

**NETHERLANDS PHILATELISTS
of CALIFORNIA
(now in its 47th year)**

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July 2016

June 18th Meeting. Attending at the home of HansPaul Hager were Dennis Buss, Franklin Ennik, HansPaul Hager, Hans Kremer, Paul Swierstra, Fred Van der Heyden and Jan Verster.

YEARBOOK anyone???? NPofC's eighth (and latest) Yearbook was published in 2009. Several of our members 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 HardjasudarmaMiscellaneous Short Notes.

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

Jan Verster....."Overtyped" Provisional Revenue Stamps of Indonesia in 1945.

Mardjohan HardjasudarmaGalang Island Refugee Camp Correspondence.

HansPaul Hager.....Bicycle Fiscal Tax Tags of the Netherlands.

Philip Visser..... A Paper Thickness Study of Number One on Print Plates 1 and 6.

Saburo Masuyama... ..Singapore KLM Routing Markers in 1940.

Please Note: **The deadline for accepting articles for the NPofC 47½ Commemorative Year Book has been set at September 15, 2016. If you plan to submit an article for this Edition, as your Editor, I invite and urge you to do so before then.**

The **July 16th meeting** will be held at the home of **Franklin Ennik** starting at 12:00 noon. Frank's telephone number is (925) 952-9424.

AROUND THE TABLE

Fred Van der Heyden passed around a copy of the October 1963 magazine, *HeadLights*, an industry magazine for people who love early electric tram and trolley cars that were a major means of city travel prior to 1950 and when the automobile eventually replaced them. This edition also has a feature article on the electric street cars and trams of Amsterdam, Netherlands. Fred also showed us a medley of vintage post cards from his vast collection: a series of Swedish pictorial cards; an early interior view of Sutro Baths, San Francisco, many years before it burned down in 1967; a picture post card with greetings from Cuijk, Netherlands; a view card of St. James Park in San Jose, CA; and an unusual novelty post card made of **aluminum** that shows Cascade Gardens, from the 1904 St. Louis, MO World's Fair.

Jan Verster, a visiting corresponding member here on personal business, passed around a series of 1893 Princess Wilhelmina stamps with "sock on the nose" cancels of Amsterdam and several faked overprint copies of the *Armenwet* stamps of 1913. ARMENWET means Poor Law.



This 8 stamp charity set issued January 31, 1913 was distributed to civil institutions of beneficence for postal use on their correspondence. On October 31, 1919 the Poor Laws were repealed and were replaced by a form of Social Security. The forgers were very sloppy in their attempts to produce believable copies of the overprinted stamps.

Dennis Buss passed around copies of some covers he thought interesting that were observed on the *Jim Forte Postal History* Ebay website: These were stampless, WW I internee covers - one sent from the prisoner internee camp **Legerplaats bij Zeist** to New York in 1916, and, a 1915 cover sent from the German internee camp in Lancaster, England to Arnhem, Netherlands. The large Internee stamps issued by the Netherlands were also discussed.

HansPaul Hager passed around several examples of Indonesian documents with page after page of fiscal stamps attached, perhaps several 100s, to satisfy the tax burden on these transactions. HansPaul also passed around a copy of the book, *International Postage Meter Catalog of Indonesia* (red franking) and a copy of *Economisch Weekblad voor Nederlandse Indië*, 25 November 1938. Finally, HansPaul showed us examples from his collection of Railway Tax Stamps that were affixed to mail deposited at railway stations and carried by the trains from one station to another. For a short period the various Bus Lines in the Netherlands provided the same kind of service.

Paul Swierstra passed around a series of postcards that illustrate the importance of the flower and bulb industry for the Netherlands; several examples of currently used bar-code stickers that are applied to large pieces of mail and packages; a block of 2002 39 cent *Verrassings zegels* (Surprise stamps) for the province of Gelderland (This 12 stamp series illustrates each of the provincial flags of the Netherlands); and an emergency four stamp set of Netherlands Indies stamps overprinted with **TE BETALEN / PORT** when the fiscal stamp stocks ran out. (see NVPH nr. P49 – P52).



Franklin Ennik passed around an EXPRESS POSTBLAD posted from Noordwijk (ZH.) with f 1,91 postage applied to Bad EMS, located in Rheinland Pfalz on the River Lahn, Germany. Bad EMS was a thermal bathing resort that was popular with Europe's elite and royalty. The sender of the Postblad is attempting to establish a stamp trading scheme with the friend in Germany and offers this selection of stamps as inducement.

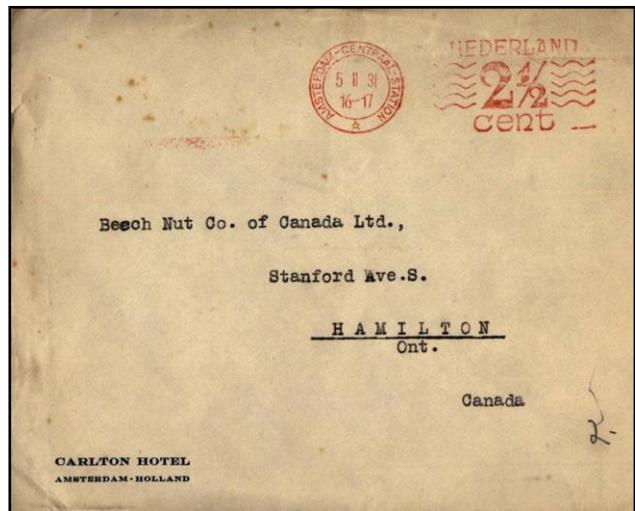


Franklin also passed around a "stamp curiosity" that was offered on Ebay auction with this description:

For your consideration is a stunning SOLID SILVER STAMP, in rare MINT condition, based on the original issued within the NETHERLANDS during c1926-1939. This beautifully crafted "NINE-CENT QUEEN WILHELMINA VALUE OMITTED," exacted to the finest exquisite detail and measuring **11mm x 8mm**, is one of the greatest stamps in the world and a wonderful collector's item or gift for a STAMP or SILVER enthusiast.

Hans Kremer passed around the June 2016 issue of *Filatelie* which had an article featuring the combination of PERFINed stamps that were also cancelled with *puntstempels* (numeral cancels). The period of use of PERFINed stamps and *puntstempels* overlapped for a very short time. Hans also passed around an example of *baarfranking* cancels that were used to process huge mailings of commercial mail.

Nice example of "baarfranking." Baarfranking refers to machine franking of high volume mail. Not having to put a postage stamp on each piece of mail to be sent out would save a lot of time. Starting in the mid-1920s one could drop off such mail (only for printed matter and addressed to a foreign country), pay the postage and the PTT would run it through a canceling machine, either a Flier (mainly The Hague and Utrecht), Standard (Amsterdam C.S.) or Universal Postal Franker (Rotterdam).



Most of these machine cancels were in red but the "Standard" mail cancels can be found also in purple. This example in red comes from the Standard machine in Amsterdam, sent February 5, 1931 to Canada. 2 ½ cent was the correct international basic rate for printed matter.

1934 Pander Postjager return flight from Batavia.

by Hans Kremer

Much has been written about the December 1933 flight of the Pander--Postjager from Amsterdam to the Dutch East Indies. The best (English) write-up about it I found was on the website: <http://www.pagowirenl.com/stamps/inf-c10.asp>

"In the early 1930s the KLM had already established a steady postal service to the Dutch East Indies. A flight from Amsterdam to Batavia took 12 days. The real moneymaker on the flights was the mail service. The Dutch postal service PTT had guaranteed 500 kgs of mail per flight and paid 50 guilders per kg for the transport. This meant that the mail service brought the KLM 50,000 guilders each return flight, much more than those few paying passengers could ever be good for.

The enormous profits on the mail service caught the attention of a young aviation engineer, Dirk Asjes, who figured that it should be possible to make even larger profits by using a smaller but faster airplane without passengers to transport mail only. More mail, more profit! Asjes went looking for an airplane that could do the job. After some time he gets in contact with the Pander furniture factory. Their design consists of a triple-engine airplane that will fly at 300 km/h. At that speed the route to Batavia can be done in 50 flying hours. In 1933 Pander starts building the Pander--Postjager, as it is called, and the Pander factory tries to do its utmost to have the new plane flying in December so it can compete with the extra Christmas flight to Batavia that has already been planned by the KLM.

Spirits are high when the airplane takes off from Schiphol airport in the early morning of Saturday 9 December 1933. Without delay Rome is reached but after only one hour out of Rome there is a problem. The oil pressure in the right engine has dropped. The crew decides to return to Italy and land in Brindisi. After a quick inspection it turns out the engine is lost. There is no spare engine available in Italy, or even Europe. The expected date of arrival of a new engine from the U.S is December 22nd. The Pander--Postjager Christmas flight is effectively over.

The mail was unloaded and put on other planes (Ijsvogel and Pelikaan), reaching the Dutch East Indies on December 22.

It is only December 27th when the new engine is fitted in the Postjager and the flight can continue. On December 31st it lands in Batavia. The crowd is enthusiastic; but the crew has less to celebrate. They know that the Pelikaan has returned to Schiphol the day before. The return flight is less problematic, although the engines are not completely reliable.

The Postjager departed on its way back to the Netherlands on January 6, 1934,

with 240 kg. of mail on board. The route went via Rangoon-Karachi-Bagdad-Cairo-Athens-Rome-Marseilles to Amsterdam. On January 11, 1934 the Postjager landed at Schiphol, ending a dramatic attempt to challenge the KLM monopoly."

When I had the opportunity to purchase the cover shown here for just a couple of dollars I decided to buy it since it went in the 'opposite direction', from Batavia to Germany via the Netherlands. By far most of the Postjager covers were addressed to the Netherlands so the German destination makes it a bit different.



No German arrival marker is on the back (or front) of the cover, only the Amsterdam-Centr. Station arrival marker of 11.1.13. Although the departure cancel shows Batavia Centrum 5.1.34, the Postjager did not leave until the 6th due to some minor engine problems.



So what happened to the Postjager thereafter?

In 1934, the ill-fated plane (now named Panderjager) took part in the MacRobertson London to Melbourne Air Race. At Allahabad, India, the landing gear was damaged on landing. This was repaired, but the aircraft collided with a motor tractor on takeoff, crashed, and was a total loss. The crew escaped unharmed. It was the end of the Post (Pander) jager. There was no mail aboard this flight.

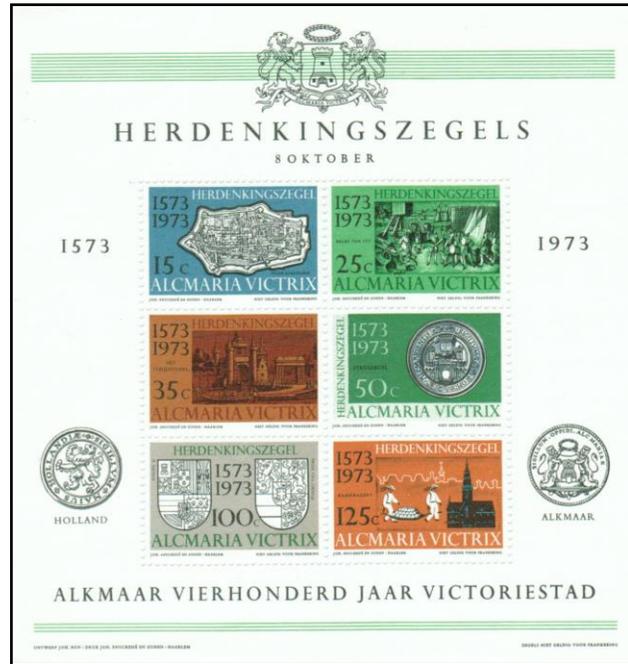
Some people called the plane the **Pechjager**,pech meaning 'bad luck.'

The Dutch Struggle for Independence

By Franklin Ennik

The Eighty Years' War or Dutch Revolt (1568-1648) began a long struggle for independence against the oppressive Spanish King, Philip II. The Spanish army set about besieging the walled cities that were resisting the Spanish army. At first the Spanish were successful at capturing a few cities and in keeping the Dutch rebels (called **Watergeuzen** = Sea Beggars) at bay but in 1572 the rebels re-captured the walled city of Brielle, located on **Voorne en Putten Island** in the Maas River delta southwest of Maassluis (now South Holland). This became the first *de facto* independent Province of the United Provinces of the Netherlands.

This successful resistance was followed in 1573 by the defeat of the Spanish army in their attempted siege of Alkmaar (now North Holland). The rebels breached the dikes and flooded the fields around the cities which effectively bogged down the Spanish. Shown here is a 400 year remembrance (1573-1973)



souvenir block of stamps of this victory. The sale of these cinderella-like stamps supported the city-wide festivities held every year on October 8th that commemorates the event.



The rebels, with the help of the citizens of Leiden, followed this victory on October 3, 1574 by successfully breaking the attempted siege of Leiden by the Spanish. Although a third of the city of Leiden residents died of starvation in the long siege, the remaining jubilant citizens celebrated by enjoying a feast of "hutspot" and herring on white bread brought by the relieving rebel soldiers. This celebration has become the signature meal to remember the victory. Shown here is a similar 400 year' remembrance block of cinderella-like stamps issued to commemorate the event.

Although there were other sieges and relief actions at Dutch and Flemish cities in the same period, the relief of Leiden is now especially commemorated by the Dutch public on a large scale, after the King's (or Queen's) birthday and Carnival.

Sources:

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<http://www.spanishwars.net/17century-80-years-war-summary.html>

http://www.newworldencyclopedia.org/entry/eighty_years'_war