

2016

I A C M Newsletter



OFFICIAL JOURNAL OF THE INTERNATIONAL
ASSOCIATION OF CUSTOMS/TAX MUSEUMS



Dear colleagues and friends of IACM!

Several months have already passed since we had our Annual Conference and General assembly in the beautiful town of Vienna / Austria. I must admit and I think you all agree that we had an excellent journey, not only due to the excellent wine and food, but also to the interesting program organized by our Austrian colleagues. For me, the meeting was again a great success and brought our association a step further, especially due to the fact that we could accept our revised or new statutes. This will help to facilitate the work of our association for the future.

We could admire the Customs museum of Austria, located in the Customs office building of Vienna. We discussed about the history of an artefact and we could learn from several members what they did during the year of special activities to attract visitors to their museums. Unfortunately, only one member had prepared a presentation of the subject of the conference, but it was very interesting. During the general assembly, we had news from the two working groups, one for the web page and another for the statutes and rules and the results is that the new statutes and rules have been adopted by the members present. The new web site is now operational and must be filled with a lot of information coming from the members.

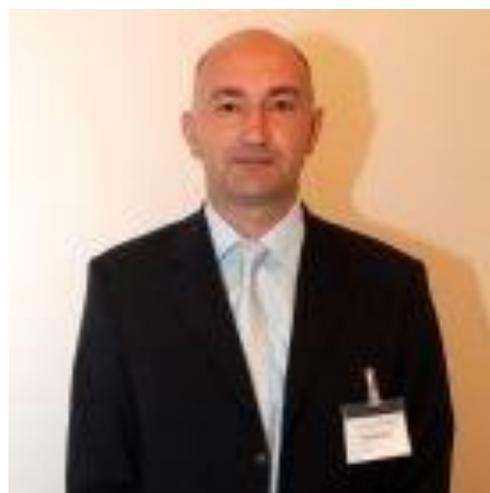
But also the cultural program had a lot of surprising points: the visit of the old building at the Ministry of Finance, the visit of the Prater park and the wine tasting at the Heurigen. The wine tasting and the dinner were excellent and will always be well remembered.

Concerning this Annual Report, my wish is that most of our members will send their contribution to our friends in Vienna so that this brochure will be a big success.

Now we are looking forward to a new year, and the conference in September in Switzerland. I'm convinced our members are already looking forward to meet each other again near the lake of Lugano, full of history and nice places to be seen. I'm convinced our Swiss colleagues will surely raise an interesting program with a lot of subjects to discuss without leaving apart the social aspect of our meetings.

I want to remember that we will have elections of the board during the General Assembly in Lugano and I hope we will have candidates ready to take over the lead of our association and take us safely through the next years.

I wish you all the best for the coming year, all success in your museums and hope to see each of you in good health in September in Lugano/Switzerland.



Henri Nimax, President IACM

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I A C M conference

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BELGIUM

The Black Knight

The object we have chosen regarding this year's theme "History of an Artefact" is a set of armour especially made for and used by a notorious Dutch smuggler in the 1930's. The set consists of three parts: an helmet and a breast and back plate which were fastened by using leather straps.



At that time he was a somewhat atypical smuggler in the sense that he was exceptionally aggressive in his methods. He had e.g. welded metal bars to the front of his lorry to be able to smash his way through the barricades thrown up by the Belgian Customs and he also carried arms on his smuggling trips. He put on this armour to protect himself from bullets fired at his lorry by pursuing Customs officers.

Finally, in July 1938, he was stopped near Aalter after quite an eventful pursuit and arrested, together with a Belgian accomplice. He was condemned to pay a fine and spent 8 months in prison.

The three pieces of armour were confiscated and in due course used as exhibits in the training centre for Customs officers in Kapellen from the 1950's until the 1970's.



Later on, together with a number of other items from the Customs school, they found their way to the National Museum on Customs and Excise in Antwerp, where they have been on permanent display since. They form part of one of the best documented cases in our collection as we not only have the three pieces of armour, but also obtained the official file and a number of photographs and newspaper clippings written after his arrest.



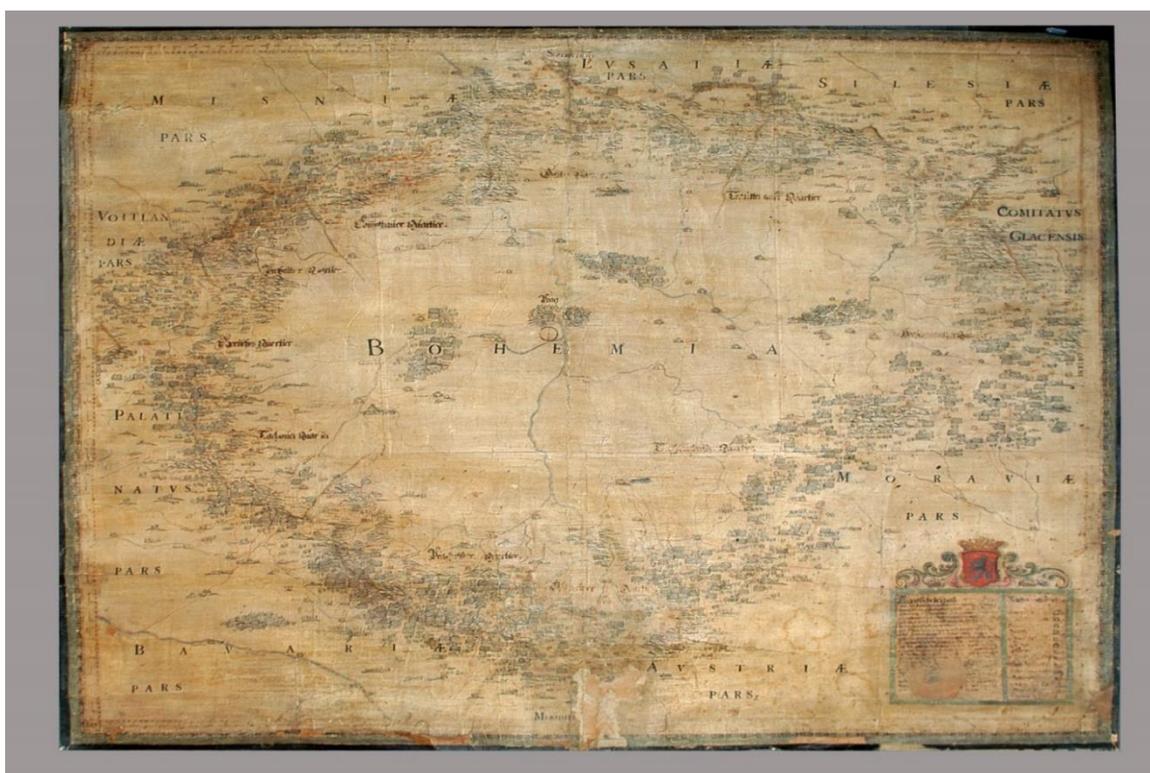
As a *Post Script* we can add that a number of relatives of this notorious Dutch smuggler appeared from time to time in fraud-related dossiers up to the 1990's. A chip off the old block?

Francis Huijbrechts, Curator National Museum on Customs and Excise (Antwerp, Belgium)

Stich's Customs Map

As an undoubtedly precious artefact within the imaginary heritage of the Czech Customs Administration remains the Map of Bohemia drawn by Prague Customs inspector Johann Stich from the last third of the 17th century (deposited in the National Archives). It is not only a visual heritage, we also encounter a unique document introducing us the organizational arrangement of the Customs administration of that period. The historiographer, senior lecturer František Roubík, primarily focused on historical geography, re-discovered the "Stich's" map under the stairs of the archives depot in the crypt under Saint Nicolas Church in the Lesser Town of Prague in the early thirties of the last century, and after an extensive analysis of the artefact his pronouncement sounded very favourably:

*"Examining in more detail the cartographic method applied for drawing the Stich's map, we see that the author used a technique which has not been documented here so far. (...) To assess a development importance of the Stich's map it is necessary to compare it with the state of the Czech cartography of the period, represented at that time by the maps of Daniel and Caspar Wussins (1665), in fact slightly improved editions of the (popular) Aretin's map (1619). **Regardless the special contents of the Stich's map, we can find that considering also a general cartographical side the Stich's map (1676) was a great progress compared to the contents of the maps of Bohemia at that time**".* According to František Roubík the benefit consists in a more detailed and precise notation of the hydrographic network, he primarily highlighted detailed drawings of the Bohemian border region with a detailed description of the pathways going towards the main land routes.



CZECH REPUBLIC - continuation

Besides other things, the map became an important means of the career development of Johann Stich who worked as a scribe at the Customs Commissariat since 1672 (after previous eleven year experience as an official in the state administration) and finished the map in 1676. Meanwhile he had twice asked for a change of his working position, but did not succeed until 1677, when he was appointed the Customs inspector in Prague. It is apparent from the documented records that the completion of the map and author's promotion were closely connected, the Czech Chamber was satisfied with the result and paid Johann Stich the amount of 24 reichstaler with the promise of a better position which was soon fulfilled. The high-quality cartographic work brought its "fruits" also later, in sequence of further events it was submitted with success to the emperor Leopold I, seeking refuge from plague in Prague.

After Stich's death in 1692 the request of the bereaved widow with seven children for a financial compensation was granted and, contrary to usual practice, a double sum, i.e. 1200 gulden, was successively paid out. The increase was recommended by the chamber accounts department with reference to the considerable material poverty of the family and the merits of the late husband: *"...traversing waters, mountains, valleys and forest with extraordinary effort he surveyed and plotted with his own hand in the map all places relating to administration of the royal border Customs and ungelt..."*. The map did not lose its value even after the publication of

Muller's detailed map in 1720, *"remaining even a very long time afterwards the only detailed map of land pathways and Customs stations"*.

The pathways plotted by Johann Stich are mainly historical pathways far surpassing with their importance and their impressive title the framework of the geographical location itself.

Jan Hlinka, Czech Customs Administration



FRANCE

A map on Dali's road

What is a *penhière*?

The expression is believed to have been used before the French Revolution. However, it is used in a circular from march 10th, 1819, which confirms its use among customs units. Later, a decision from October 23rd, 1834, stipulates that in every post, a map indicating the topography and boundaries of the *penhière*, as well as strategic positions, must be drawn and kept under lock safely by the brigadier. *Penhière* names also in the area of action of a brigade, limited on one side by the maritime or terrestrial frontier, and on the other by a conventional boundary located ten kilometers inland. The country is hence divided in many *penhières* that border its limits. The *penhières* maps are a singular reference to materialize the implementation of customs surveillance.

In order to better their knowledge of their area of action, the agents would draw themselves these maps inspired by military maps, which explains their variable quality and accuracy. You can read on them strategic elements, axes of circulation, meeting and ambush points, as well as hamlets, streams, bridges and shelters.

Useful resource for the customs agents, the *penhières* contribute to the design of strategies to intercept smugglers. They may be drawn on various material: drawing cardboard or tracing paper, enhanced with ink or watercolor.

A singular *penhière*: the *penhière* de Maureillas

The museum houses nearly 500 documents, dating from 1875 till 1960's. They represent essentially the north-east border, the Brittany and Atlantic shores.

The *penhière* de Maureillas is one of the latest as it dates from may 1st, 1960. It is remarkable by the mastery of space and technique by its author, by the attention to every detail and also by the purely decorative elements : a flamenco dancer on the Spanish border, characters from Provence around the wind rose on the French side, and above all the ambush scene at the top. The author took care of signing properly his map in writing "Le préposé Rolland Joseph".



The *penhière* was completed in 1974 by a flet-pen drawing by the Spanish surrealist artist Salvador Dali, during an interview for the professional journal "La vie de la Douane".

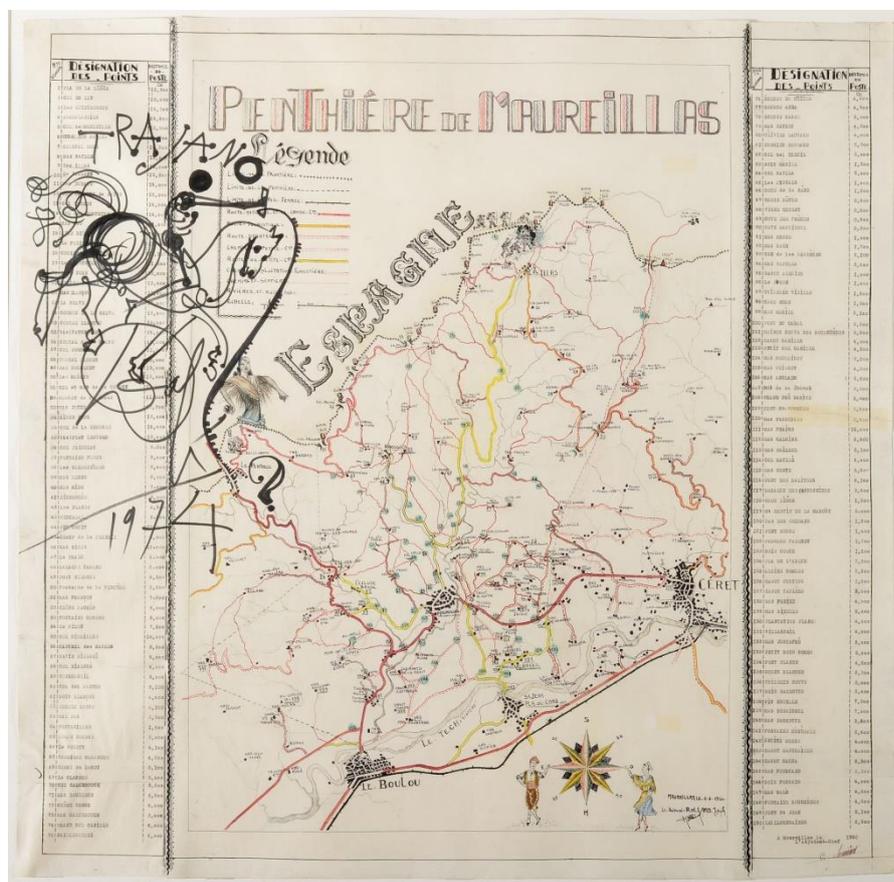
FRANCE - continuation

Used to crossing frequently the border to sell his paintings in France, Dali was familiar with customs agents. He said during the interview: "As I go through customs, the miracle happens, I perceive a way to improve my art". He adds: "Some of my intellectual bliss occurred at the Customs. At the Perpignan railway station, as Gala is going through customs procedures, I stay alone. There, I often analyze my painting. I take suddenly conscience of its flaws and realize that I should have painted that element in blue... but it is too late, the customs agent is there and my painting is already gone." On the penthière de Maureillas, Dali draws the famous roman emperor Trajan crossing the Pyrenees on his horse. He specifies "Trajan" on the drawing and signs "Dali, 1974"

The confrontation of those two drawings on this map, that of "le préposé Rolland Joseph", unknown customs agent, and of Dali, one of the most famous artists of the twentieth century, the tangible and the surreal, is astonishing. It confers to the document a unique and authentic value that make of this map a total work of art.

The map was transferred to the museum in 1980 and exhibited since then in its collections.

Aurélie Guichemerre / Renata Pstrag, Musée National des Douanes, Bordeaux



GERMANY

T1 Bulli

The T1 Bulli is a faithfully restored VW bus from 1961, restored and approved for public transport. It is used in public relations and is an eye-catcher in the German Customs Museum.



Technical details:

Year of construction: 1962; light gray T1 standard combibus (11 window bus). Original 33.000 km run. Semi-high partition between drivers cab and cabin. Narrow tailgate with small tailgate window.

Engine is a 1.2l boxer with 34HP.

The VW Bus celebrated its 60th birthday in March 2016 and is by now manufactured in the 5th generation. All 5 VW bus models were and are used by the Customs authorities as service vehicles.

Use at Customs.

After the establishment of the Federal Customs Administration in 1950, it quickly became clear to the people in charge that motorized units at the borders had a higher efficiency than the border inspectors employed so far on foot. As early as 1947, the first border inspection services were established, which were equipped with motor vehicles. At first, motorcycles were employed, but soon more and more cars were used (VW, Lloyd, Ford Opel etc). Including the Ford Taunus Transit and, of course, the VW Bus of the first generation. Due to their spacious interior, these models offered more versatile application possibilities for the Customs than normal car models.

Susanne Mehrkühler, German Customs Administration



HUNGARY

The history of the Arday heritage

Ignác Arday, Finance Guard Inspector's heritage included in the collection of the Finance Guard and Taxation Museum in 2012 as a bestowal by a direct descendent, Géza Arday.

The heritage contains the following works of art:

- a pair of glasses used by Ignác Arday
- a sealing stamp with the graven monogram „A. I”
- pictures about Ignác Arday and his wife.

This asset group is special because Ignác Arday had a significant role in the Dualism-day history of the independent Hungarian Royal Finance Guard established after Reconciliation in 1867.



Ignác Arday was born in 1834 in Igló. Originally, he entered service at the Austrian Finance Guard in 1852 and he was transferred to Hungary only in 1856. He gained reputation by his books on alcohol tax, on criminal regulations in connection with excise matters and on organizational and service rules of the Finance Guard. The launch of the Finance Guards' Consumer Diary that remained

published till 2006 under several different names had been linked to his name as well.



That little book contained extraordinarily useful information for the Customs officers in service. They could find a calendar, a name and address directory of the officers, some measurement units and their conversion used in service, a description of the different tax types and even the genealogical tree of the Habsburg royal couple and their children in it. The fact that he became the Knight of the Order of Franz Josef in 1901 demonstrates his successful financial and administrative carrier. He died in 1919 in Budapest.



The work of arts of the Arday heritage included in the stationary exhibition called „The history of the Hungarian Finance Guard” exhibited in the Museum of Finance Guard and Taxation History after being processed for scientific research and being taken in stock.

Agnes Dobozi, Museum of Finance Guard and Taxation History

LITHUANIA

Border Pole: From Scrap Metal to Object of Lithuanian Memory

A border pole is considered to be one of the best objects to represent the history of the Customs, as it marks the physical territory of the state with all its immaterial attributes, such as law, economic space, culture etc.

The Lithuanian Customs Museum presents the authentic border pole of tsarist Russia and East Prussia, which was standing in the late XIX c. and the beginning of the XX c. on the border of these countries.



As the main function of the border pole is to mark different territories, one can see two national symbols on it. On one side of the pole, there is a Russian symbol – the two-headed eagle; on the other side of the pole – the black eagle of East Prussia. Although Lithuania was not independent at that period and it was annexed by tsarist Russia, this border pole, nevertheless, depicts its history in various ways.

The border that this pole used to mark was very intense in transporting and selling goods from Russia to other European countries. But

Lithuanians did not usually take part in such activities, as they were mostly peasants. Much more often they used to participate in the smuggling of goods from East Prussia to Russia. Serving as handlers, they used to form with other smugglers large groups comprising from 20 to 100 heavily armed people.



Several bullet holes are visible on the pole, which is made of cast iron. Although much more research has to be done, one of the most probable theories is that these holes were made during a gunfight between the Russian border patrol and the smugglers.

Anyway, this artefact is also a part of another area of the Lithuanian history that has little to do with the Customs.

A lot of Lithuanians dealt with it by searching for scrap metal or other materials, which they could sell and earn a living. The border pole was one of these findings. Two Lithuanians found it at the border and took it to sell at the point, where metal was being bought and melted into new concrete objects. Fortunately, the workers understood the historical significance of the pole, and it wasn't destroyed. Today it is a part of the exposition of the Lithuanian Customs Museum.

Indrė Ramanavičienė, Lithuanian Customs Administration

LUXEMBOURG

The first Luxembourg Customs flag (1935 – 1963)

The first flag goes back to 1935. Before this date, the Customs administration had apparently no flag of its own. Not much information on his history is known. It was produced by the religious sisters of an abbey called Carmel situated in a part of Luxembourg town. It is a handmade product. On one side it shows the national flag and the inscription of the officers and employees of the Luxembourg Customs administration and the date 1935, date of production.



The side represents two hands with the green uniform worn by Customs officers at that period. The flag was financed by free donations made by the Customs officers. During the Second World War, the flag was hidden from the German occupation and therefore it was in a very bad shape until replaced in 1963 by a new flag still in official use by the administration today.



The old flag was not thrown away, but fully restored and it hangs today on a wall in the headquarters and it is part of the museum and can be seen by the visitors. It is protected by special security glass.



The actual flag has been produced in 1963 by the same religious sisters and every Customs officer had to give a sum of 50 francs, today 1,25 € to finance the flag. This was certainly a heavy amount for the officers as they earned not so much money at that time. It represents the Luxembourg Red Lion on one side and again the two arms as on the ancient flag. It is used for official reasons such as National Day, St. Mathews Day, and presentation to new Customs officers, burial of a Customs officer.

Jean-Pierre Reuter, Customs administration of
Luxembourg



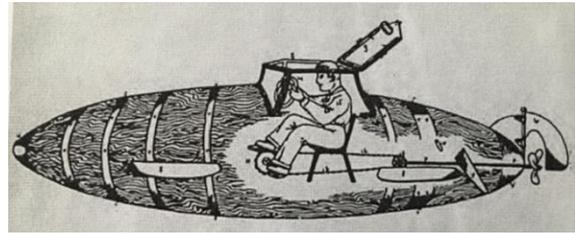
SWITZERLAND

Smugglers' submarine

During World War II, Switzerland was one of the few countries in Europe not to be directly involved in the military conflicts. However, surrounded by warring states, Switzerland was in no way spared the repercussions of the war, e.g. from an economic standpoint. Following the allied troops' invasion of Sicily in July 1943 and the German troops' subsequent occupation of northern Italy, the situation was chaotic at the Italian border with Ticino. Aside from the fleeing people who sought refuge in Switzerland, many conscientious objectors, deserters and antifascist fighters retreated to the mountainous regions along the border with Switzerland. As they were unable to get a steady job there, many of them became involved in smuggling. Entire smuggler crews were formed, sometimes consisting of more than 100 people.



The ways in which goods were smuggled across the Swiss border took spectacular forms. The Italian newspapers reported the discovery of a "smugglers' submarine" on 25 February 1947. However, these reports proved to be untrue, as strictly speaking it turned out to be a boat that was barely above the surface of the water. Moreover, because it was powered by an electric engine, it was difficult to see or hear it, particularly at night.



The cargo area provided space for up to 700kg of goods. It was used primarily to bring meat and furs from Italy to Switzerland. The find aroused considerable interest among the Italian and Swiss public. The Customs museum, where the boat has been exhibited up to now, soon had a veritable stream of pilgrims visiting. In February 1948, border guards found another actual "smugglers' submarine" near Morcote. It was around three metres long and could descend up to one metre under water. It was peddle-operated from within! A miniature version can currently be seen in the Customs museum.

Maria Moser-Menna, Swiss Customs Museum



I A C M conference

Review Vienna – September 2016



September 21st - September 23rd, 2016
Vienna

IACM - International Association of Customs Museums
24th Annual Conference and General Assembly 2016



I A C M conference

Preview Lugano – September 2017



Eidgenössisches Finanzdepartement EFD
Eidgenössische Zollverwaltung EZV

**SWISS
CUSTOMS MUSEUM**
SCHWEIZER ZOLLMUSEUM
MUSEO DELLE DOGANE SVIZZERE
MUSEE SUISSE DES DOUANES



IACM – International Association of Customs Museums
25th Annual Conference and General Assembly 2017
September 20th – September 22nd, 2017
Lugano, Switzerland

Programme and Itinerary

Wednesday, September 20th

- Until noon: Hotel check-in at Hotel reception
- 5:00 pm: meet & greet at Hotel lounge
- 7:00 pm: Welcome Dinner
- 10:00 pm: End of dinner

Thursday, September 21th

- 9:30 am – 1:00 pm: 25th IACM Conference in the Museo delle Culture, Villa Malpensata, Lugano (Holding the Conference, presentations, discussions)
- 1:30 pm: Lunch
- 3:00 pm: Visit by ferry to the Swiss Customs Museum, Gandria
- 6:00 pm: Official dinner at the Grotto Descanso, Cantine di Gandria

Friday, September 22nd

- 09:00 am – 1 pm:
- IACM Conference in Museo delle Culture, Villa Malpensata, Lugano
- General Assembly (Presentations by IACM members, discussions)
- 1:00 pm: Closing the 25th IACM Conference
- 1:00 pm: Lunch
- 2:30 pm: Departure

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About I A C M

The aim of the International Association of Customs/Taxation Museums is to preserve and maintain the rich heritage of Customs in a world that is changing very rapidly.

Over the last twenty years, we have seen enormous changes in the work of Customs/taxation officials, particularly those of us in the European Union. While none of us would deny the benefits of these changes, we cannot forget the past and the how things were. It is important that future generations have some knowledge of the foundations laid by those who have gone before us.

To this end, the IACM was formed in 1993 in Denmark. Today it has 23 member countries and each museum operates under its own national administration. Membership is not confined to the European Union.

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