.