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# \*\*\*\*\**FORERUNNERS*

*JOURNAL OF THE PHILATELIC SOCIETY FOR GREATER SOUTHERN AFRICA*

*Affiliated with the American Philatelic Society and the Philatelic Federation of South Africa*

Volume XXXIV, Number 2, Whole Number 100

May-August 2021



First Airmail from Durban to London posted on March 4, 1925.  
See page 83 for a detailed explanation

## Highlights

First Airmail Service in South Africa  
Warren Expedition  
Zululand Postcards  
Botswana Meter Marks  
Railway Medals  
Letters from Home  
Late Fee Letters  
Union Air Mail Stamps  
SAVPEX 2021



*Expanded Edition*

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Namibia Post issued this stamp in 2017 in a bird series of roll-ers. This is the purple roller in a set of five for the postcard rate. Printed by Lowe Martin Company Inc, Canada.

#### Front Illustration:

First flight cover to London from March 1925 bearing the full set of South African airmail stamps to a total of 8d. This is the correct rate, except that 2d should have been a regular letter stamps. This caused delay and a temporary tax marking. See André du Plessis' article on page 76 and a more complete explanation on page 83.

### \*\*\*FORERUNNERS

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Large Vermeil at CHICAGOPEX 2020; Vermeil at STAMPSHOW Richmond, VA 2017; Large Silver at WORLD STAMP SHOW NEW YORK 2016; Vermeil at CHICAGOPEX 2015; Silver at CHICAGOPEX 2014; Silver-Bronze at CHICAGOPEX 2013; Vermeil at STAMPSHOW 2013, Milwaukee; Large Silvers at the New Zealand National Philatelic Literature Exhibitions 2012 & 2013; Vermeil at JO'BURG, 2010; Vermeil at STAMPSHOW 2010, Richmond; Vermeil at CHICAGOPEX 2009; Silver at STAMPSHOW 2007, Portland; Large Silver at WASHINGTON 2006; Vermeils in 2005 at STAMPSHOW and C7NPLE, Toronto; Silver at CHICAGOPEX 2005; Silver-Bronze at LONDON 2000; Silvers at JOPEX 99, STAMPSHOW 99, and COLOPEX 99; Silver-Bronze at PACIFIC 97; Vermeil/Certificate of Merit at OKPEX 96; Large Silver at New Zealand National Philatelic Exhibition 96; Silvers at SESCAL 95, CAPEX 96, WAPEX 93, and HAFNIA 94; Silver-Bronze at ESPAMER 96, SINGAPORE 95, and PHILAKOREA 94.

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## Editorial Notes

This issue celebrates a major achievement for our society. We have now reached the 100th issue of our journal. As you can see from articles, this is done by a dedicated group of authors and members. To celebrate, we are greatly expanding No. 100. However, there are two goals that we were not able to accomplish: The first was a new graphic design for the front and the journal itself. The second was to appoint a new editor with new and exciting visions for the Forerunners. Hopefully, this will be achieved soon.

There is a couple of advancements to point out: Our new ad schedule has greatly been reduced with the hope that new advertisers would come forward. Please remind your favorite dealer and auctioneer about this and invite him/her to contact the editor. The past issues are now posted on our website and can be downloaded by all visitors.

Life for us stamp collectors are slowly moving back to something that may compare to something normal as we remembered it. The first stampshows has already been conducted in person and a couple are expected in the next year. London 2022 is now scheduled for February 2022. Cape Town International is now scheduled for November 2022. Contact the editor if you are planning to attend so we perhaps can schedule a society gathering.

The dark side of this good development is that we probably will see a reduction in Zoom meetings. I for one will miss my weekly local stamp club get-together on Zoom and also the excellent presentation we have become accustomed to the past year.

Peter Thy

## Reduction in Ad Rate Schedule

A substantial reduction in the commercial ad rate schedule has been introduced with this issue. It is hoped that it will entice members and dealers more often to consider the Forerunners.

The deadline for the next issue will be December 15, 2021. Please let the Editor have your contributions - small or large - as soon as possible.

Changes of address or email should be reported to the Secretary-Treasurer David McNamee at [dmcnamee@aol.com](mailto:dmcnamee@aol.com).



## Collaps of the Postal System as We Know it

We can all tell horror stories about mail that has been delayed, disappeared, or misdirected. This is my story. Last Christmas, I mailed my usual philatelic greetings cards in mid December expecting them easily to reach their destinations in northern Europe and southern Africa in time for the Holidays. Typically, I would after a while receive 'reciprocal' letters or emails that the cards had been received. This time nothing happened, but I did not think much of it. Well, until I started getting thank you emails from Europe in early March (two months late) and from southern Africa in early May (four months late) notifying me that the Christmas cards had been received and enjoyed. Now I am left with the question if this 'exceptional' delay in the mails was caused by the pandemic or if it is part of a general deterioration of our mail system as we used to know it. I will also have to decide next Christmas if I should convert to email only. The subject and the stamp shown on my cards (and here) was incidentally related to another type of collapse of postal systems, but more about this next time.



Emergency Stamp

## Society Affairs

Forerunners is the official journal of the Philatelic Society for Greater Southern Africa and is published three times per year for the periods January-April, May-August, and September-December. Subscription to the Forerunners is included in the membership fees to the Philatelic Society for Greater Southern Africa (PSGSA). The basic membership fee is US\$20 for the electronic version of the journal. The print version can be obtained by adding \$5 for USA mailing addresses, \$10 for Canada addresses, and \$15 for the rest of the world. Those that join before July 1st will receive the complete back issues for that year. Thereafter annual renewals occur in August and are due by September 1st each year. A sample copy of Forerunners is available from the Editor for \$6 or may be downloaded at no cost together with application form from [www.psgsa.org](http://www.psgsa.org). Advertising rates can be found in the Market Place section. Payment options are (1) check drawn on a US bank and made payable to PSGSA, (2) US \$ or £ Sterling bank notes at the current exchange rates and mailed at the sender's own risk, or (3) PayPal plus \$1 fee to the Society Treasurer at [dmcnamee@aol.com](mailto:dmcnamee@aol.com). All membership fees and other payments should be mailed directly to the Treasurer. All communications about membership, subscriptions, publications, activities, and services of the Society should be sent to the Secretary.

### Instructions for Manuscript Submissions

Manuscripts should be sent directly to the Editor. Electronic versions of submissions are preferred either embedded in an email message, email attachments or on a CD. MS Word files are preferred. Tables in Excel or text format are preferred; avoid complex Word tables. Illustrations should be in color and scanned at least at 150 dpi and submitted in pdf, tiff, gif, or jpg formats. Illustrations should ideally not be embedded in manuscript files. Contact the Editor if you have any questions and your submission requires special attention. Needless to say, good old fashioned typed or hand written manuscripts and photocopies can still be submitted and are still most welcome.

## President's Corner

I had a terrible fright just the other day. I looked into the mirror and saw a face I hadn't seen in 18 months, me without a mask!!! In all seriousness depending on where you live you may not have had that frightening experience, say South Dakota? But just the other day California opened for 'sans' mask living, though just reading an Andy Kessler editorial yesterday, it doesn't sound like many have taken the opportunity to shed the artificial epidermis mandated by the "science". The really good news is that the WSP show system is now coming out of its cicada hibernation schedule. Stamp Show or what ever it is called now is up and running along with a delayed WESTPEX, NAPEX, CHICAGOPEX and others that are throwing caution to the wind and taking the audacious step of having in-person shows.

Something to look forward to is another annual convention for the PSGSA. Rocky Mountain Stamp Show will be the venue for our big blow-out similar to what we have done before. Planned is a full day of seminars on Thursday and other festivities during the show. In conjunction with the PSGSA, the Rhodesian Study Circle will also be in attendance for a full-blown southern Africa philatelic feast. I want to correct the prior message in November where I have mention the show would be 2024. In contacting our coordinator Colin Fraser, I was reminded that age is catching up with me and it is indeed 2023. What's a year among friends that refundable airline tickets can't cure?

It seems like there is some pent-up frustration with cloistering and the lack of being able to spend money. Several nice items have come up for auction in the last few months that I thought would be reasonable acquisitions for my collection. Reasonable is in the mind of the wallet owner. I was totally run out of the building on a couple, yielding more than 2x over what I bid. That is bad news for my collection, good news for my checkbook and great news for the future of the hobby. As we get older and begin to think about separation from our loved ones, it is nice to know that we may be able to recoup a little cash from our material. Certainly our grandkids aren't going to pay for a bunch of dirty envelopes or ugly squares of smudged paper! Take care and keep on looking.

Tim Bartshe



Zoom presentations  
by (above) Colin  
Fraser and Keith  
Klugman.



## PSGSA Website

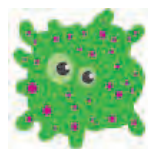
The Society website has been updated to a more modern design. Of additions so far are a complete run of Forerunners, with the exception of the most recent issues. The webmaster is planning further reorganizations. Please contact him with your suggestions and offer your help with writing and stuff to place on the new site. Contact Clive Levinson, [LevinsonClive@gmail.com](mailto:LevinsonClive@gmail.com).  
*Clive Levinson*

## New Member

Welcome to  
David Collins  
Grand Junction, Colorado  
South Africa, TBVC Homelands, Botswana  
Mozambique, Anglora

## Mark Your Calendar

Most stamp shows and exhibitions have been canceled or delayed because of the pandemic. This situation may last well into 2021. In some cases shows have been replaced by virtual events. Look out for updated announcements.



**Savpex 2021** is scheduled for July this year. This is an annual recurrent virtual exhibit that will go on irrespective the status of the Pandemic and traveling restriction. Deadline for submission was May 16th. The exhibits and results will be posted on [stampssa.africa](http://stampssa.africa).

**London 2022 Philatelic International Exhibition, Business Design Centre, Islington.** The show was postponed to 19-26 February 2022. The literature competition is now planned to be completed together with the main exhibition. Exhibits accepted for 2020 is still accepted for 2022 unless otherwise agreed. Go to [www.london2022.co/news](http://www.london2022.co/news) for the most recent news updates. Contact the US Commissioner Jack Harwood for information by writing to [jharwood222@verizon.net](mailto:jharwood222@verizon.net).

**Cape Town International Stamp Exhibition** is rescheduled for 8 to 12 November 2022. A total of 2,000 frame is expected to be on display. Prepare to join PSGSA in Cape Town at this exceptional event. Go to <https://capetown2021.org> for most recent updates.

**APS Great American Stampshow** has been scheduled for August 12-15, 2021, in Chicago and is expected to go ahead.

Most **US WSP shows** have been cancelled until the summer and fall. The next APS Shows are scheduled for August 12-15 in Chicago and then August 25-28 in Sacramento the following year.



## Wanted

**Zimbabwe Commercially Used Stamps.** *Scott 644*, 1991, fruits 65c dwaba berries. *Scott 1002*, 2005, views, 52,000, elephant. *Scott 1007*, 2006, food, corn, 35,000. *Scott 1011*, 2006, food, 300,000, sweet potatoes. Will pay \$50 each. Write to bobhisey@comcast.net if you can help.

## SAVPEX 2021

The SAVPEX 2021 exhibition is now live on [www.stampssa.africa](http://www.stampssa.africa). There is a total of a record number of 117 exhibits submitted from 22 countries. They can all be on the Federation website. The judging is currently ongoing and is expected to be completed in early August. In the mean time you have the option of predicting which exhibit will receive the best of the show. The exhibits with southern African themes are listed below.



**Barit, Avi:** Basutoland 1961 Decimal Overprints

**Barit, Lawrence:** Bechuanaland: The 1961 Decimal Surcharges

**Bartshe, Tim:** Orange Free State 1 Shilling Brown of 1896

**Da Fonseca, Carlos:** 1953 – Coronation of Queen Elizabeth II

**Kussing, Herwig:** Five South African Antelopes on Booklets and Postcard

**Van Beukering, Jan:** The First South West African Definitive Stamps – Archival Revelations

**Jacobson, Leon:** Customs Duty/Douane Stamps of South Africa

**Krieg, Harald:** The Fiscal Philately of German South West Africa

**Matheson, Ian:** Newspaper Duty in Cape of Good Hope 1827 – 1848

**Amoore, Hugh:** South African Reply Coupons from 1907

**Thy, Peter:** Early Bechuanaland Telegraph Forms

**Klimley, Ronald:** The 75th Anniversary of the South African Rugby Board

**Heath, Petra:** Jan van Riebeeck: 10 Jaar aan die Kaap de Goede Hoop

**Pienaar, Gary:** The Inauguration of the Voortrekkermonument – 16th December 1949

**Du Plessis, Andre:** Chinese Indentured Workers on the Rand – 1904 to 1910

# THE NEWS

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## Closed Album

**Brian Dennis (-2021).** Brian was in the past an active member of PSGSA. The old guard among us will no doubt remember him. It is thus with sadness that I have to report that Brian Dennis, who introduced me to the Greater Society for Southern Africa Philately, died early this year of Covid 19 complications. Brian was a dedicated student of perfins on stamps and identified the users of many South African perfins patterns. He often wrote about his discoveries in society journals, including the Forerunners. He was a Past President of the Royal Philatelic Society of Cape Town. We will miss him greatly.

*Hugh Amoore*

## Historical Dictionaries

Most philatelists and postal historians often have the need to confirm people and political, economic, and historical events relevant to their geographical areas of interest. A good source for this purpose is a series of historical dictionaries that over the years has been published by various publishers, editors, and authors. Each volume focus on a present independent country in Africa (including pre-independence territories). They may exist in several editions all under the same title (Historical Dictionary of Botswana). The current general editor is Jon Woronoff. The most recent edition for Botswana contains chronology, overview of the territories, and an extensive bibliography. The volumes relevant for southern Africa are:

Botswana, 5th Edition, 2018.

Lesotho, 2nd Edition, 2013.

Malawi, 4th Edition, 2012.

Namibia, 2nd Edition, 2012.

South Africa, 2nd Edition, 2000.

Swaziland, 2nd Edition, 2000.

Zambia, 3rd Edition, 2008.

Zimbabwe, 3rd Edition, 2001.

Most of these are easily obtained from online book sellers like Alibris and Abebooks at reasonable prices. If the latest edition is not be available or only offered for prohibitive high prices, an earlier edition may equally serve the purpose.

## PSGSA Articles of Distinction

*Posted at: <http://stamps.org/Articles-of-Distinction>*

2020. 'T110 Rail Letter Post Labels' by Jan Stolk. Whole No. 98.

2019. 'Letters from the Zulu War 1876-1879' by David McNamee. Whole No. 94.

2018. 'Lieutenant Alfred Hutton Radice, 1st Battalion Cloustershire Regiment: British Prisoner of War and the Diaster at Nicholson's Nek' by Paul Benson. Whole No. 91.

2017. 'The intersection of African Liberation and Philately in the Life of an Activist' by Ken Lawrence. Whole No. 88.

2016. 'The 'Woodblock' triangular stamps of the Cape of Good Hope' by David Mordant. Whole No. 84.

2015. 'The South Africa Christmas Stamp Project' by Franco Frescura, Whole Number 83.

2014. 'The Cape Post Office 1795-1910: A Final Report' by Franco Frescura. Whole Number 79.



# First Scheduled Airmail Service in South Africa

by Moody Tidwell



Figure 1. The Pioneer at Young's Field, Cape Town during reassembly

Handley-Page Transport, Ltd. converted its wartime twin-engine bombers to haul 16 passengers sitting in comfortable wicker chairs even though the cockpit was open to the elements. The civilian version was designated "W.8". On 25 August 1919 Handley-Page Transport, Ltd. flew a W.8 converted bomber on the inaugural flight from London to Paris with a sole passenger, an enterprising newspaper reporter. A London-Brussels service was added shortly thereafter. The W.8 had the distinction of being the world's first aircraft designed with an on-board lavatory. The slow but roomy aircraft established a tradition of ornate interiors and spacious surroundings, at the sacrifice of aerodynamic efficiency and high speeds.<sup>1</sup> Given the lack of navigational aids and the primitive instrumentation of the era, accidents invariably occurred, and passengers became used to delays caused by the notoriously foul winter weather in England. Pilots depended on luck and quick thinking when caught in unexpected atmospheric conditions. Approaching London in the fog one British pilot suddenly realized he had drifted too close to the ground when a church steeple loomed out of the mist at his eye level. Fortunately, he noticed that express trains speeding toward London left a visible furrow in the dense fog bank, and he gratefully followed this phenomenon into the city, where he found improved conditions for landing.<sup>2</sup>

The first scheduled air mail service in South Africa was attempted by its subsidiary Handley-Page South African Transport, Ltd. using two converted W.8 aircraft with a wingspan of 75 feet and a length of 63 feet. Two Rolls Royce Eagle VIII piston engines allowed the W.8 to cruise at 85 mph for eight hours carrying a payload of nearly 5,000 lbs. The plan was to eventually establish a Cape to Cairo service but the obvious route for introductory flights was between Cape Town and Johannesburg.

The aircraft went by ship to Cape Town and was re-assembled at Young's Aerodrome, at Cape Town (Figure 1). After a trial flight on the 7th of February 1920, the Post Master General gave permission for the carriage of mail by air. The rate was 2/-, plus the normal 1d. for surface delivery. The aircraft to be used was named 'The Pioneer', registration number GEANV.<sup>3</sup> In anticipation of the flight Handley-Page built an aerodrome in Johannesburg on what is now the Lower Houghton Estate.<sup>4</sup>

With experience gained from of the Paris and Brussels services Handley-Page believed the W.8 aircraft should have had little difficulty in spanning South Africa from Cape Town to Johannesburg. Following railway lines, stops were scheduled at Beaufort West, De Aar and Kimberley. Unfortunately, for Handley Page, "should have had" did not allow for the various misfortunes, which overtook the first mail carrying flight.

The Pioneer departed Young's Aerodrome at 6:27 am on Sunday, the 14th of September 1920. The pilot was the renowned Major Henry Mientjes, assisted by Captain Ventnor and Lieutenant Meredith. Major Mientjes had been selected because of his reputation as an outstanding WWI fighter pilot in the crack 56 Squadron R.F.C. who gained fame in air battles with von Richthofen's "Flying Circus". The aircraft carried seven passengers and 422 letters.

At 1:38 pm the following Thursday, the 18th, the aircraft crashed shortly after taking off from Beaufort West. The following is the story of the doomed flight.

After departing Cape Town, the plane climbed to a height of 4,700 feet, where it flew into thick clouds over the Drakensburg mountains, near Bains Kloof 65 miles northwest of Cape Town. After leaving the clouds, the crew believed that they were to the south of the railway line, but were in fact substantially to the

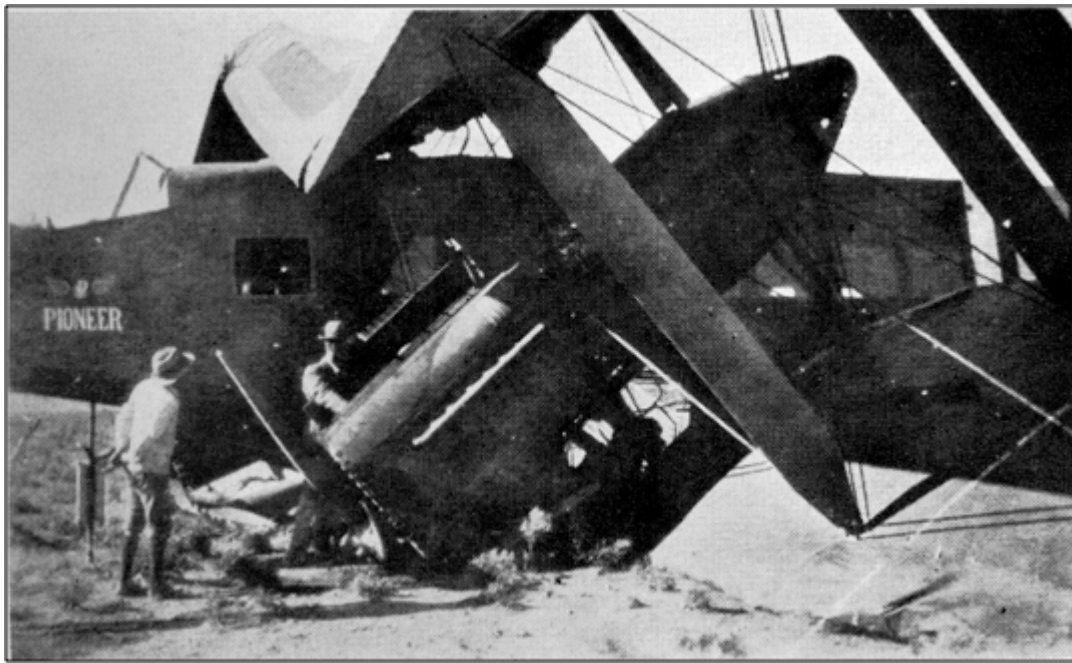


Figure 2. The crash site of the Pioneer at Acacia Landing

north. Hopelessly lost, they made their first emergency stop in a field at a small farmhouse to discover they were nearly 100 miles west of their flight path. The farmer pointed the crew in the direction of Laingsburg, on the main railway line to Johannesburg. The Pioneer took off again, only to discover that one of the engines of the airplane was using gasoline at an alarmingly excessive rate. The loss of gasoline caused another emergency stop to be made shortly thereafter at a very remote farmstead in the semiarid Namaqualand. It took three days to obtain the necessary gasoline from Laingsburg and, when it at last arrived, there was still not enough, because the engine could not be repaired. Major Mientjes was forced to land again at Laingsburg, only 164 miles further on. The second refueling took yet another day awaiting more fuel, and replacement parts for the engine, to arrive by rail from Beaufort West. Beaufort West was finally reached on Thursday, 18 February, four days behind schedule where, after again refueling and lunch, the Pioneer lifted off at 1:31 pm towards De Aar. At 300 feet a loud “crack” was heard from the back of the airplane and it went into an uncontrolled roll and nosedive. Major Mientjes skillfully managed to check the dive but had to make an immediate forced landing at Acacia Landing in the Cape Province (Figure 2).<sup>5</sup> The Cape Courier of 25 February 1920 reported that the aluminum bar across the port rudder to which the steering cable was attached had broken and the plane crash-landed. Much of the body of the plane remained intact and the crew and passengers were shaken but unhurt but the plane was damaged beyond repair. The wrecked Pioneer went by rail back to Cape Town and the mail was distributed through normal surface postal channels.<sup>6</sup>

A total of 422 letters were carried from Cape Town, and at least eight were taken off at Beaufort West, where a further 17 letters were taken on board. Of the 439 letters that were carried at one stage or another, only 33 are recorded. When Wyndham

published his book in 1936, 12 covers were known.<sup>7</sup> Fifty years later, Burrell was able to say that 24 covers were known and Brian Stokoe’s 1999 monograph, reported the total as 32.<sup>8</sup> Since then one more cover has been discovered.<sup>9</sup> All the known letters in circulation were posted at Cape Town, none at Beaufort West.

The covers are inscribed “Per Aerial Post”, in manuscript, and impressed with two cachets, a simple “CARRIED BY/AEROPLANE” in red and a further 2-ringed circular h/s, “Handley Page South African Transport Ltd.” with “Aerial Post” in the center (always found in very faded violet). See Figures 3 and 4.

Four days later, on 22 February 1922, the passengers and crew of The Pioneer and five Handley-Page ground managers met for dinner at the Queen’s Hotel, Sea Point, Cape Town, where all 15 signed a copy of the menu. No attempt was made to salvage any part of the damaged plane and it was sold off bit by bit. Handley-Page made a few more passenger flights but no mail was ever again carried by Handley Page South African Transport, Ltd. in South Africa. The time for a scheduled air-mail service in South Africa had not yet arrived.

Even though the flight was not completed Handley-Page air-mail covers are today valuable collector items as they represent the first attempt to establish a commercial airmail service in South Africa.

Two covers flown on the first scheduled air mail service in South Africa on the Pioneer, displaying the manuscript “Per Aerial Post” and both cachets; “CARRIED BY/AEROPLANE” in red and 2-ringed circle cachet in faded violet with “HANDLEY PAGE SOUTH AFRICAN TRANSPORT, LTD.”, and “AERIAL POST” in the center.

Figure 3 shows a cover overfranked by 1/2d. The cover was accepted at Cape Town on 14 February 1920 and flown on the Handley-Page first service to Johannesburg. The proper fee was 2/- + 1d. for inland delivery.





Figure 3.



Figure 4.

Figure 4 shows a properly franked 2/- + 1d. cover accepted at Cape Town 14 February for the Handley-Page first service to Johannesburg. The very faint lilac Handley-Page cachet is just below the 1d. stamp. The enclosed letter confirms the cover

had been posted by a young man named Dawie Uys, the son of 39 year-old Captain Dawie Uys, who was the SAA pilot who died 27 November 1987 when a bomb exploded on his Boeing 747 after departing Taiwan killing all 159 on board. The aircraft



crashed into the Indian Ocean about 90 miles from Mauritius. Captain Uys had expressed misgivings about carrying passengers and military hardware on the same flight. The incident was never solved.

End Notes

1. [https://en.wikipedia.org/wiki/Handley\\_Page\\_Transport](https://en.wikipedia.org/wiki/Handley_Page_Transport).
2. <https://www.britannica.com/technology/history-of-flight/The-first-airlines>.
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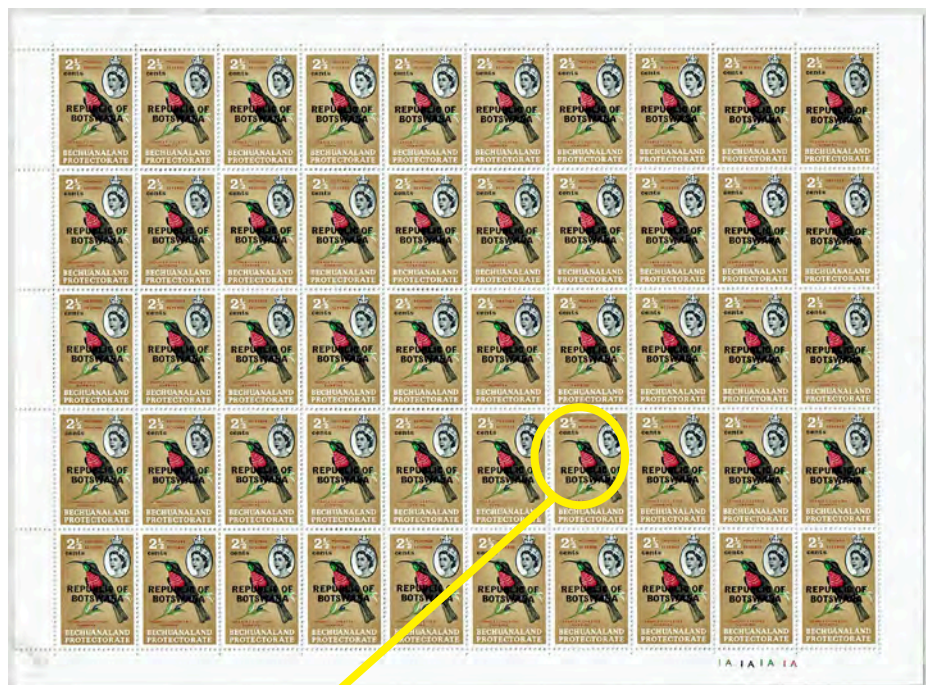
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## Newly Discovered Botswana Overprint Variant

by Peter Thy

The last definitive series of the Bechuanaland Protectorate was overprinted at independence on September 30, 1966 by 'REPUBLIC OF BOTSWANA.' There were 14 denominations originally printed by Harrison & Sons using photogravure in sheets of two panes each 50 stamps. The plate numbers were 1A and 1B for the low denominations and only A1 for the high denominations. The overprinting appears to have been done on separated panes. The 2½d denomination, the subject of this discussion, was only overprinted on panes with plate number A1. For the two full and part sheets that I have been able to examine, the sixth stamp in row four (R4/6) displays a major variant where the bold capital 'P' has been replaced by an inverted lower case 'd.'

To the best of my knowledge, this variant has not previously been de-



REPI  
BEB

scribed. Attempts to examine full or part sheets of the other denominations for the same variant have so far come up empty.

Stanley Gibbons Specialised listing of Elizabethan British Commonwealth Stamps, 1981 Edition.



**S.A.R. & H. S.A.S. & H.**  
**DIAGRAM OF STATIONS & SIDINGS**  
**SHOWING TRANSHIPPING STATIONS**  
 CONCENTRATION DEPOT JUNCTION DEPOT  
**KAART VAN STASIES & SYLYNE**  
**AANTONENDE OORLAISTASIES**  
 KONSENTRASIEDEROT AANSLUITINGSDEPOT  
 STASIES  
 SYLYNE  
 NOTE: STASIES MUST BE IN THE MIDDLE OF THE LINE AS A TRANSHIPPING STATION  
 OORLAISTASIES: KASIES MOET IN DIE MIDDLE VAN 'N OORLAISTASIE WEES

**JOHANNESBURG - PRETORIA AND ENVIRONS - IN OMSINGE**  
**INSET INVINGING A**

**CAPE TOWN - KAAPSTAD AND ENVIRONS - IN OMSINGE**  
**INSET INVINGING B**

**PORT ELIZABETH - IN OMSINGE**  
**INSET INVINGING C**

**REFERENCE**  
 1. CAPE WESTERN  
 2. CAPE NORTHERN  
 3. CAPE MIDLAND  
 4. CAPE EASTERN  
 5. CAPE FISH RAIL  
 6. WESTERN TRANSVAAL  
 7. SOUTHERN TRANSVAAL  
 8. SOUTH WEST AFRICA  
 9. SOUTH WEST AFRICA

**VERWYSING**  
 1. KAAPSE WESSTELIKE  
 2. KAAPSE NOORDELIKE  
 3. KAAPSE MIDDELE  
 4. KAAPSE OOSTELIKE  
 5. KAAPSE FISHTAT  
 6. WESSTELIKE TRANSVAAL  
 7. SUIDELIKE TRANSVAAL  
 8. SUIDWES-AFRIKA  
 9. SUIDWES-AFRIKA



# The Warren Expedition

by Brian Trotter

This little known expedition played an important part in support of Britain's imperial ambitions in southern Africa. Its purpose was to prevent encroachment from competitors into an area that provided access to the interior of central southern Africa, thereby potentially could thwart Britain's ambitions for northward expansion.

It resulted in Britain taking control of the vast territories which became the Bechuanaland Protectorate. Although a largely arid semidesert area it provided a British controlled passage to Matabeleland and Mashonaland (Figure 1). There is little in the way of existing postal history items as the whole expedition succeeded without military conflicts.

## Background

With central southern Africa being the only part of the African continent not yet claimed and occupied by Europeans, and with the area purported to have rich mineral deposits, there was clearly going to be a scramble to stake claims to the territory.

The neighbouring territories were those occupied by the Portuguese on both the east coast (Mozambique) and the west coast (Angola) with a long history of activity in the general area, the British in southern Africa, and also the Transvaal Boers. The new-comers to colonial territories were the Belgians in the Congo and the Germans with territories in South West Africa and East Africa. However, these new-comers territories were

somewhat more remote from Matabeleland and Mashonaland.

## The Transvaal

The Transvaal (initially called the South African Republic, but for convenience, only the name Transvaal will be used) Boer settlers felt that they were forever trying to be free of British dominance. The first major attempt to do so was departing the Cape Colony to the interior in the 1830s. Those trekkers that ended up in what became Natal formed the Republic of Natalia but only shortly after having it annexed by the British. The Transvaal was remote enough, with little or no British interest, however, the discovery of gold changed all. The first attractive gold finds were in the early 1870s in the eastern part of the territory, Barberton and Pilgrim's Rest among others.

The Transvaal was poorly governed and essentially a bankrupt state, which the British annexed in 1877 without any Boer resistance. However, the Boers soon realised their plight and once more resenting being under British rule. This bubbled over into the Transvaal Rebellion at the end of 1880, with the Boers decisively defeating the British at the Battle of Majuba Hill in February 1881. The following peace talks resulted in the Boers regaining their independence, but, as part of the agreement, were to be confined to their existing territory.

With the discovery of major goldfields on the Witwatersrand around what was to become Johannesburg, the influx of gold

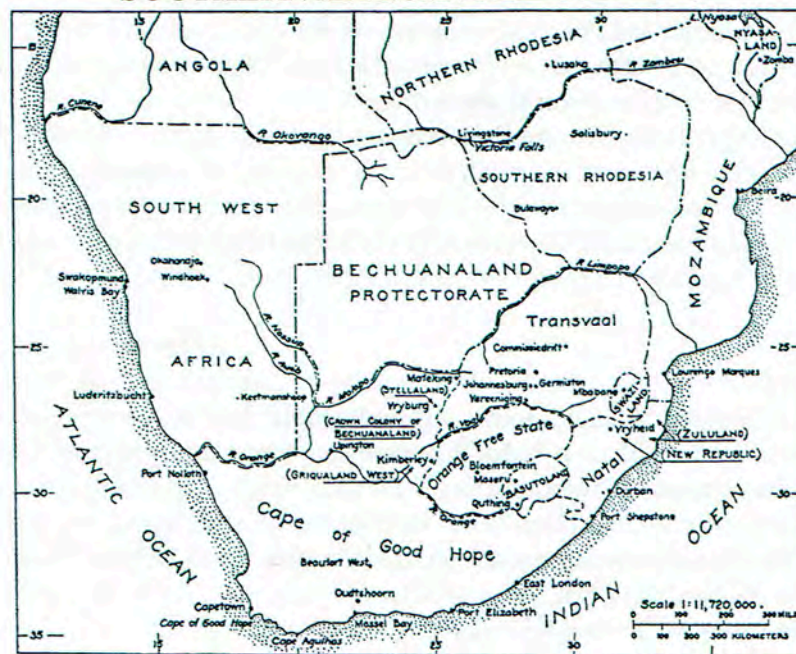


Figure 1. Pre 1910 map showing location of Stellaland. Stellaland was just below the Bechuanaland Protectorate, between the Transvaal and German South West Africa. The "road" to the north that was to be kept open was through what subsequently became British Bechuanaland and the Bechuanaland Protectorate. (Origin of map unknown).





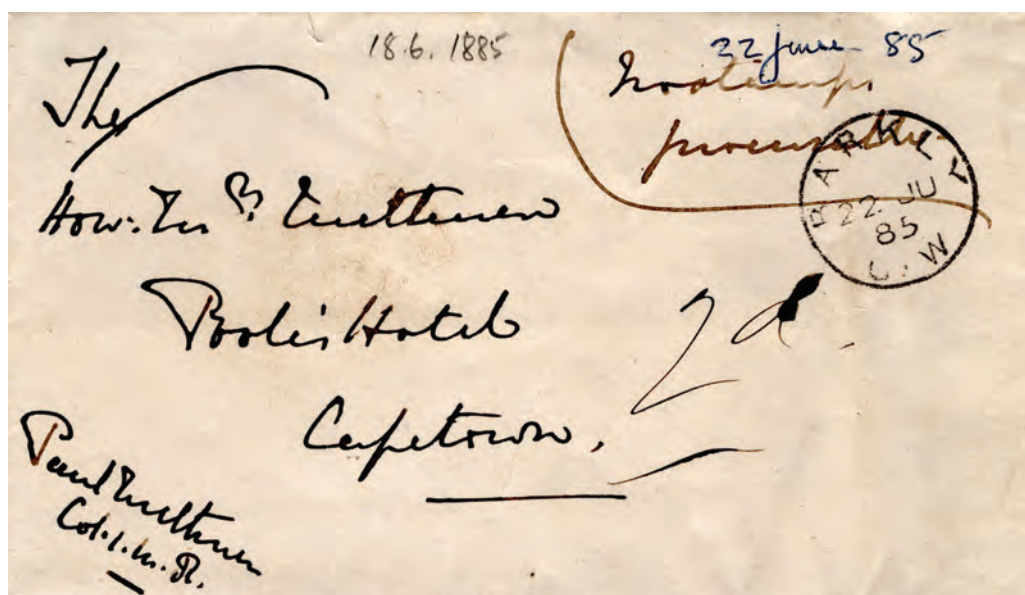


Figure 4. Unstamped 1885 cover from Lord Methuen to his wife in Capetown



Figure 5. Stamped 1885 cover from Lord Methuen to his wife in Wynberg

### Expedition Covers

Lord Paul Methuen commanded the 1st Mounted Rifles also known as "Methuen's Horse" in this Bechuanaland Field Force. Two covers from him to his wife are shown (Figures 4 and 5), along with two other Warren Expedition covers (Figures 6 and 7), including a cover from a sergeant in the 1st Mounted Rifles using a Stellaland stamp.

The first of these (Figure 4) shows an unstamped cover from Lord Methuen to his wife in Capetown. His wife was staying at Poole's Hotel in Cape Town while he was on the Warren Expedition. The letter entered the Cape Colony postal system at Barkly on 22 June in what was the former colony of Griqualand West (the canceller still shows the office as Barkly G.W. for Griqualand West). It has a transit backstamp of 22 June and a Cape

Town arrival backstamp of 24 June 1885. The Cape Colony internal postage rate was 2d per half ounce. The cover is endorsed "No stamps procurable" and charged 2d in black inked manuscript. As the writer was an officer on active service, only the postage was charged, but without any fine added.

Figure 5 shows another cover from Lord Methuen to his wife in Wynberg. His wife was now staying at Cogil's Hotel in Wynberg. The letter again entered the Cape Colony postal system at Barkly on 17 August 1885, but this time with the 2d per half ounce rate paid. It has an arrival backstamp of 19 August 1885, but the letter was re-posted as she was now staying at Farmer Peeks in Muizenberg, so a further 2d was charged for re-posting.



Figure 6 is a soldier's cover from Sgt. Cox of "Methuen's Horse." Sgt Cox served in the 1st Mounted Rifles. It entered the Cape Colony postal system at Barkly West on 12 April 1885, with a Cape Town transit backstamp of 15 April and has a Derby arrival backstamp of 7 May 1885. The 1d Stellaland stamp was accepted for postage by both the Cape Colony and British postal authorities.

Finally, Figure 7 is an incoming cover from Scotland to a telegraphist. It is addressed to "R.W. Anstruther R.E., Telegraph Section of Royal Signals, H.M. Forces in Bechuanaland, Cape

Town" sent on 1 December 1884. It has a Cape Town arrival backstamp of 26 December 1884. It was franked using two 2½d British stamps, however, the postage rate to the Cape Colony was 6d, not 5d. It was therefore charged 7d (black manuscript), being the 1d deficiency plus the fine of one postage rate as per the regulations at the time. Fines were equally shared between the Cape Colony and Britain, and the cover received a 3d accountancy mark indicating the amount due to the Cape Colony. This was obliterated to avoid confusion with the 7d amount to be collected from the recipient.

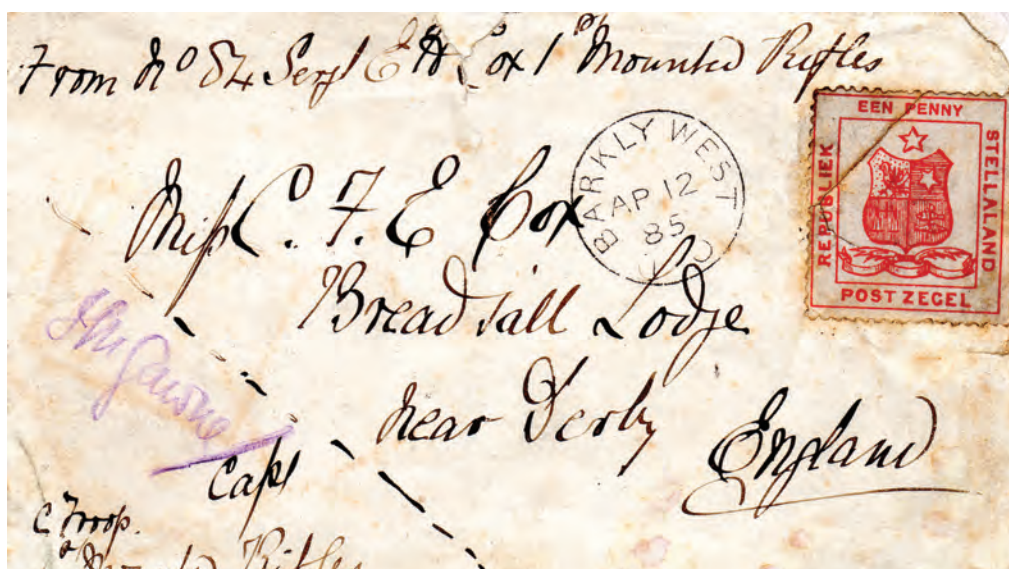


Figure 6. Soldier's cover from a member of "Methuen's Horse"



Figure 7. Incoming 1884 cover from Scotland to a telegraphist

Further Reading  
Trotter, B., 2016. Southern African Mails. Routes, Rates and Regulations. Royal Philatelic Society, London.

This article originally appeared in the London Philatelist 129, 109-113. Here reproduced with permission.

# Zululand - The Universal Postal Union and the Introduction of Postcards

by Tony Davis

Documentation from 1892 details the origins of Zululand's official postcards and the fiscal concerns of colonial civil servants. The matter is detailed in correspondence among Natal government and postal officials, stemming from discussion about Zululand's membership in the Universal Postal Union (UPU).

This development starts with correspondence from the Secretary of the General Post Office in London, writing on 12th August 1892, to the Governor of Natal.

Sir,

*I have the honour to inform you that an enquiry has been made by the International Bureau of the Postal Union as to whether the entry of Natal is held to imply the inclusion of Zululand in the Union.*

*I gather from the words "This Colony" employed in your dispatch No. 71 of the 16th April that this is not the case, but, before answering this enquiry, I shall be glad to receive from you definite information on the subject.*

A reply came from Natal's Postmaster General John Chadwick on September 5:

Sir,

*I have the honour to state for your information that the rates from Zululand to other countries for letters, post cards, commercial and printed papers, samples and parcels are the same as those from Natal and that Natal accepts such articles from all countries for Zululand, on the same conditions as if they were addressed to Natal.*

The Secretary for Zululand, W. Windham, wrote to Postmaster General Chadwick on September 6:

*In accordance with the Postal Convention that Natal and Zululand, the rates for postal matter, passing between Zululand and foreign countries should be the same as those applying to and from Natal. I pointed this out to the Secretary to the Resident Commissioner on the 5th, and I, at the same time, attached a letter, a copy of which is enclosed, to the Secretary, GPO London.*

*I do not recommend that Zululand should formally enter the Universal Postal Union, as a separate territory, as its postal transactions are not, I think, sufficiently extensive to necessitate such a course; but I think countries abroad should be permitted to send postcards (single & reply) to Zululand and also to obtain acknowledgement of receipt from there, just as in the case of Natal.*

*Zululand might undertake to procure acknowledgment of receipt from countries of the Postal Union but I do not know that it would be worth its while to go to the expense of introducing penny and halfpenny single and reply back postcards, for which it is unlikely there would be any demand.*

On September 17 the Secretary responded to the Postmaster General:

*Then should I be correct if I simply referred the Secretary of State to your letter to the P.M.G. and if I added that the history of Natal is held to imply the inclusion of Zululand in the Union (and dispatch)?*

In turn, Chadwick replies on September 19 and proposes the overprinting of British postcards for fiscal reasons:

*His Excellency*

*If your Excellency should advise the Secretary of State that the entry of Natal is held to imply the inclusion of Zululand in the Union, it will be necessary for Zululand to introduce single and reply postcards for dispatch to Union countries as well as to procure and issue acknowledgements of receipt.*

*Should English overprinted cards be obtained they would not cost very much, and, consequently whether they were used or not would be of trifling importance. Your Excellency may, therefore, decide that cards may be introduced.*

*If penny cards, which would be transmissible to the adjoining territories, as well as to all countries of the Union, were introduced, the introduction of halfpenny cards for circulation within Zululand; and to Natal, could not very well be avoided, but these, also, would cost but a small amount, if English cards, overprinted, were employed.*

*In my letter to London I refrained from saying that "acknowledgements of receipt" could be obtained from Zululand, as these are not referred to in the Natal-Zululand Convention, and if your Excellency should decide that Zululand is to be regarded as having entered the Union, with Natal, it should perhaps be as well to make no reference to my letter in a dispatch to the Secretary of State.*

Windham replies on the 21st that:

*...as the postal system of Zululand is inextricably connected with that of Natal it is intended that Zululand should be included in the Union, that a notice to that effect has been published and that the requisite supply of postal receipts and postcards will shortly be obtained – then ask the P.M.G. Natal to kindly prepare...requisitions.*

Zululand Secretary Windham writes to the Postmaster General on September 21 to "prepare and submit" a requisition for postcards, acknowledgements of receipt and related costs.

Chadwick writes back to Windham on September 30:

*I beg to forward a requisition which I would suggest should be forwarded to England for the cards required.*

*The acknowledgement of receipt you can no doubt as conveniently get printed locally. I forward you a specimen of the Natal form herewith.*



The enclosed is a copy of an instruction issued to Natal post offices relative to “acknowledgements of receipt”.

Chadwick, in reply to Windham, advises on October 4 that:

*This expenditure requires your Excellency's special sanction as there is no previous charges in the estimates. May the amount now be included in the supplementary estimates about to be directed to the Secretary of State?*

The Secretary of State sanctioned the request that same day.

Windham, writing to the Resident Commissioner on October 7, advises:

*A requisition for post cards has been sent to the Crown Agents and...I have ordered 600 “acknowledgement of receipt” forms here. These are to be forwarded to you at an early date. It will be necessary to forward to each of the postmasters in Zululand with a copy of the instructions of which a draft is enclosed. This had best be done of course at the same time as the forms are issued.*

On the 11th October, Windham writes:

*Seen and returned. Instructions will be issued to the Postmasters on receipt of the forms, and of the printed tariff of postage rates asked for by me in Papers 1690/92 returned to you on the 4th instant. I shall be glad to receive back these papers at this time.*

A government clerk records on October 21 that 50 copies of the postage rates figures were forwarded with the official records.

A notice goes out to the Resident Commissioner on October 28, advising that:

*The “acknowledgement of receipt” forms have now been printed off, and I am forwarding them in a separate parcel to you today.*

Windham writes on November 3 that he is enclosing a copy of a circular which was issued as a Proclamation that new rates are being charged by some Resident Magistrates.

The covering letter for the circular reads as follows:

*Eshowe, Zululand  
3rd November 1892*

Sir,

*I have the honour by direction to enclose herein for your information and guidance the copy of a Circular dated 31st ultimo which has been addressed to Postmasters in Zululand, (with enclosures therein) relative to the new table of rates chargeable in Zululand under the Universal Postal Union which has been joined by Natal and Zululand.*

*I enclose also for use at your Magistracy a copy of the Postal Guide (New Issue) referred to in the Circular.*

*The Postmaster Eshowe will furnish you with any further information you may require in the matter on your applying to him.*

*He has been requested to see that the instructions in regard to the issue of “acknowledgement of receipt” are adhered to in respect to the Districts in which there are no Postmasters,*

*when registered letters, etc. are received from those Districts, addressed to Countries of the Union and when registered letters, etc. are received in Zululand from countries of the Union.*

*I have the honour to be, Sir, Your obedient servant, Secretary to Resident Commissioner*

The next correspondence is dated February 24, 1893:

*Papers as requested in your telegramme of yesterday.*

*The cards discussed, I think, be taken in charge by the Distributor of Stamps and issued in the same manner as are the postage stamps to postmasters. I am asking the Auditor; however, for acknowledgement of his opinion upon this point.*

On March 3, Zululand's Distributor of Stamps writes:

*For your information in connection with papers R487/93 and R432/93. The numbers of postcards received should agree with the requisition in (sic) the Crown Agents which is to be found in these papers and with the invoice in papers R432/93 herewith.*

The correspondence concludes with acknowledgements from the officials involved: Secretary for Zululand Windham, Zululand Auditor Campbell, Postmaster General of Natal Chadwick and the Attorney General for Natal.

Accordingly, the Secretary of State, in a letter dated November 4, 1892, had authorized the Office of the Crown Agents for the Colonies to order the new postcards for Zululand. Half-penny and one penny postcards of Great Britain were overprinted “ZULULAND” for use in the colony.

The following quantities were ordered under Requisition number 109/92:

- for the Inland half-penny postcard 3,600 single and 3,600 reply postcards (12 dozen of each), and
- for the International one penny postcard 3,600 single and 3,600 reply postcards (12 dozen each)

The Colonial Stamp Department at Bunhill Row in London had the postcards, valued at £15, packed in a case for shipping. The bill of lading issued on December 23, 1892, itemizes freight costs of £1,18'6 and 2'7 for insurance. (Freight costs are broken down as follows – packing case £1,5', Bills of Lading 2'6, Cartage in London 3'6, Carriage to the docks 6', Dock dues at 1' and Agency fees of 6 pence.)

The case was loaded on the “S.S. Tartar” on December 24, 1892, destined for Natal. The Colonial Secretary for Natal acknowledged receipt of the case of postcards on January 24, 1893.

A review of used Zululand postcards in well-known collections (eg, Robson and Wong) indicate usage of the cards from June 1893 onwards. Between receipt of the postcards in Natal at the end of January and delivery to Eshowe and distribution to the Resident Magistrates for local use, several months may have passed.

The postcards are identifiable as follows:

The 1d penny carmine postcard has only one identified type.

The half-penny is found in Die I and Die II types (the difference is identifiable in the top left design scrollwork). There are several varieties in the half-penny reply card portion – front Die



I and back Die I, front Die I and back Die II, front Die II and back Die I and front Die II and back Die II.

It is also described as being available in either a chocolate or a reddish-brown shade. (Note: postcards were reordered in 1894, possibly accounting for a change of colouring on the half-penny postcard.)

Both postcards were overprinted "SPECIMEN". A serif type Specimen overprint is recorded on the one penny carmine.

**NOTICE ADDRESSED TO ZULULAND POSTMASTERS REGARDING MEMBERSHIP IN THE UNIVERSAL POSTAL UNION**

31<sup>st</sup> October 1892

Sir

I have the honour to transmit to you herein by direction, for your information and guidance, a copy of the latest edition of the Natal Postal and Telegraph Guide, and have to call your attention to the many additions and alterations, appearing in this edition of the guide. I especially refer you to pages 2, 3 & 4 (Book Packet Rates), 4 (Pattern and sample Packet Rates), 69-70 (Table of Rates) 7, 8, 68 (Rates for Registration), 36 & 65 (Foreign Parcel Rates), 72-73 (Countries in the Postal Union).

Zululand, by virtue of its Postal Agreement with Natal, has been included with the latter Colony in the Universal Postal Union.

The rates chargeable in Natal as shown in the Guide and in the Postal Notice issued by the Postmaster General Natal, copies of which are enclosed, are those chargeable in Zululand, and you will be guided thereby in respect of correspondence posted in Zululand for Foreign Countries.

Referring to Section H of the Registration Directions (page 68 of the Guide) with regard to the issue of delivery of registered articles, I enclose forms of "acknowledgements of receipt", with full directions, in the form of a notice...

Your obedient Servant,

W Windham  
Secretary for Zululand

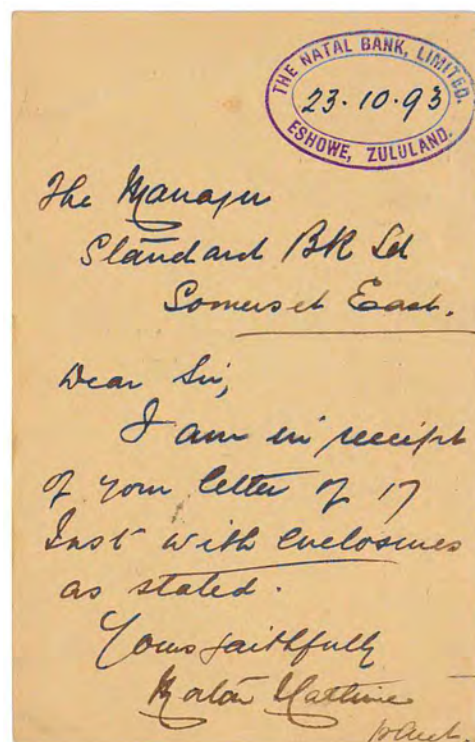
October 1892 notice to Zululand postmasters on membership in the Universal Postal Union

GOVERNMENT OF Zululand					
R102					
D. description.	Duty.	Number of Sheets	Stamps on each Sheet.	Number of Stamps.	
Postcards in parcels as received from the Inland Revenue Dept. are not ready for packing :-					
Inland Single 1/2d		300 Reg.	1	3600	
2 <sup>d</sup> Reply		300 "Single Card		3600	
International Single 1/4		300 Reg.		3600	
2 <sup>d</sup> Reply		300 "Single Card		3600	
<p>500 2<sup>d</sup> + 12 1/2</p> <p>500 Reg. 1088. 570 1/2</p>					
I Certify that the Stamps, &c., as detailed above, were packed in this Case.					

Requisition from the Inland Revenue Department, London, for the Zululand overprinted postcards for shipment to Zululand



Zululand postcard early use, 1p card from the Natal Bank in Eshowe, Zululand, to the Standard Bank in Somerset East, Cape Province, with single circle Eshowe postmark, dated October 24 1893, transit postmark Durban, and Somerset East receiver postmark, dated October 29







# The Post-Independence Industrial Development of Botswana as Illustrated Through Meter Marks: The Financial Sector

by Gordon Smith

At independence in 1966, Botswana was one of the poorest countries in the world. It had minimal infrastructure, basically only a railway, an abattoir, and 12 kilometers of paved road. The country contained only 40 citizens who were university graduates and only 16 secondary school students capable of pursuing higher education. There was virtually no mining industry and the new government was dependent for 50% of its budget on grants from Britain. Gross Domestic product was estimated at approximately US \$35 million which resulted in a per capita income of US \$65 to US \$70.

Other countries in the region, such as South Africa and the Rhodesians were issuing licences for postal meter marks as early as the 1920's. However, the lack of development and industry meant that Botswana had no need for large volume mailings and there was no demand for meter franking machines and licences.

With the discovery of diamonds and the opening of the world's largest diamond mine in Orapa in 1971 and then the world's richest diamond mine in Jwaneng in 1982, Botswana, through careful and transparent management of this resource, became one of the fastest growing economies in the world in the

1970's and 1980's (see Figure 1). This rapid growth attracted banking and insurance firms. Major development projects undertaken by the government attracted international construction and supply firms. Government subsidies were used to attract manufacturing firms, and the government established parastatal firms to provide some necessary services.

This article and the ones that will follow on different sectors of the economy are not meant to be a complete listing of all the organizations that contributed to the growth of the country, but are rather a snapshot of some of the organizations that happened to use meter marks with logos to denote payment for their mailings.

## The Post Office Savings Bank

Banking services in the country were originally provided by the Post Office Savings Bank, which was established in 1911 as a branch of the South African Post Office Savings Bank. In 1963, South Africa handed the Post Office Savings Bank to the Bechuanaland Postal Services Department under the Ministry of Works and Communications. In 1983, the Post Office Savings Bank was transferred to the Ministry of Finance and Devel-

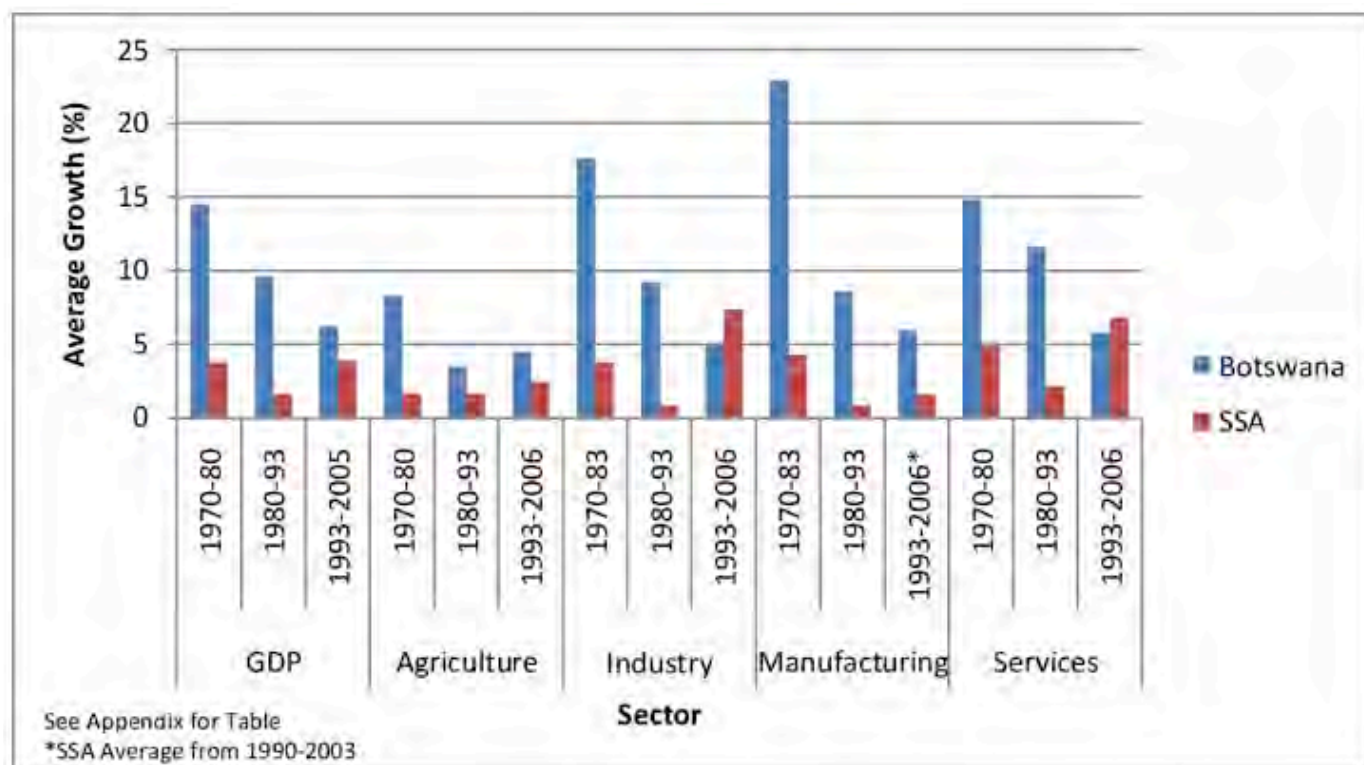


Figure 1: Average Growth in Gross Domestic Product in Different Sectors in Botswana (Barclay, 2009) (SSA = Sub-Saharan Africa)



opment Planning and became a government department named the Botswana Savings Bank. In 1987, the bank had assets of P27,400,000 million (US \$17,250,000), equivalent to 3.4% of all assets of all banks in the country but representing 20% of all assets of non-commercial banking institutions.

In 1992, the Botswana government established the Botswana Savings Bank as an independent, national financial institution with the purpose to create a culture of saving within the population. The main target of this bank, which is wholly owned by the government, was and remains low-income citizens, who are mainly in the rural areas. This institution is essential to many citizens, especially women, who work outside the formal economy because it enables people to get a bank account without having a job or being able to show proof of such. Using post offices as outlets allows these people to access banking services in places where the private banks are unable to operate profitably. In addition to providing saving account services, the bank also offers loan facilities.

Unfortunately, the author has not seen any mailings or other forms from this institution. If you have any material from this institution, please share it with the editor.

### The Private Banking Duopoly

Historically, the private banking sector in Botswana was relatively small, and dominated by Standard Bank and Barclays Bank. Both banks' operations in Botswana date back to the 1950's and were originally run as branches of the groups' South African subsidiaries.

The Standard Bank was founded in the Cape Province of South Africa in 1862. Standard Bank was prominent in financing the development of the diamond fields of Kimberley from 1867 and later extended its network further north to the new town of Johannesburg when gold was discovered there in 1885. After two unsuccessful attempts at establishing a presence in the Botswana in 1897 and 1934, the Standard Bank opened a location in 1950 at Lobatse as a sub-branch to Mafeking and has continued to operate in Botswana ever since.

In 1969, the bank became Standard Chartered after the merger with Chartered Bank, which started under British royal charter when it opened its first branches in Mumbai, Kolkata and Shanghai in 1858.

In 1975, the bank was incorporated locally when the Financial Institutions Act required all foreign banks to be locally incorporated under Botswana law. Standard Bank / Standard Chartered Bank provided the country of Bechuanaland and its independent incarnation, Botswana, with government banking services until 1977, when these functions were taken over by the Bank of Botswana, a newly established central government bank.

The other major commercial bank in the country was Barclays. By independence in 1966, Barclays had opened four full branches and six years later, Barclays had 22 offices within Botswana.

Until 1986, Barclays Bank operated as an autonomous, wholly owned subsidiary of Barclays Bank PLC of the United Kingdom. In 1986, ordinary shares in the Bank were issued to employees of the bank. In 1987, shares were offered to Botswana citizens and the company became a publicly traded entity.

### The Opening of the Banking Market

In return for the maintenance of a nationwide network of branches, including some in the rural areas that would probably not be justified on a commercial basis, early Botswana government policy restricted the licensing of new banks, limiting competition and preserving the market share for Barclays and Standard Banks. However, as the economy improved, government wanted to increase competition and foreign direct investment and it began the liberalization of financial markets in the early 1980's.

In 1982, the Bank of Credit and Commerce Botswana was licensed as the third commercial bank in Botswana, ending the long-standing duopoly of two British banks, Barclays and Standard Chartered.



Standard Bank, Mahalapye, Licence UA2



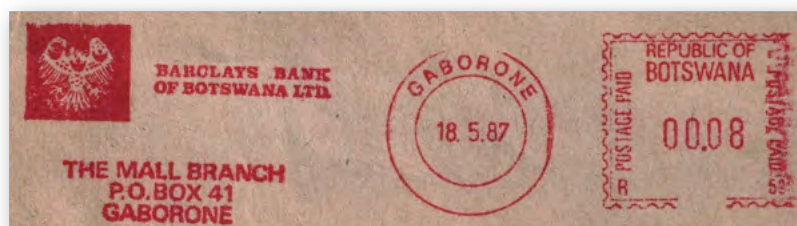
Standard Bank, Francistown, Licence R14



Standard Chartered Bank, Industrial Branch, Gaborone. Licence R55



Barclays Bank, Mahalapye, Licence R30



Barclays Bank, Mall Branch, Gaborone, Licence R59



Barclays Bank, Operations & Maintenance, Gaborone, Licence R142



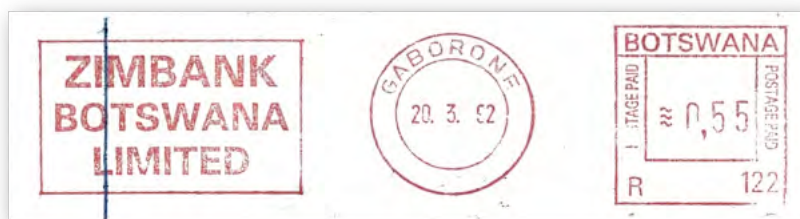
Bank of Credit and Commerce, Gaborone  
Industrial Area, Licence R63



First National Bank of Botswana, Gaborone Industrial Area, Licence R63



First National Bank of Botswana Limited, Bontleng, Gaborone, Licence R161



Zimbank, Gaborone, Licence R122

Towards the end of 1990, the First National Bank of South Africa decided to open retail banking operations Botswana. In 1991, the government's central bank, the Bank of Botswana took over the management of the Bank and Credit and Commerce Botswana after its parent, the Bank of Credit and Commerce International, was placed in liquidation by the Bank of England. The operations of Bank of Credit and Commerce Botswana were taken over by First National Bank Botswana and used as basis for establishment of its new Botswana operation.

Based on a Government of Botswana/World Bank report entitled "Financial Sector Policies for Diversified Growth" published in 1989, an extensive financial sector reform encouraged the establishment of new banks, the first of which was Zimbank Botswana, licensed in 1990.

### Insurance Companies

J.H. Minet Insurance, a branch of a large international Lloyd's registered re-insurer of the same name was established in Botswana in 1970, becoming the first resident Insurance Broker in the newly Independent Botswana. The Botswana Development Corporation, a government owned finance corporation established to promote and finance development in the newly formed country, took a shareholding of 25% of the firm in Botswana with the condition that the company establish an insurance broking company which offered a wide variety of services in the insurance field in Botswana.



JHM Insurance, Gaborone, Licence R17

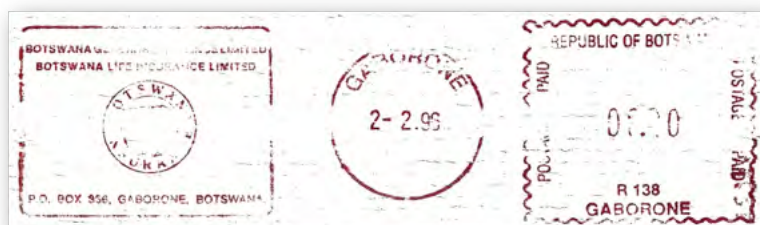
International General Insurance was formed in 1974 to provide general insurance services. In 1993, the company was taken over by Botswana Insurance Holdings Limited, one of the companies coming out of the restructuring of the Botswana Insurance Company that occurred in 1991.

Prior to the 1975, all insurance businesses were foreign, mostly South African and British companies. Local participation in the insurance business started with the incorporation of Botswana Insurance Corporation on August 12, 1975. The company was formed as a 51% subsidiary of the Botswana Development Corporation, which held 51% of the shares and J.H. Minet which held the remaining 49%. In 1981, as one of its initial investments, the Botswana Insurance Company started the development of the country's first major residential subdivision, Tapologo Estates, on behalf of its life and pension funds.





International General Insurance (IGI), Gaborone, Licence R18



Botswana Insurance Company Limited, Gaborone, Licence 138



Associated Insurance Brokers, Gaborone, Licence R53



The Botswana Medical Aid Society, Gaborone, Licence R148 denoted as G148



The Botswana Medical Aid Society, Gaborone, Licence R148

In the early 1980's, the Botswana Insurance Company, the Financial Services Company of Botswana and Minet Botswana merged with the Insurance Brokers of Botswana and began trading as Associated Insurance Brokers.

The Botswana Medical Aid Society (BOMaid) dates to 1969 when a group of companies came together to start a private a

not-for-profit health insurance scheme that would assist their employees with basic medical costs. BOMaid drew its initial membership from audit firms, parastatals and banking organisations in Botswana. The society is now a leading provider of medical insurance in Botswana.

In 1990, the Botswana Public Officers' Medical Aid Scheme (BPOMAS) came into existence through a Presidential Directive. BPOMAS is a closed scheme, which provides medical aid cover to public service employees as well as employees of parastatals (that were previously Government departments) who opt to remain members of the scheme. All Government employees are eligible to join BPOMAS and are entitled to 50% subsidy from the government.

### Other Banking-Type Services

ULC was incorporated as private company under the name of UDC (Botswana) Proprietary Limited in June 1986. It changed its name to ULC Proprietary Limited in 1989 and was subsequently licensed as a credit institution. The principal activities of the company are financial leasing to individuals and companies for the procurement of vehicles, equipment, plant and machinery. It also offers hire purchase to individuals and companies for the acquisition of capital equipment and motor vehicles. In addition, it is involved in lending to the business



ULC (Pty) Ltd, Francistown, Licence R135

sector to assist in agricultural, industrial and commercial development.

The National Development Bank was established under an act of parliament in 1963. The Bank is owned by the Government of Botswana and operates under the control of a Board of Directors appointed by the Minister of Finance and Development Planning. As a development bank, unlike other financial institutions set up by the government, National Development Bank does not offer subsidized interest rates because the funding is not provided by Government and the bank operates purely on commercial terms in order to survive. However, the government may issue national development bonds to finance the Bank.

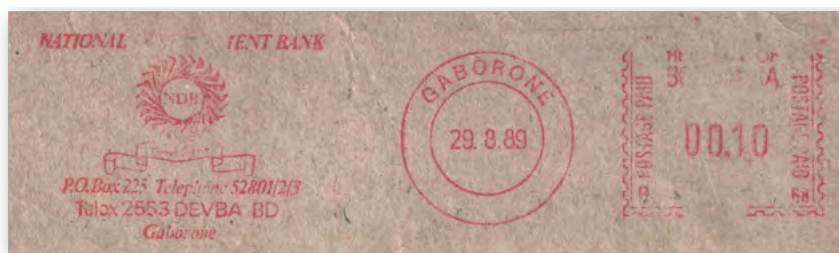
The initial focus of the bank was on lending to agriculture. Now with a mission to provide financial services and partnerships that support economic development of Botswana, the Bank provides loan financing for new and existing undertakings falling under the following sectors:

- agriculture - all agricultural projects,
- commerce - all retail, service and tourism industries,
- industrial - all industrial, manufacturing, processing and mining,
- real estate - property development and purchase (office, retail, industry and commercial residential space), and
- human development - educational loans, residential loans, etc.

The Botswana Building Society (BBS) was originally established as a branch of the South African United Building Society



Botswana Public Officers' Medical Aid Scheme, Gaborone, Licence R27



National Development Bank, Gaborone, Licence R68

in 1970. BBS Limited was established on 13 December 1976, with majority government shareholding and took over 488 mortgages from the United Building Society of South Africa.

BBS is a financial institution whose principal business is residential and commercial property finance. It operates in a man-

ner similar to a credit union in Canada. Originally, the Society restricted its lending to residential properties. In 1986, the Society ventured into commercial lending for the first time. During its first ten years of operation, BBS Limited was restricted by law to lend only against the security of immovable urban prop-



National Development Bank, Gaborone, Licence R68

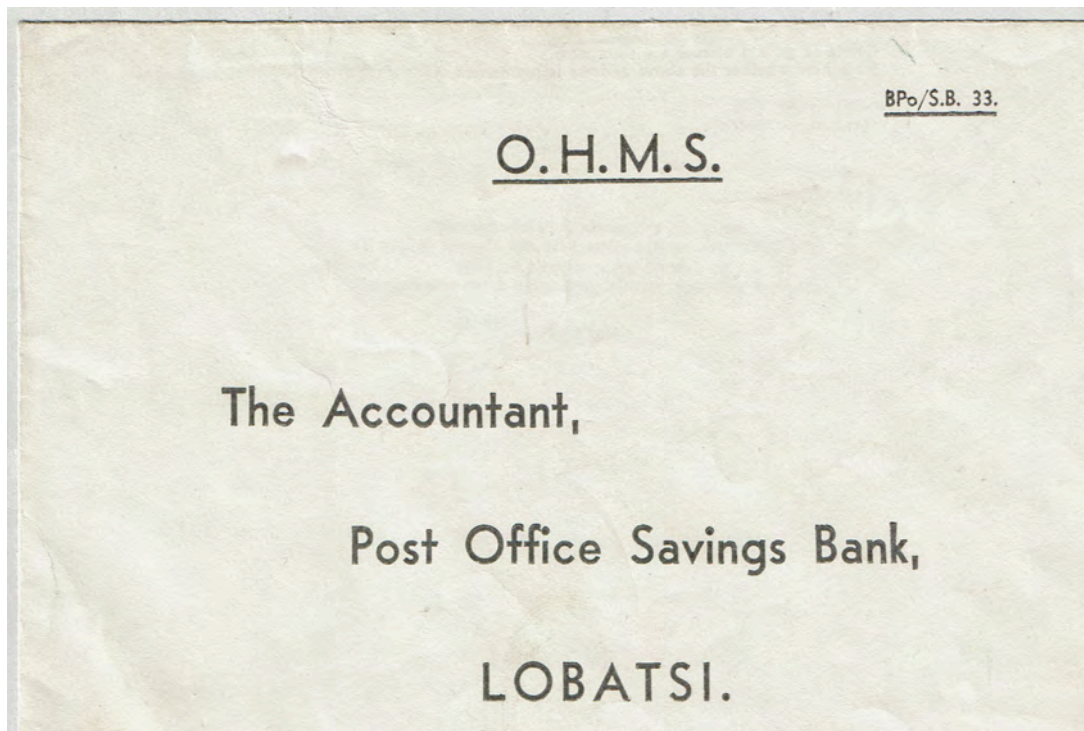
erty. The Building Societies Act was amended in April 1986 to permit lending in rural areas.

This article shows the rapid growth of the financial sector in early Botswana as demonstrated by the increased number of banks and insurance companies doing large mailings that would make the use of meter machines more viable. Future articles will illustrate growth in other industries and institutions.

#### References

Charles Andrew Barclay. (2009). Factors that Contributed to the Economic Success of Botswana. Simon Fraser University. Retrieved on 19 Dec. 2020 from <https://core.ac.uk/download/pdf/56373806.pdf>.

Contact the author by writing to [gs@postalhistory.ca](mailto:gs@postalhistory.ca).



Bechuanaland Protectorate OHMS envelope used to mail savings bank booklets to Lobatsi for the annual update and addition of interests.



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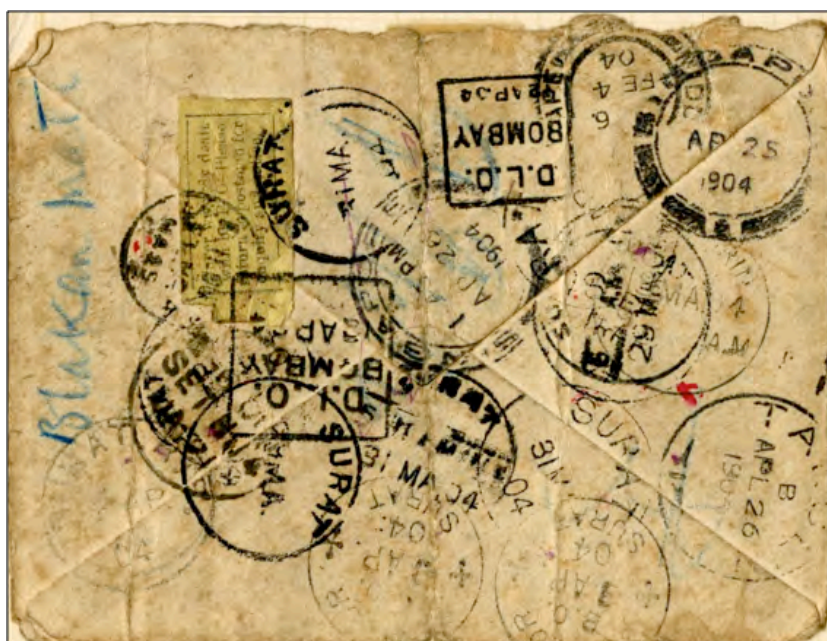
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# A Much Travelled Cover

by Moody Tidwell



England	South Africa	India	India	Singapore	Belfast D.L.O.
15 January 1904	02-22 February 1904	29-31 March 1904	2 April 1904	25-26 April 1904	5 March 1921

I recently found this 1d. prepaid 1904 rather ratty cover on-line and was fascinated by efforts taken by various postal services to attempt to make delivery. The cover is franked with 1d. KEVII value tied by squared circle 15 January 1904 d/s at Beeston, Notts. "Blika Mario" (sp?) posted the letter at Beeston, in Nottinghamshire, an ancient town in the middle of England addressed to John Tomlinson, service number 18/10431, then a

17-year old lad born in 1887 in Harpurhey, Manchester. Upon his later (re-)enlistment during WW I John was described as 5 feet 3 inches tall, weighing 104 pounds. He had a 'fresh' complexion, and brown eyes and hair. John had a brother named Harry and a sister called Sarah Alice, and they were members of the Church of England, but nothing more is known about his early life.<sup>1</sup> The rest of the address is to "A Coy (Company)

– 1st Manchester Regiment, Middelburg, Cape Colony, South Africa.”

The Manchester Regiment had been created on 1 March 1900 and within nine months was called upon to furnish officers and men to meet the constant call for soldiers for the Anglo-Boer War (1899-1902) in South Africa. The 1st Manchester shipped to South Africa in September 1899 when John was but 12 years of age. The 1st battalion arrived in Durban, Natal Colony in early October, and was soon afterwards moved to Ladysmith. The war began on 11 October with the Boer invasion of the colony. On 2 November, Boer forces encircled and isolated the town of Ladysmith, beginning a 118-day siege. Because the war in South Africa proved more resilient than predicted, a number of regiments containing large centers of population formed additional regular battalions. The Manchester Regiment formed the 3rd in February 1900 and was stationed in Saint Helena and South Africa from August 1902. It was the 3rd Regiment that brought John to South Africa later in 1902. He and his mates in the 3rd were encamped at Middelburg, Cape Colony, located at the eastern edge of the Great Karoo Desert.

The letter arrived at Middelburg on 22 February 1904 but young John must have moved on because the next routing shows two manuscript entries forwarding it to Singapore via India. There are no other postal markings in South Africa. The letter was taken to Surat, on the East coast of India, in March of the same year. There are at least three Surat, India postal markings; a receipt d/s of 29 March, a handling d/s of 31 March and a departure d/s of 4 April. But instead of being dispatched to Singapore as clearly shown on the face it was sent to the Dead Letter Office at Bombay per a square 18 mm. 12 April 1904 h/s. and 23 mm. square 13 April 1904 “D.L.O. Bombay” h/s. There are several other indecipherable postal markings and directions including manuscript instructions in Hindi.

A few days later the error was realized and it was forwarded to Singapore where it received two h/s’ on 25 and 26 1904, plus a third also on the 26th at a place identified as Tamolin. The letter apparently was never delivered to John Tomlinson as its next destination was the Belfast Dead Letter Office, but not until the 3rd of March 1921 where it joined the now over 20 million pieces of undeliverable mail.<sup>2</sup> One postal official apparently tried to identify the sender even through there was no return address. There are two crayon inscriptions guessing that the sender “Blika Mario” was actually “Blinken Motors”, a Swedish automobile engine company. But that came to naught.

John Tomlinson did serve in WW I and eventually got an apology of sorts from the G.P.O. as there is an interesting official rectangular yellow label attached to the cover stating: “Owner wrongly dealt with by P.O. Please return to postman for inquiry and notice.”



#### End Notes

1. Museum of the Manchester Regiment, The Men Behind the Medals. <http://www.themenbehindthemedals.org.uk/index.asp?page=full&mwsquery={Person%20identity}={Tomlinson,%20J}>
2. [https://en.wikipedia.org/wiki/Dead\\_letter\\_office](https://en.wikipedia.org/wiki/Dead_letter_office)





# Now It Can be Told

by Franco Frescura



The first South African National Antarctic Expedition (SANAE I) was established in 1959 on the Fimbul Ice Shelf, about 80 km from the edge of the continent in a region known as Queen Maud Land, which falls under the control of Norway. After using a series of conventional structures, all of which were ultimately crushed by an encrustation of ice, in 1996 the SANA Programme decided to build a group of more permanent buildings and commissioned its architects to design a set of innovative buildings raised on pilots, something they hoped would reduce the accumulation of snow on the ground below. Known as SANAE IV, it was inaugurated in the summer of 1997 when the first team to overwinter arrived there by the supply ship SA Agulhas II.

At about the same time the South African Meteorological Services decided that its scientific team on Antarctica should have its own postal facilities, and requested the SAPO to provide it with a post office, much like other nations on Antarctica had already done. Personally I saw this as a pointless exercise as, once the supply ship had gone, there would be no further opportunities for the collection or the delivery of mails until the next supply ship arrived the following December. But then there is no limit to the bounds of human ingenuity, and I thought that the staff of nine could while away the dark sunless hours of winter by writing letters and Christmas cards to each other, or by preparing first day covers celebrating the Royal Visit of the First Emperor Penguin to be welcomed onto the base.

The staff at Philatelic Services though thought this to be a fine idea and set about giving these frozen wastes their own set of three stamps to be used at SANAE Base, Marion Island, and Gough Island respectively. The issue of these stamps did not present the Post Office with too many problems, as all three would also be available on the South African mainland as part of our definitive issue, and any mail transported from our weather stations would be subject to the same rates of postage as those prevailing back home. Also the stamps were to be inscribed "South Africa" in the normal manner, so there would be no possibility of any political repercussions. To all intents and purposes, any letters thus posted would enjoy the status of "Internal Mail". Each Station was due to receive a decorative office date stamp inscribed with its name, this initiating a new era in South African postal history.

And that should have been that.

Happy with these arrangements I flew off to my conference

in Hong Kong and for the next two weeks I thought no more about it. I was looking forward to concluding a few deals, consuming some excellent meals in Kowloon with old friends, and preparing for the imminent exclusion of the South African Government Printer from all our lives. After all, we had done the same thing dozens of times, and what could now possibly go wrong? Silly boy!

When I returned, two weeks later, I was met at the airport by one of my senior administrators, pleased as punch and beaming with pride. Hello, hello! I said, you're looking well? Ja, he told me, and continued to look like his Christmas bonus had arrived early. Well? I repeated. It seems that after my departure, the Antarctica set had needed some extra work to be done but he was pleased to report that it had been completed before my return. Alles was nou reg, he proclaimed proudly, everything was all right, and the stamps were due to be printed tomorrow, and would be air freighted to Cape Town in time to catch the transport ship to Marion Island, the first of our three new offices. Oh, I asked, fearing the worst. And what were these changes? And then he told me the whole story.

It seems that some bright spark at Meteorological Services had decided that the stamps were quite nice, but would look even better if each could be issued individually to SANAE Base, Marion Island and Gough Island respectively. Under normal circumstances this might have been a good idea, I thought, South Africa had been the permanent owner of Marion and Edward, jointly known as the Prince Edward Islands, since 1948 and had the title deeds to prove it. Gough Island, on the other hand was a piece of frozen rock owned by the British, and for some strange reason that I could not remember Her Majesty was quite fond of this piece of barren real estate located some 2700 km south-east of Cape Town. In the 1950s the South Africans had become Royal Tenants and had been allowed to establish a permanent scientific and meteorological station upon Gough and nowadays their navy calls there in September every year to serve the needs of a rotating resident population of ten, none of whom I believed to have been inducted into the mysteries of mail delivery. It would be fair to state therefore that for the past 200 years the potential for establishing a vibrant postal infrastructure on Gough has been sadly neglected.

Back to reality. Drawing a deep breath I asked whether the matter had been discussed with our Department of Foreign Affairs, whose Minister had the notorious habit of falling asleep

during meetings. When the answer was given in the negative, I own that for a few seconds I had visions of British Harrier jets hovering at eye level outside my office windows in Hatfield, Pretoria. I also wondered whether, in such an instance, my staff would defend their Senior Manager to the last cylinder block. Then I sighed and asked my driver to stop off at the Government Printer. I had something urgent to attend to, I explained.

As most collectors of South African stamps will now be able to confirm, in 1997 there never was an issue of stamps celebrating the establishment of the SANAE IV Antarctic Base. But then, the Senior Manager of Philatelic Services was never indicted at The Hague for international piracy, the RAF never bombed our Silverton depot with images of Prince Philip in a

bathtub, and my future life as a brilliant academic in Durban was assured.

On the other hand our meteorologists continue to disport themselves happily on the sunny beaches of Gough Island and somewhere, in a galaxy not too far away, a couple of philatelists are able to display a set of computer-generated proofs that show that this story is not the invention of an over-active, bored out of his bat-s\*\*t-crazy Covid-besotted mind. The three stamps did eventually see the light of day, but only as part of the normal definitive issue inscribed South Africa. They were intended to celebrate the establishment of SANAE IV but I do not believe that the Base was ever provided with its own postal facilities.

## Hilton T110 Label

by Jan Stolk

I recently spotted a rail letter on eBay. It was a horrible philatelic fabricated cover. For postage it had a 40c regular stamp, a 2 cent tax stamp and a 10 cent Frama label. The stamps were not cancelled and the cover was short paid for a Rail Letter addressed to the UK. Not worth any attention I decided. Fortunately I took a second look!

The T110 label cancelled by the stationmaster at Hilton station in Natal on 24 September 1989 attracted my attention. It was an unknown printing by SASDRUK/SARPRINT, the South African Railways own printing works. The text was however changed compared to other labels I had seen. The *SAS-reisburo*/ *SAR-Travel Bureau* were replaced with *Reisburo van die Suid-Afrikaanse Vervoerdienste* and *Travel Bureau of the South African Transport Services*.

Shortly after, I received information from Hugh Amoore that in April 1981 the Government decided that the SAR&H (the South African Railways and Harbours, which included the South African Airways) should be reconstructed and became



known as *South African Transport Services* (SATS). This explains the wording on the new label.

The horrible philatelic rail letter thus clearly add another label type to my summary published not long ago in *Forerunners* No. 98 (70-74). Several other people have since then also offered examples and a major update of my listing is already appropriate and will be given in a coming issue of *Forerunners*. However in the mean time, please let me know about further rail labels and rail letters in your collection.



# Some Medals of the Boer Republics Railways

by Tim Bartshe

During the development of the railway system of the central portion of Southern Africa, many engineering feats and challenges had to be addressed and overcome. Not the least of which was topography, climate and various diseases endemic to the low veldt. As the Cape Colony developed their internal rail system from Cape Town to the interior north and east, events that would change the local political scene and the economy of the world began. The discovery of diamonds in the Eastern Free State and finally the fabulously rich Witwatersrand gold deposits of the southern South African Republic and northern Free State changed the landscape for ensuing future. The rush to riches began and the British controlled Cape Colony wanted in on it, bringing supplies from overseas and taking the spoils out of the land-locked Republics. They decided to make an arrangement with the Orange Free State to build and operate a rail line crossing the Orange River into Bloemfontein and ultimately onwards into the heart of the new gold diggings across the Vaal and Johannesburg.

This article will focus on the various completions of these rail lines and the medals struck to celebrate the economic and engineering achievements. We will first look at the Free State lines and then the completion of the Nederlandsche Zuid-Afrikaansche Spoorweg-Maatschappij (NZASM) from Braamfontein to the Portuguese border at Komati Poort. No effort will be made to tell the full story of the how, what, why and when, but honorific tokens produced.



1

## Opening of Beaufort West to Bloemfontein Railway Line

The first medal issued comes from the Orange Free State commemorating the completion of the Railroad from the Cape Colony across the Orange River into Bloemfontein. Beginning in 1886 the OFS and the Cape Government reached an agreement to extend the CGR (Cape Government Railway) into the Free State. A medal made of white metal weighting some 16 grams was struck for the occasion when the first engine cel-

ebrated the opening at Bloemfontein 17 December 1890. The only example I have seen is a rather beat up example [Figure 1] that the seller stated "I don't think I have ever listed a medal before in such a horrible condition but it is historically significant and scarce." Many of these images that follow are from SouthAfricanmedals.com as well as some of the specifics of the medals themselves.

The obverse of a better preserved copy of the Beaufort West-Bloemfontein medal is a portrait of Free State President Reitz (STAATS PRESIDENT ORANJEVRIJSTAAT) (Figure 2). On the reverse is an angel holding a ribbon "ALLES ZEL RECHT KOMEN" Everything will turn out well and above the motto VREDE EN VOORSPOED and below VRYHEID EN IMMIGRATIE translated peace and prosperity and freedom and immigration. There is a grand engine and car under steam behind the angel. The line was ultimately extended to Kroonstad 20 Feb 1892 and to the Vaal River Bridge 7 May. The line ran into Elandsfontein completing the connection with Cape Town and inaugurated on the 15 Sept 1892. To my knowledge there were no medals struck for this event.



2

### Opening of Harrismith to Ladysmith, Natal Railway Line

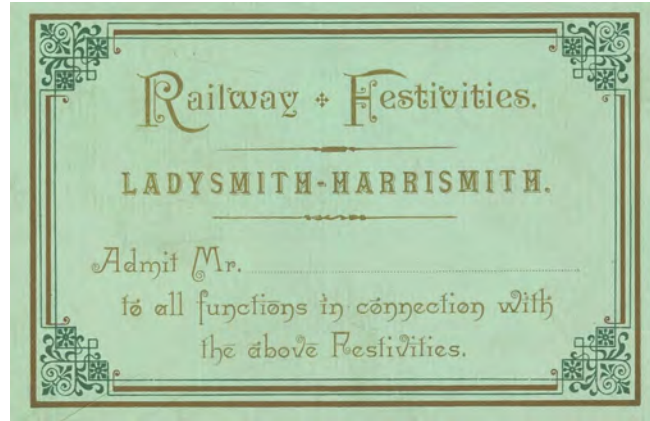
As far as the Free State was concerned their only opportunity to the sea outside of the more expensive Cape Town route was to the east via Natal which also had been developing its own railway system. The great barrier that the Trekking Boers had to tackle was the Drakensburg Mountains, a very formidable challenge requiring tunnels and reversing stations. The NGR (Natal Government Railways) in preparation of the potential economic opportunities open to the west, built a line up to Van Reenan at the top of the rail grade and very near the Free State border. The Free State then completed the line linking Harrismith to the line to the Indian Ocean. This was opened 12 July 1892 followed by a full 2-day schedule of festivities between the two points Harrismith and Ladybrand. Athletic competitions between men, rifle competition, youth races and the inaugural meeting of the Turf Club and horse races.



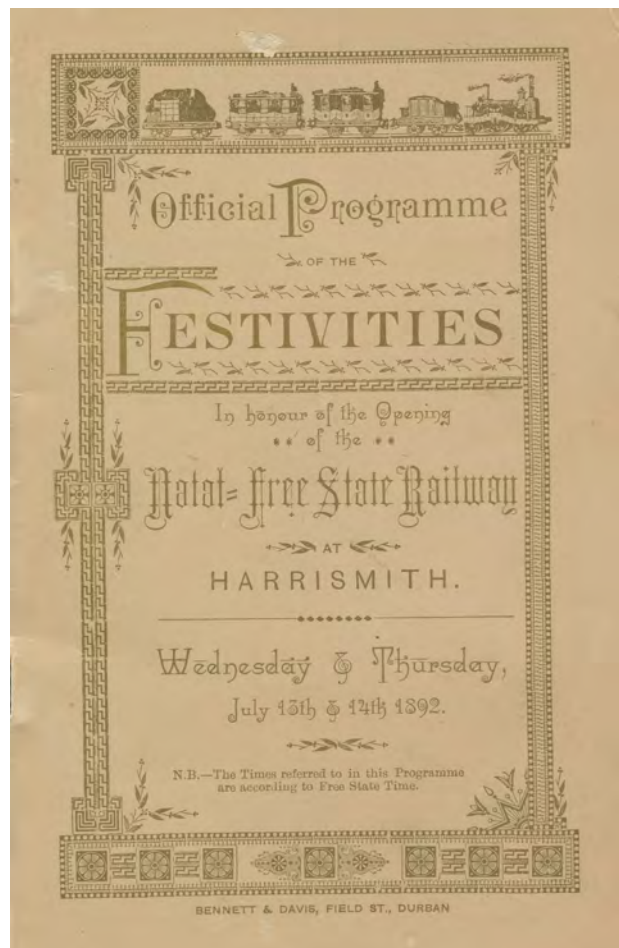
3

I have not seen this medal for sale, but the images shown here (Figure 3) are from the afore mentioned web-site. The obverse shows clasped hands, an early engine under steam and the Natal & Orange Free State Railway. Obverse is the coat of arms of the Orange Free State. Struck in white metal weighing 17.5 grams and is about 39 mm in diameter.

I do own an entry ticket (Figure 4) and an *Official Programme of the Festivities In honor of the Opening of the Natal =Free State Railway at Harismith for Wednesday and Thursday July 18th & 14th 1892* (Figure 5). It was printed in Durban by Bennett & Davis, I believe the later was the printer of the perforated Otto design stamp issue of 1878 for the ZAR. This program is shown below.



4



5

### Kruger: Delagoa Bay Railway Festivities

The story of the drive to the Indian Ocean is a long and complex one, but the government of Paul Kruger with the assistance of monies from Holland finally fulfilled the dreams of President



Burgers (1873) and the surveying of J.J. Machado to complete the line from Elandsfontein to Komatipoort at the Mozambique border, hence to the Indian Ocean. This medal, which on the reverse states “Spoorweg Feesten” or railway festival “Juli 1895”. There was no specific completion or opening event that corresponds to July 95 as Kruger fastened the final screw at Brugspruit Station 2 November 1894 and opened for traffic 1 January 1895. Much additional construction was needed and it wasn’t completely finished until 1 November 1895. Never the less there was some grand festivities held in July of 1895 as evidenced by the minting of this silver coin. One internet source states the “official opening” was 8 July and must be associated with this coin, even though the references I have found do not agree.

Obverse of the medal is from the medal website and displays Paul Kruger by Otto Schultz of Germany (Figure 6). Stated to be 15 gm of silver. It is recorded to have produced 1000 such given to each attendee invited to the celebratory luncheon. Two reverse dies are known, the with date aligning variously at the P/E of Spoorweg Feesten or the S/N as seen by the images from the author’s collection below (Figure 6).

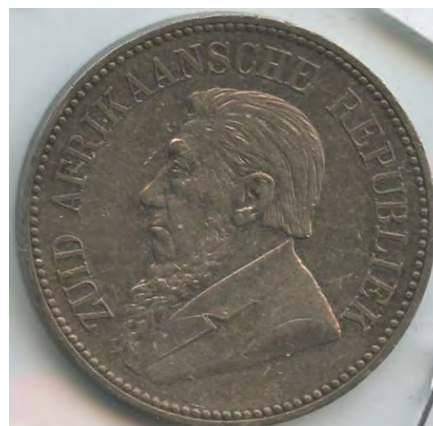
#### **Kruger: Opening of the Delagoa Bay Railway**

This medal most likely with the date of 1895 was created and issued at the official completion of the railroad 1 November 1895 though this is only a guess and is stated as such on

the Medal website. It is truly a beautiful medallion designed by J.P.M. Menter of the Utrecht Mint in Holland (Figure 7). The reverse is the emblem of the NEDERLANDSCHE ZUID-AFRIKAANSCH SPOORWEG-MAATSCHAPPIJ, a winged rail wheel on a rail with lightening bolts emanating from the central hub. Rays of light shine down from the completion year, 1895. It is a large medal 44 mm in diameter as contrasted with the prior silver medal at 32 mm. Issued in silver, copper, bronze and a cast white metal, there were two different dies for the reverse. The left copper medal shows a single flange on the wheel common to all but the bronze medal at right which had a double flange.

The obverse shown are from the website image of the polished silver of President Paul Kruger. Author’s copies of the examples in his collection is the top one in copper weighing 37.7 gm. Example of the bronze medal with the double flange weighing 40.3 gm. These are purportedly are more common than the copper.

As a note, a unique silver proof medal was struck and presented by President Kruger to Jonkheer Beelaerts van Blokland, a Netherlander the represented the ZAR in The Hague as a negotiator for the NZASM as well as the go-between for all the stamp printing contracts with the printer Enschede in Holland. Van Blokland retained much of the archival essays and proofs of the stamps within his family lineage until much later in the





7



20th century, eventually being auctioned by Stephan Welz in the 80s.

#### Pretoria: 50th Anniversary of the Delagoa Bay Railway

The final medal (Figure 8) was issued by the South Africa Mint honoring the 50th anniversary of the opening of the NZASM Delagoa Bay Railway, Pretoria to Komatipoort (the Mozambique border). The issue date in 1945 is unknown, but probably in conjunction of the official opening in November 1895. So soon after the war, the efforts expended in the die making and striking of this medal is some what unusual, given the war footing that was in effect.

The obverse is the Coat of Arms of Pretoria with the motto *Excellence prevails* on the ribbon below the rampant springbok and kudu on either side of the crest first established in 1907.

The reverse is the same as the above mentioned medal issued in 1895 designed by Menger and is a single flange. Also the SA Mint sterling silver mark of 925. This medal is 38 mm in diameter and weighs 29 gm. There are numbers along the edge, this one being 393, number printed is unknown.

There are a large number of medals associated with Southern Africa and quite a few more related to the above illustrated celebrations particularly as they relate to the centenary of the Delagoa Bay line and the SAR (South African Railways) which formed with the combination of the Cape, Natal and Central South African Railways (the lines of the OVS and ZAR which became for a short time the Imperial Railways). These are wonderful ephemera that enrich the philatelic aspect of our chosen collecting areas.



8



# Letters From Home: Southern African Pioneers in the British Pioneer Corps During WW2

by Peter Thy

When Prime Minister Chamberlain's ultimatum to the German Government expired on September 3, 1939, Great Britain was at war with Germany. But as Britain was at war, so were also the Empire territories. The result would be that before the war was over in 1945, an estimated 470,000 African soldiers had served, in various capacities in the British Army engaged in service, labor, or combat functions. About 7-8 percent of these came from the High Commission Territories (H.C.T.) of Southern Africa (Figure 1).

The formal request for men to join the British Army in the Middle East was received in Southern Africa in July 1941. The H.C.T. were, however, prepared and recruited and trained 5,500 men in just 6 months and less than a few years later reached 35,000 'volunteered' men (Jackson, 2010).

The British administration and army command took for granted that all recruits for the war were volunteers. They, however, had few options other than leaving the actual recruitment to the local chiefs and had to turn a blind eye toward any violations of their wishes. The initial excitement lasted about a year after which the sentiments cooled and it became more and more difficult to find volunteers (Simelane, 1993; Jackson, 1999). Many chiefs pushed recruitment hard on their people and expected them to obey as was customary. The chief's justification was to prove to the British that their people were worthy

of respect in order to secure long-term independence for their people, despite the constant threat from South African (Jackson, 2010). Tribal regimentation, targeting opponents and tribal minority groups, and attempts to retrieve escapees from the mining sector in South Africa, or from bush hide-outs, were practiced together with general coercion and intimidation. Organized abduction of men fitted for the war and nightly rounding-up and raids on villages were practiced in some places (Kiyaga-Mulindwa, 1984; Simelane, 1993). It is thus fair to say that while the first wave of companies arriving in the Middle East were made-up largely of volunteers, the last wave in 1942 saw a fair amount of soldiers that would have preferred to have spent the war years somewhere else.

## The Home Front

The home front suffered from the draining of men in their prime ages between 20 and 30 years. Bechuanaland had in 1946 about 250,000 African inhabitants, Basutoland 555,000, and Swaziland 180,000. A simple back-of-the-envelope calculation (50 % male of which 8.5 % was 20-30 year old) would suggest that most, if not the entire of this population bracket, was removed from the rural economy. Traditionally, men handled the cattle and the spring preparation of the fields, while women took care of the planting and harvesting in addition to dealing with the kids and the extended family. The result was that families were broken up and the women left to cope in the new territory of cattle herds, land assignments, boundary disputes, and plowing the fields for the spring harvest, left with only the help from teenagers and elderly people. This affected the agricultural production and thus the livelihood of the people despite it was common for the men to spend extensive periods away from home, working in the South African mines. On the other hand, the war engagement could last for up to four to five years creating a further issue of whether the women were faithful to their men and the possibility of unexpected family growth or death. An additional issue was that the soldiers received daily a small allowance (9d) and in addition a 9d deferred payment. Most soldiers claimed dependents and would get an extra 9d to be paid out to the dependents. The deferred portion would be deposited by the local administration on a postal savings account (Bent, 1952). The dependent part of the pay would be paid out to an identified person or administrated by the local tribal administrations that would give money to the women at home on a need basis. It is on this background that letters between home and the soldiers should be seen.

## Organization

A total of 84 companies were formed and numbered for each of the territories as given below (Bent, 1952; Grey, 1953). Each soldier had a unique assigned service number prefixed by 'AS'



Figure 1. Summary map showing the three High Commission Territories (Basutoland, Bechuanaland Protectorate, and Swaziland) and Union of South Africa. Locations of trainings centers. Bremerdorp of Swaziland is present day Manzini. Mafeking was the administrative center for Bechuanaland Protectorate.



Figure 2. Official Army Field Press photo from 1944 showing a Bechuanaland labor group doing road construction together with Royal Engineers near Castel del Rio of northern Italy.

for Basutoland, 'EC' for Bechuanaland, and 'SW' for Swaziland.

Basutoland: 21,500 soldiers formed 50 companies

Companies 1901-1951

Service number prefixed AS

Bechuanaland: 10,000 soldiers formed 24 companies

Companies 1966-1990

Service number prefixed EC

Swaziland: 3,500 soldiers formed 10 companies

Companies 1991-2000

Service number prefixed SW

With the war advancing and with the invasion of Sicily and Italy, new group attachments and the formation of new companies occurred. Some companies were reattached to particularly the New Zealand and Australian expeditionary forces. From 1943, some labor companies were diluted into British units in Sicily and Italy. Here they saw active combat mostly in Heavy Anti-Aircraft Artillery (H.A.A.A.) units and indirectly released better-trained British soldiers for the North European invasion. Other companies or parts of companies served in smoke generation, salvage, and fire-fighting groups. Regrouping also resulted in the formation of new companies. However, the majority of companies spent the whole war performing labor and service functions in northern Africa and the Middle East without seeing direct military action.

### The Soldiers

They all went through a basic training to learn to obey orders and to march in columns. This training occurred at national centers. They were formed into companies of about 350 men, if possible from the same tribal group (Bent, 1952; Grey, 1953).

The commanding officer was British with little or limited local knowledge of language and culture. The British second-in-command of the commissioned officers were often seconded from the district administrations and thus had at least a rudimentary knowledge of the men and their background and expectations. On the regimental level, each territory was assigned a chaplain with the rank of captain and a group of African ordained ministers in addition to a group of Regimental Sergeant Majors, the later recruited from the tribal royalty. The company sergeant majors, sergeants, and corporals were recruited among the Africans and were thus essential for the companies to function providing translation, welfare, and conflict mediation (Jackson, 1999). The lower ranked sergeants and corporals were recruited from suitable soldiers. Because the companies were often formed on a tribal basis both the soldiers and the non-commissioned officers came from the same tribe and thus had similar background.

The British and tribal administrations, had a keen understanding of how important it was for the soldiers to communicate with their families and dependents under their prolonged absence from home. Thus the initial training included letter writing and how to address an envelope. This could not have



been an easy task because the limited literary skills of the majority of the soldiers.

Both the British territorial administration and the governing chiefs were very concerned about what would happen when the men returned home after the war. Would they have learned new ways, would they demand improvements in the rural societies, and would they still honor the traditional allegiance to the chiefs that was so essential for the traditional societal structure to survive? This is the reason that the companies were organized along tribal lines and for the presence of the local administrators and royalty in the command of the companies. They were there to secure allegiance to the British Crown and the tribal governments. In addition, the Swazi King insisted that his men should be kept together throughout the war and that they had little interaction with other units.

When the first soldiers arrived in Egypt and Syria, it was a freezing cold winter for which they were complexly unprepared and inexperienced. They froze bitterly this first winter. From the beginning they were deployed as labor companies in the Middle East Forces against German aggression in North Africa (Bent, 1952; Grey, 1953). They took part in the advance of the Eighth Army that eventually expelled the enemy from Africa. Typical functions were guard services, transport, harbor and road construction (Figure 2), and operation of smoke screen generators.

The H.C.T. pioneers were belatedly repatriated in 1946 after the defeat of Germany and following widespread protest and riots and extended waiting times.

### The Postal Arrangements

The pioneer companies were serviced by British Army post offices. It was a specific requirement from the home administrations and the chiefs that the pioneers would not be associated with South African units and thus also not serviced by South African Army post offices. For this reason the pioneers were offered the same basic postal services as the British troops. The airmail rates to southern Africa were uniformly 3d for an aerogramme and a general 10d letter airmail rate.

The home front were allowed to use South African active service and airmail letter cards franked by a 3d stamps addressed to a soldier in active service (Figure 3). These cards were not issued to the soldiers in the field from the British Army post offices. They were only available from the home postal offices.

### Letters From Home

There is very few letters that have survived from the home front to the soldiers in the field. They are all on South African letter cards that was allowed at a 3d rate to members of the armed forces serving in the East and North Africa and later also the Mediterranean in general. This was the cheapest rate available, since a regular letter would have been much higher, if even available. All mail to the forces was channeled through the South African Army Postal Service at Durban and flown to Cairo via a stop in Nairobi.

The early letter cards used were the Active Service Letter Cards (A.S.L.C.) since July 1941, but may have been replaced by Air Mail Letter Cards (A.M.L.C.) in the early 1944 (Bridges,

#### BECHUANALAND PROTECTORATE.

#### HIGH COMMISSIONER'S NOTICE No. 203 of 1941.

It is hereby notified for general information that, under the provisions of section four of the Post Office Administration and Shipping Combinations Dis-couragement Act, 1911 (No. 10 of 1911), of the Union of South Africa, as in force *mutatis mutandis* in the Bechuanaland Protectorate, His Excellency the High Commissioner has been pleased to approve the sale and acceptance for payment of postage in the Bechuanaland Protectorate, as from the date of publication of this notice in the *Gazette*, of Air Mail Letter Cards bearing Union Government postage to the value of three pence for transmission to the members of the Forces in East and North Africa.

By Command of His Excellency  
the High Commissioner.

H. E. PRIESTMAN,  
Administrative Secretary.

High Commissioner's Office,  
Pretoria, 12th November, 1941.

(Printed by the Government Printer, Pretoria.)

Figure 3. High Commissioner's Notice No. 203 of 1941 for Bechuanaland Protectorate announcing that South African Air Mail Letter Cards with Union postage of 3d were allowed for transmission to Forces in East and North Africa (later expanded to other areas of the war). Similar notices was published in Basutoland and Swaziland.

2004). The individual Air Mail Letter Cards overprinted for each of the H.C.T. were issued in April 1945, often too late to only have had minor effects on the war mail.

There are two types of letters. One type is mailed by the local tribal government in response to direct inquiries from the pioneers. The other is direct from the home front to soldiers in the war.

An example of the first type is shown in Figure 4. This is the only example known to the writer genuinely used and addressed to a Bechuana soldier in the Central Mediterranean Forces. The card was mailed in Serowe on 20 September, 1944, and addresses to 8004 Morake Keitseope, 1969 (Bechuana) Coy, A.P.C., C.M.F. The address was readdressed to 1981 Coy since 1961 Coy did not exist and got a F.P.O. 385 receiving mark of October 15, 1944, on the reverse. The card thus took about 27 days to reach the soldier in the field. F.P.O. 385 is known to have been located in Italy from early 1944 to the end of the war. The card contains a short typewritten message dated September 18, 1944 and reading in approximate English translation:

*"I am letting you know that I received the money you sent me. It is £10.5/- and I have saved it as you asked (...)."*

Bechuana 1981 Coy was one of two companies (the other was 1980) that in October 1943 was transferred to Italy to provide continued support for the Eighth Army's offensive. Coy 1981 was engaged during August 1944 in dock work at Ancona and the nearby railhead at Jesi on the Adriatic Sea coast. Later, the company moved forward to Rimini for rail support and mule tending (Bent, 1952). The letter card thus likely was received somewhere in Northern Italy.



Figure 4. South African Active Service Letter Card used in 1944 in Serowe in Bechuana-land mailed to a pioneer of the 1968 Bechuana Coy and later readdressed to the 1981 Coy.

Tshekedi Khama who signed the letter was the acting chief of the Ngwato. At that point, he was waiting for his nephew Seretse Khama to return from London where he was studying law to take over his inherited chieftainship. However, his uncle and acting chief together with the tribe objected to him returning as chief with his white wife. A long standoff resulted, involving the British and South African Governments, the two Kharmas, and the Ngwato tribe. Fortunately the story ended happily in 1956 and more recently resulted in several popular books and film (e.g., Williams, 2006). Seretse Khama became the first elected president of Botswana at independence in 1966 after having moved home with his wife Ruth to take over the chieftainship for the Ngwato tribe.

The other type of letters is from loved ones at home to husbands or uncles in the war. They are only seen written by women. These are again very rare with only less than ten examples known to this writer, most from Basutoland and one from Swaziland.

Figure 5 is a letter mailed in January 1945 from Pitseng of Basutoland to a soldier with Coy 1943. The writer is a young schoolgirl who writes to her uncle pleading with him to send her money so she can buy a coat to go to school instead of having to use the traditional Basuto blanket. 'We are how like the white people and need European dresses,' she tells him and stresses that it 'is urgent since she soon have to return to school and certainly do not want to show up for her Standard 5 class dressed in a blanket.'

Mr Molamu Mot'sabi

Hi Uncle. How are you? We are fine except for dad who is unwell. I am still attending school. In 1944 I was in Standard 4. I have now passed it and in 1945 I will be in Standard 5. I will carry on and I am now nearly in Standard 6. We are now like "white people". No wonder why we need coats. We don't care about blankets any more. I understand that since I wrote to you, you have not answered me. Mother says you told her to buy me clothes, so she bought me only a blanket for £1-30-0, but not the ones I needed I couldn't get. I now attend a government school and I am the only one without a coat. I suffer a lot when it rains. Now uncle I just need a coat. They ask us to wear coats here at school. Even when it rains, they say we must leave them [blankets] at home. Please uncle, help me. You must give it [money] to me directly because if you ask them to get it for me they just promise and never get them for me. When you receive it [letter] please reply to me even if you can't afford it [coat]. Coats here cost £5-10-0. Some cost £6-0-0. Please help me urgently, schools are re-opening soon.

Yours affectionately, Marosa Mot'sabi

The village of Pitseng is located in the rural northwestern part of Basutoland on the inland foothills of the Maloti mountain range at an elevation of about 1,800 meters and, when the letter was written, in the middle of the summer with an average temperature in the late 20's degree centigrade. In 1945, like today, the by far majority of the population of Pitseng was engaged in subsistence farming and gathering, if not engaged in mining work in South Africa. A postal agency was first established in Pitseng in 1932 (Scott, 1980; Putzel, 1989), the lat-





Figure 5. South African Air Mail Card used in 1945 in Basutoland to a pioneer of the 1943 Basuto Coy, C.M.F. The letter was started on the 2nd, finished on the 22nd, and mailed on the 23rd of January.

ter about the time that Marosa may have been born. There was likely only one school in the area that was supported by the Roman Catholic Mission of Pontmain, although government may have paid the teachers salaries. This must have been the school that Marosa in her early teens attended for her primary education. The colonial missionary schools in Basutoland at that time focused on Sesotho literacy, bible studies, the church, European culture and name conventions, clothing, living habits, and practical skills. The overall purpose of the education was to produce labor useful for the South African labor market. Despite this, it may be questionable if Marosa was able to write the letter herself and needed help writing to her uncle.

The uncle, Molamu Mot'sabi, was part of Coy 1943 of the Central Mediterranean Forces (C.M.F.). In the late February of 1945, when the letter may have reached him, he was near the war front at the River Po in northeastern Italy after having taken part in the rapid advance culminating in the surrender of the German army in Italy (Grey, 1953). Unfortunately, we will never know if he was able to respond and whether his niece ever got her European coat, although we can predict that the money would not have arrived in time for the start of her Standard 5 class, which she must have attended in her traditional blanket.

There, however, exists an additional airmail letter card mailed from Pitseng written in the same handwriting as the previous card and dated on September 1, 1944 (Cattell, 1989). The content and the card's present whereabouts are unknown, but may record an earlier unanswered request for a coat.

Marosa asks for £6 for her coat. The African soldiers received a daily allowance of 9d making the request equivalent to just above a week's pay. For a soldier with dependencies, the total daily pay was 2/3d of which 9d was allotted to the

dependents and mostly administered by a relative or a tribal administrator, 9d was deferred to after service, and the remaining was paid out in the field (Bent, 1952). This total amount was not much different from the pay for an unskilled worker in the mines of South Africa, but much less than received by a similarly ranked European soldier that would receive a total daily pay of 6/6d (Schmitt, 2006). The uncle would have had two options for transferring the money to his niece if he so wished: either by using a British postal order and mailing it to her (or more likely to his brother - her father) or by sending a letter to the person who handled the home allotment of his pay with instructions to pay the coat for her. The first case would cost him an extra 10d for the mailing in addition to postal order fee probably of 2d. To put these numbers into perspective, the prices in Basutoland had during the war period seen a significant raise with the average price for a goat in 1946 reaching 30s, meaning that the coat would be equivalent of four goats.

The following three letters originated from women left with the task of maintaining the family subsistence farm and livestock. The first of these are shown in Figure 6. The letter sheet was mailed in August 1942 from Khabos of Basutoland to a soldier of Coy 1915 of the Middle Eastern Forces. The sender was probably the wife responding to a letter with instruction about what to do with the livestock.

Mr Liau Lelimo

*Greetings! I am still well with the grace of God. I was very happy to receive your letter. I have heard all you say, and I would be happy if you can do that. I suggest that you cancel him. I will go and fetch them from Ha Khabo. Everyone gets them from Ha Khabo. If you wish you will do as I ask. When*

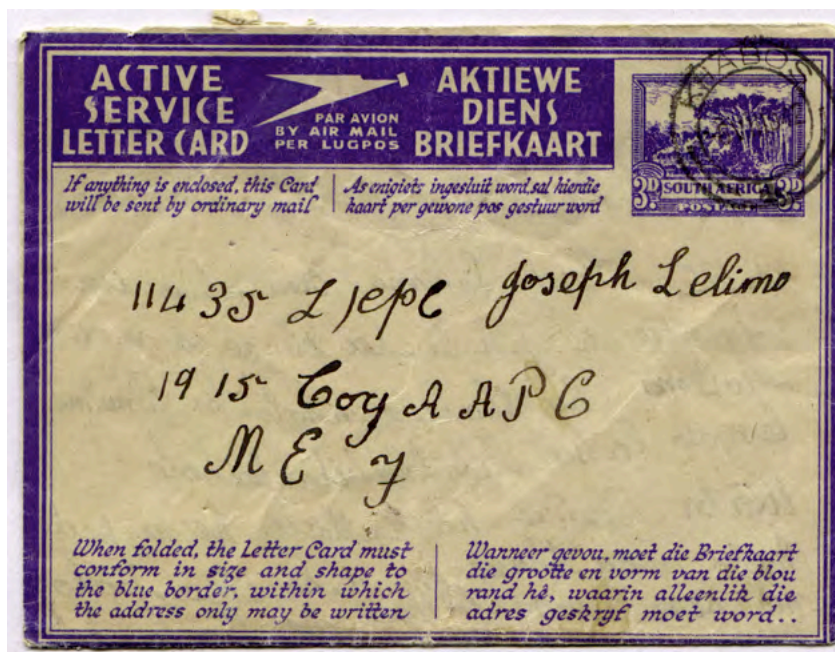


Figure 6. South African Active Service Letter Card used in 1942 in Basutoland mailed to a pioneer of the 1915 Basuto Coy, C.M.F.



Figure 7. South African Active Service Letter Card used in 1943 in Basutoland mailed to a pioneer of the 1918 Basuto Coy, C.M.F.

*I ask it must happen. I went to see the doctor at Sehlabeng at Father's [Missionary]. He says I am sick and my blood is damaged and weak. I am unlucky, as things don't happen as I wish. I will be disappointed if you are lying to me. Mokheseng says hi, and everybody else says hi.*

*Yours, Makopane*

The postal agency of Khabos was opened in 1937 (Scott, 1980) and is, like Pitseng of the previous letter, located in the

Leribe District of northwestern Basutoland. Khabos is about 20 kilometers straight north of Pitseng toward the lowlands and the border to South Africa. The reference to 'cancel and fetch them' must refer to a flock of probably goats that was place in somebodies care. Traditionally, it was the duty of the man to take care of the animal stock. This duty was probably for a payment left with somebody else in the village when he left for the war. The reference to fetch them must mean that they no longer could afford the payment and that she or a younger sibling or



child would now take care of the flock of goats. 'Ha Khabo' in the letter refers to a location that may be relatively to the postal agency Khabos. This suggests that the writer of the letter lived outside of the village of Khabos. There exists another letter mailed to the same soldier also in 1942 (Scott, 1980, page 70).

In 1942 after the fall of Tobruk, Coy 1915 was on guard duty in the harbor of Alexandria, where the letter may have reached the soldier. Part of the company was in 1944 diluted into a heavy-aircraft regiment of the Fifth Army serving in Italy (Grey, 1953). The most unsettling news that private Lelima receives from his wife Makopane is no doubt that she is sick and has been to see the doctor at a mission clinic and been diagnosed as having damaged and weak blood. She tells him that she is unlucky, as things don't happen as she wishes.

She identifies the clinic she visited as the Father's located at Sehlabeng. There is a location referred to as Sehlabeng near Maseru where today a Seventh-Day Adventist church is located. The distance from Khabos to Sehlabeng is approaching hundred kilometers and appears a long distance for her to travel to see a doctor. It is, however, possible that she may have travel with the railway running from Bethlehem to Bloemfontain in the Orange Free District outside of Basutoland by changing train in Marseilles to Maseru. In this case she may have reached the train at a siding between Fouriesburg and Fricksburg that may only have been about fifteen kilometers from her home. She could have reached the rail line by a bicycle that she could have brought with her on the train. However, it is possible that another Father's clinic, that we are unable to locate today, may have existed at closer distance from her home like at Leribe. The South African Railway line and the siding she could have used, would also have been where her husband would have departed the train when he would return from the war two years later.

A wife similarly writes the next letter to her husband in the war in response to an inquiry letter (Figure 7). It is written in Jonathan's of Basutoland in December 1943 to a soldier of Coy 1918 of the Central Mediterranean Forces. The sender is responding to a letter with instruction about preparing the fields and the livestock.

*Thibello Maanya*

*Hello, I am letting you know that I received your letter, and I heard everything. I am also letting you know that I have planted the fields. There is a lot of rain. I am also letting you know that your friend is away in Khauteng [Johannesburg]. I am also letting you know that Makoatla bought three cows with her money. I paid that debt to her. I no longer receive your letters like before. What is the problem? I am letting you know that Mokubung is not helping us with anything. I don't know what he gets paid to do [with the money]. I don't know his problem because even the Lobola [bride price] he could have paid up. Everybody sends their greetings.*

*Yours, Anna Maanya*

The postal agency of Jonathan's was opened in 1927 (Scott, 1980) and is like Pitseng and Khabos also in the Leribe District of northwestern Basutoland. Jonathan's is about 20 kilometers

northwest of Khabos in the lowlands near the Caledon River that forms the border to South Africa. The wife Anna tells her husband Thibello that she has got his letter and has done as he asked her. She has planted the fields and has paid Makoatla the money they owned her. She further tells him that it is raining a lot (it is in the rainy season) and that Mokubung is no longer working for them. She further tells him that she do no longer receive his letter as often as she used and ends with greetings from everybody. This is a factual to the point letter informing him of the status of his requests with little personal content, except perhaps that she appears to be missing his regular letters.

Coy 1918 had disembarked in early September 1943 in a thunderstorm without immediate shelter (Grey, 1953). They advanced north with the 8th Army working on bridge repairs and in January 1944 on airfields on the east coast of Italy where the letter may have reached the pioneer. The company's involvement in the rapid Italian offensive may explain why his wife did no longer so often receive his letters, perhaps not necessarily because they were not written, but also because of interrupted mail transport.

The final letter discussed (Figure 8) caused some translation problems. It is an Air Mail Letter Card mailed from Bokong of Basutoland in January 1945 to a soldier of Coy 1949 of the Middle East Forces. The message was not translatable except for the initial greetings and message that read: "*Mr Hloriso Rachau, I received the letter from you. I am still fine and the children are fine.*" An evaluation by a Sesotho speaking translator was that the letter was written by a person trying to tell a loved one about things happening at home. The interpretation of the writing is that the sender is responding to a letter, like the others examined. Based on a few recognizable words the content appears to be about livestock farming and the animals by reporting details including births and deaths, gains and losses. It is possible that the recipient of the letter also did not understand it; however, it must have meant a great deal to him, since he carefully preserved it and brought it back home.

The postal agency at Bokong, dating back to 1931, is one of the most isolated offices in Basutoland. Although at the about the same elevations as Pitseng, it is right in the center of country located on the highest plateau near a drainage system flowing southeast toward the Orange River. The agency was allocated to the Leribe after the war. Coy 1949 was in the early 1945 on garrison duty in Beirut because of a popular protest against the continued French presence. It was thus probably in Beirut that the pioneer received the letter about half a year before he would be able to return home.

An additional airmail letter sheet (Figure 9) exists used from Mbabane in Swaziland during November 1945 to a soldier of Swazi Coy 1998 in the C.M.F. (van der Molen, 2013). Because of the late usage, it is written on an overprinted Swaziland letter sheets released in November 1944, thus it is the only known of these overprinted sheets to the C.M.F. for any of the H.C.T.s. The content of this letter as well as its backside is unknown.\



Figure 8. South African Air Mail Card used in 1945 in Basutoland mailed to a pioneer of the 1949 Basuto Coy, M.E.F.



Figure 9. South African Letter Sheet overprinted for use in Swaziland and mailed in 1945 to a pioneer of the 1998 Swazi Coy, M.E.F.

## Summary

Based on a sample of only five surviving letters mostly from Basutoland, some similarities are nevertheless obvious. They are all factual responses to inquiries received in letters from the war. It is understandable that this would be the case in a letter from the tribal administration (Figure 4). But why is this also

the case for letters written by the women (Figures 5 to 8) left behind to manage children, the fields and livestock? The women responding to the letters from their husbands are mostly located in rural areas often far from the nearest postal agency. These women like their husbands were basically illiterate and, it is fair to assume, did have help with reading and writing the letters.



This would certainly dictate the style of their responses with only indirect expressions of tenderness, like the questioning about why he had stopped writing her in Figure 7. The letter from the niece to her uncle (Figure 5) differs in that it asks for money, a need that a wife may not have had since she presumably would get part of his dependent pay.

The correspondences clearly show that a regular letter exchange existed to some extent between the soldiers and their families at home. Both the army command and the tribal administrations put significant effort into urging both the soldiers and the families at home to write letters. Despite such efforts it was universally being complained that the families did not write enough and that letters often contained distorted and depressing news of life at home (Jackson, 1999). This may certainly be a reason for the very few letters preserved. An additional reason may be the unlikely case of letters being preserved through a long war in the extreme of 4-5 years duration being carried in pockets and bags and finally being brought home after the war. This is clearly reflected by the poor conditions of most of the letters with some of the damage likely to have been inflicted at home after the war like the rodent or termite nibbling of Figure 10. That at least some letters have survived attest to their importance to the soldiers.

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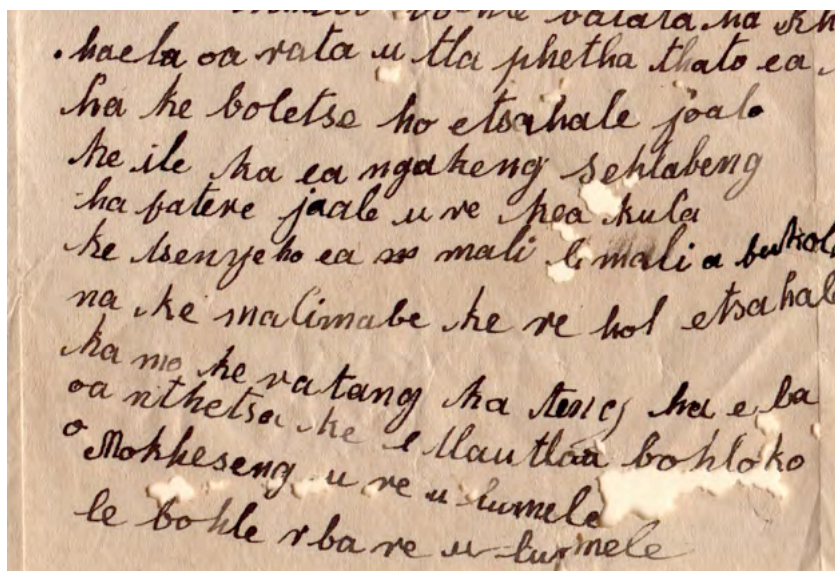


Figure 10. Details of letter shown in Figure 6 with termite or rodent nibbles



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# Late Fee Letters:

## A Note on Late Fee Letters in South Africa

by Hugh Amooore

A *Late Fee* was paid for a letter posted after the *closure* of the mail but within a specified time before the *despatch* of the mail to secure its inclusion in the mail; the *mail* closed at an advertised time after which the mail bags were made up for despatch; the actual despatch was often an hour after the advertised closure.

There were two special instances of late fee letters associated with airmails that were dealt with in an article in *Forerunners* No. 99.

A letter handed in after the advertised closing time, but before the despatch of the Mail, would be accepted for inclusion in the Mail on payment of the fee.<sup>1</sup> This service was especially useful for senders wishing to catch the weekly mail-ship sailing, and, later, the next airmail flight.<sup>2</sup>

The service was provided for in the following 1911 Regulation:

*“The time up to which articles may be posted for despatch by any particular mail shall be determined and notified by the Postmaster-General. The Postmaster-General may also, as he may deem fit, make arrangements for the inclusion in any mail of articles posted after the time so determined on payment of the prescribed fees.”*<sup>1</sup>

It is worth noting that the Late Fee service was distinct from the use of TOO LATE or POSTED LATE markings on mail; these markings were put on mail posted after the closing of the mails, where no Late Fee had been paid, to protect the Post Office against allegations that mail so posted had been unnecessarily delayed!

De Jager (2007:2) shows that some of (or all?) the Late Fee hand stamps seen on mail in the Union period were private markings, and that where Post Office officials marked an article to state that a Late Fee had been paid this was in manuscript. He argues that many postal items on which a Late Fee had been paid are only identifiable where the stamps affixed show that a Late Fee payment is *implicit*; in other words, that the only explanation for the franking is that it includes the Late Fee. Evidence in support of this is that the Post Office Manual instruction to Postmasters on Late Fees contains no instruction to *mark*

Late Fee items. In contrast, the Post Office Manual entry on AR letters gives detailed instructions as to how an AR letter is to be marked.

Pre-Union late fee charges varied considerably. Those in force in each Province immediately before Union on 31 May 1910 continued to apply until the unified postal regulations came into effect on 1 September 1911; some persisted after that.

An example of this is the Pietermaritzburg and Durban 1d additional fee charged on mail posted late (i.e. posted on a Sunday, given that, at the time, the mail ship sailed from Durban on Mondays) to give a service that ensured its inclusion in the mail for Monday's European-bound, mail steamship sailing.<sup>ii</sup> As Okkie de Jager<sup>4</sup> has shown, this colonial-era late fee rate survived the rationalisation of late fee rates that accompanied the introduction of the 1911 Post Office legislation.<sup>5</sup> De Jager argues that this was not strictly a late fee, but rather was a Sunday fee for a special service for the Union Castle mail steamer departing each Wednesday from Cape Town.<sup>iii</sup> The evidence is against De Jager on this point as the Natal Directory entries for 1908, 1910 and 1911 describe this as a *late fee*; the 1911 Directory gives the following information on closing times for “the English Mail”:

*“Pietermaritzburg: Closes at Midnight on Saturday; or with a Late Fee of 1d, at 8.15 p.m. on Sunday. Registered letters at 5 p.m. on Saturday; Sunday Late Fee 5d up to 6 pm [Sunday].*

*Durban: Closes at Midnight on Saturday; or with Late Fee of 1d, at 4.45 pm on Sunday. Registered Letters at 8 pm on Saturday; Late Fee 4d, 10 am on Sunday.”*<sup>iv</sup>

### Late fees in the Cape before and at Union on 31 May 1910

The Cape introduced a late fee of 1/- in 1846, payable in addition to postage.<sup>v</sup> Trotter (2016: 189) shows that the Cape Almanac of 1848 referred to this as follows: there shall be “*on all letters not posted within an hour of the time specified for the despatch of the Mail an extra charge of one shilling.*” Though there may have been other instances where this was charged the evidence is that this 1/- fee was specifically intended for late acceptance of letters intended for mail steamers bound either for

1. For an account of the evolution of Late Fees in the British GPO from 1700 or before see Jane & Michael Moubay: *British Letter Mail to Overseas Destinations 1840 to UPU*, 2nd edition pp 21-32; and O.R. Sanford and Denis Salt (1990) *British Postal Rates 1635 to 1839*. Sanford and Salt show that the pre-1840 UK late fee was a postmaster's perquisite, and that only the postage (without the Late Fee) was marked on the letters.

2. Peter Wingent (1991) has listed all the mail flights in *Movement of Aircraft on the Imperial Airways African Route, 1931- 1939*. These flights were weekly from 1932 and bi-weekly from January 1935.

3. The Post Office Manual was a loose-leaf manual, first issued in 1952, allowing for regular updates, giving detailed instructions on all the transactions undertaken in post offices.

4. This note on late fees draws from the late Professor De Jager's *Introduction to the Late Fees of the Union of South Africa* published March 2007 by the Postmark and Postal History Society and Brain Trotter's *Southern African Mails: Routes, Rates and Regulations 1806 – 1916* published in 2016 by the RPSL.

5. The Post Office Administration and Shipping Combinations Discouragement Act, Act 10 of 1911 came into effect, together with detailed regulations published under it, on 1 September 1911.



Natal or for the UK.

Goldblatt (1984:230) suggests that there were late fees before this: “1845: *Letters were received at the post office for any of the country districts until 8 p.m. on Friday evenings and newspapers until 7 p.m. For letters sent between 7 and 7.30 p.m. a charge of 6d was made in addition to the ordinary postage ... For Letters between 7.30 p.m. an additional charge of 1s. was made on the same condition.*” Jurgens (1946?: 47) gives the same tariff of late fees for the post office at Hoetjies Bay. Goldblatt records that by 1882 late fees of 3d up to 15 minutes after closing and 6d up to 30 minutes after closing were payable [for local letters?] while the 1/- fee remained payable for the English mail.

Trotter (2016: 190) quotes extensively from the Cape Almanacs of the period to show that these 3d and 6d late fees for inland mails were applicable from 1881, and that by 1881 they applied to late acceptance of mail for England (mails closed at 2 pm; 3d late fee for letters accepted up to 2.15 pm, 6d for letters accepted up to 2.30 p.m. and 1/- for letters accepted up to 3.15 pm or received at the Posting Box at the Dock Quay up to 3.45 pm). He shows that by 1877 the late fees were 3d for letters posted up to 15 minutes late, and 6d. for letters posted up to 30 minutes late. (Trotter 2016:192). He quotes a Cape Colony Postal Notice of 30 March 1887 advising of a late fee of 3d on letters posted at Cape Town for addresses in the Colony, for acceptance up to 4 p.m. on Sundays for the mails that closed on Saturday.

By 1889 these fees had been reduced to 1d (for acceptance of letters, books, sample packets and parcels up to 15 minutes late) and 2d (for acceptance up to 30 minutes after closing). By this date, registered letters could be accepted late, at double the late fees for letters (i.e., 2d fee for up to 15 minutes late and 4d fee for posting up to 30 minutes late).<sup>vi</sup>

Further changes were made in 1899 and 1906 such that, at Union in 1910, the Cape had the following scale of late fees for the weekly sailing of the *English Mail*:

*Late fees for posting at the GPO and at branch offices in the City and in the suburbs:*

At the GPO: Letters:

- 1.30 to 2.15 pm 1d.
- 2.15 to 2.30 pm 2d.
- 2.30 to 3.00 pm 4d
- 3.00 to 3.30 pm 8d

At the GPO: Registered letters:

- 1.30 to 2.30 pm 4d
- 2.30 to 3.30 pm 8d

At branch offices and in the suburbs: Letters

- 1.30 to 2.15 pm 1d.
- 2.15 to 2.30 pm 2d.
- 2.30 to 3.00 pm 4d

On board the mail packet, if handed to the Shipping Post-master on board

- To 3.45 pm 2s.6d.

**Late fees in Natal before and at Union on 31 May 1910**

Trotter (2016:295) suggests that the Cape's early 1/- fee was also applicable in Natal from 1848 (at which time Natal was a district of the Cape Colony). Dickson has shown how a form of late fee was introduced in Natal (“extending the time for receiving letters by half an hour beyond the usual time of closing the mails, and ... levying a fine of 6d on each letter so received”) as early as August 1854, at Pietermaritzburg and Durban, and how this became a general 1d Late Fee at Natal Post Offices from 1 January 1885.<sup>vii</sup>

**Late fees in the Transvaal before and at Union on 31 May 1910**

Trotter (2016:431) shows that the ZAR had a late fee of 6d for late posting (in 1880, when the Cape Mail closed at 7 pm on a Tuesday, for a letter posted with the extra 6d up to 4.00 am on the Wednesday)

Drysdall (1997:103), quoting Van Den Hurk, gives this 1902 Transvaal Post Office Guide entry:

*Late letters for Europe and Foreign Countries, Natal, the Orange River Colony, Cape Colony and Rhodesia may be posted in the Park Station posting box after the closing of the ordinary box at the Post Office, on payment of six pence. The box will be cleared immediately on arrival of the train. Registered articles and parcels for overseas destinations cannot be accepted at the Travelling Post Office at Park Station on the departure of the fast train conveying the outgoing European mails.*

Trotter (2016: 432) shows that in 1902, for inland mail, the late fee for letters posted up to 15 minutes late was 1d and for registered articles and for parcels this was 3d.

Drysdall (1997: 104) quoting the 1910 Transvaal Post Office Guide gives the rates prevailing in the Transvaal at Union:

Late letters &c may be posted in the special Late Fee Box up to 15 minutes after the ordinary time of closing the box when prepaid with a late fee of 1d. Registered Articles and Parcels are accepted within 15 minutes of the hour time for acceptance of such Articles on payment of a late fee of 3d.

**LATE FEES (MONDAYS) EUROPEAN MAIL (INCLUDING PARCELS)**

**POSTING AT GPO ONLY**

Unregistered Articles, bearing a late fee of 6d may be posted up to 5.45 pm. Registered Articles are accepted up to 5.15 pm bearing a late fee of 6d, and up to 5.45 pm when bearing a late fee of 1s.

**PARK STATION**

Unregistered articles may be posted in the special Oversea posting box up to 6 pm when bearing a late fee of 6d.

**TRAVELLING POST OFFICE**

Unregistered Articles are accepted at the Post Office Vans up to the departure of the Mail Train when bearing a late fee of 1s. Articles for registration or transmission by Parcel Post are not accepted.

Trotter (2106:434), also quoting the March 1910 Transvaal Post Office Guide, gives further details as follows:

#### LATE FEES (MONDAYS) FOR EUROPEAN MAIL

POSTED ON MONDAYS AT JOHANNESBURG GPO  
Letters, Post cards, newspapers, samples, books, and parcels: posted between 4.15 pm and 5 pm 3d; between 5 pm and 5.45 pm 6d.

Registered Articles: between 3.45 pm and 5 pm 3d; between 5 pm and 5.45 pm 1s.

#### POSTED ON MONDAYS AT THE PRETORIA HEAD OFFICE

Letters, newspapers etc., (not parcels): posted at the Head Office between 3.45 pm and 4.15 pm 3d; posted at the head Office between 4.15 pm and 4.45 pm 6d.

Registered Articles: posted at the Head office between 3.30 pm and 4 pm 3d; and between 4 pm and 4.30 pm 6d.

#### POSTED ON MONDAYS AT PRETORIA STATION BRANCH OFFICE

Letters, newspapers etc., (not parcels): posted between 3.45 pm and 4.15 pm 3d; posted between 4.15 pm and 4.45 pm 6d; posted between 4.45 pm and 5 pm 1s.

Registered Articles: posted between 3.30 pm and 4 pm 3d; posted between 4 pm and 4.30 pm 6d; and posted between 4.30 pm and 4.45 pm 1s.

#### Late fees in the Orange Free State and Orange River Colony before and at Union on 31 May 1910

By 1893 the position in the Orange Free State was set out in Statute Law. This provided that after closing of the general letter box an extra box "shall be opened for letters posted" late, if up to fifteen minutes late for 2d, if up to thirty minutes late 4d. The fee for a late Registered Letter, up to 15 minutes late, was 2d (for the letter) and an extra 2d for late registration, i.e., a late fee of 4d (Allison 2015: 438; and Trotter 2016:361).

Here, again, Drysdall (1997:106) provides details from the 1906 *ORC Post and Telegraph Guide*:

##### Late Fees on the Travelling post Office

The rate of postage on all letters or other mail matter written or made up on the train by bona fide passengers are the same as those charged at all other Post Offices in this Colony, provided such letters or mail matter be handed to a Post Office official on duty in the Van, or to the Guard or Conductor of the train for delivery to such official. The Public may, while a train is standing in a Station, post letters, &c., in the Letter Box of the T.P.O. Van, or hand them to the Postal Officials in charge. On payment of the undermentioned fees in addition to the ordinary postage, to be affixed in stamps of this Colony: Letters, 6d each; Books and parcels, 4d each; and Newspapers, 2d each. The fee for registration is one shilling for each article.

Allison (2015: 295) illustrates two covers posted in the OFS on the T.P.O. with 6d late fees for posting on the train in 1896 & 1897, evidence that this 6d late fee was set by no later than 1896

#### Late Fees since Union on 31 May 1910

Some attempts were made to simplify and harmonise the late fees charged in the early months of Union, recognising that it would not be until the new postal law came into effect that this work could be completed.

So, on 16 November 1910 a flat, one shilling late fee was set for late letters posted on board the outgoing English mail steamer at Cape Town docks, replacing the 2s6d rate previously charged.<sup>viii</sup> In the same way, and effective 1 January 1911, the late fee rates for the Cape were set at 2d for late posting of letters, newspapers, books, and sample packets up to 15 minutes after closing of the mails, and 3d for late posting of registered articles, again up to 15 minutes after closing of the mails, thus abolishing the differential late fees as between letters on the one hand and books and sample packets on the other.<sup>ix</sup>

The new Act came into force on 1 September 1911, thus unifying the postal laws for all provinces. New regulations and rates were published simultaneously, so that from 1 September 1911 the pre-Union late fees fell away and were replaced by the following detailed schedule of what were called *supplementary charges*: (It should be noted that only *supplementary charges* 13 to 31 were late fees.)

The charges in Table 1 must be interpreted with care, and with reference to local Late Fee arrangements. For example, supplementary charge 15 as shown below gives Late Fee charges for the acceptance of letters (and other items) at *Capetown* (sic) and *Alfred Docks*; charges of 1d, 2d, and 4d are prescribed for 15, 30 and 60 minutes after the closing of the *said* mail. This was the European Mail and it closed at 1.30 pm on Wednesdays. The Post and Telegraph Guide No 1 of 1911 gave the additional information that:

Late letters, book packets and newspapers, are received at the General Post Office and at the Post Office on the West Quay, Alfred Docks, on Wednesdays, at the following rates: -

Up to 2.15 pm with a late fee of 1d;

Up to 2.30 pm with a late fee of 2d;

Up to 3 pm with a late fee of 4d;

or at St George's Street Post Office: -

Up to 2.15 pm with a late fee of 1d;

Up to 2.30 pm with a late fee of 2d;

Or to the Shipping Postmaster on board the Homeward Mail Steamer

Up to 4 pm with a late fee of 1/-

The Guide added that registered articles could be handed in late at the General Post Office of the Alfred Docks Post Office on payment of a late fee of 4d. (up to 2.30 pm) or 8d. (up to 3 pm).



**Table 1. (Supplementary) Late fees as set out in the 1911 Regulations<sup>x</sup>**

Supplementary Charge	Service	Fee
13	For the acceptance of ordinary letters, post cards, newspapers, samples, and book packets after the closing of the mail. (vide regulation 11). Per article (a) Not exceeding 15 minutes late (b) Exceeding 15 minutes but not exceeding 30 minutes late.	1d. 2d.
14	For the acceptance of registered articles and parcels after the closing of the registered letter and parcel mails. (vide regulation 11). Per article (a) Not exceeding 15 minutes late (b) Exceeding 15 minutes but not exceeding 30 minutes late.	3d. 6d.
15	For the acceptance at Capetown and Alfred Docks, Capetown, of registered letters, post cards, newspapers, samples, and book packets for the overseas mail after the closing of the mail. (vide regulation 11). Per article (a) Not exceeding 15 minutes late (b) Exceeding 15 minutes but not exceeding 30 minutes late. (c) Exceeding 30 minutes but not exceeding 60 minutes late	1d. 2d.
16	For the acceptance at Capetown and Alfred Docks, Capetown, of ordinary articles for the overseas mail after the closing of the mail. (vide regulation 11). Per article (a) Not exceeding 60 minutes late (b) Exceeding 60 minutes but not exceeding 90 minutes late.	4d. 8d.
17	For the acceptance of letters (whether ordinary or registered) posted on board the outgoing European mail steamer up to the advertised time of departure. (vide regulation 11). Per article	1s
18	For the acceptance at Johannesburg of ordinary letters, post cards, newspapers, samples, and book packets for the overseas mail after the closing of the mail. (vide regulation 11). Per article (a) Not exceeding 45 minutes late (b) Exceeding 45 minutes but not exceeding 105 minutes late.	3d. 6d.
19	For the acceptance at Johannesburg of registered articles for the overseas mail after the closing of the mail. (vide regulation 11). Per article (a) Not exceeding 60 minutes late (b) Exceeding 60 minutes but not exceeding 120 minutes late	3d. 6d.
20	For acceptance at Johannesburg of parcels for the overseas mail after the closing of the parcel mail (vide regulation 11). Per article	6d.
21	For ordinary letters, post cards, newspapers, samples, and book packets posted in the special box at Park Station Johannesburg, for the overseas mail (vide regulation 11). Per article	6d.
22	For the acceptance at the Travelling Post Office Van at Park Station, Johannesburg of ordinary letters, post cards, newspapers, samples, and book packets (vide regulation 11). Per article	1s
23	For the acceptance at Pretoria of ordinary letters, post cards, newspapers, samples, and book packets for the overseas mail after the closing of the mail. (vide regulation 11). Per article (a) Not exceeding 30 minutes late (b) Exceeding 30 minutes but not exceeding 60 minutes late	3d. 6d.
24	For the acceptance at Pretoria of registered articles for the overseas mail after the closing of the registered letter and parcel mails. (vide regulation 11). Per article (a) Not exceeding 30 minutes late (b) Exceeding 30 minutes but not exceeding 60 minutes late	3d. 6d.
25	For the acceptance at the Pretoria Station Branch Office of ordinary letters, post cards, samples, and book packets for the overseas mail after the closing of the mail. (vide regulation 11). Per article (a) Not exceeding 30 minutes late (b) Exceeding 30 minutes but not exceeding 60 minutes late (c) Exceeding 60 minutes but not exceeding 75 minutes late	3d. 6d. 1s
26	For the acceptance at the Pretoria Station Branch Office of registered articles for the overseas mail after the closing of the registered letter mail. (vide regulation 11). Per article (a) Not exceeding 30 minutes late (b) Exceeding 30 minutes but not exceeding 60 minutes late (c) Exceeding 60 minutes but not exceeding 75 minutes late	3d. 6d. 1s.
27	For the acceptance at Pietermaritzburg and Durban on Sundays of ordinary letters for the overseas mail (vide regulation 11). Per Article	1d.
28	For the acceptance at Pietermaritzburg and Durban on Sundays of registered articles for the overseas mail (vide regulation 11). Per Article	3d.
29	For the acceptance of ordinary letters on the Travelling Post Office. Per article	6d.
30	For the acceptance of ordinary samples, book packets, and parcels on the Travelling Post Office. Per article	4d.
31	For the acceptance of ordinary newspapers on the Travelling Post Office. Per article	2d.

For the **Post Office at Pietermaritzburg**, the Guide stated that: “Letters for Durban &c., posted at the Railway Station, Pietermaritzburg, 10 minutes before the departure of the 2.40 am train, bearing an extra 1d stamp are sent forward [as Rail post Letters]. Letters, &c., bearing an extra 1d stamp as a late fee, may be posted for despatch by the different mails up to a quarter-of-an-hour after [the closing of a post].

For the **Post Office at Durban**, the Guide stated that: Letters, &c., bearing an extra 1d stamp, as a late fee, may be posted for despatch by the different mails up to a quarter-of-an-hour after the closing of the post.

By 1921 acceptance of fees for letters, book packets, and newspapers, for the overseas mail, received at the General Post Office, Cape Town now on Fridays were charged:

- If registered up to 2.30 pm 4d; and up to 3 pm 8d
- If not registered up to 2.15 pm 1d; up to 2.30 pm 2d; and up to 3 pm 4d

Or received at the Post Office on the West Quay, Alfred Docks, on Fridays, were charged

- if registered, up to 3.30 pm 1/-
- if not registered: up to 3.30 pm 6d<sup>xi</sup>

A new framework for late fees was introduced with effect from 1 January 1926, as outlined in Table 2.<sup>xii</sup>

The 1911 Late Fee schedule (Table 1) fell away in its entirety with the publication of a new set of regulations in 1937 as summarized in Table 3.

The TPO service was suspended in 1940 as a war time measure as mail censorship on TPOs was impractical. The TPO service, re-introduced in 1946, was closed in 1950 (Hagen & Naylor, 1998:103) and as a result supplementary charges<sup>18</sup>, 19 and 20 fell away.

The 1954 regulations<sup>xiv</sup> repeated the supplementary charges 13 to 17. These remained in force until the adoption of decimal currency on 14 February 1961. Airmail services had by then largely done away with the need to “catch the next post” for the mail ship; nevertheless, fees for late acceptance of mail continued to be set. After July 1996, the fee was “for acceptance of a domestic postal article after closing of mail (all postal articles)”.<sup>xv</sup> Very little if any use has been made of this service since 2001 and commercially used examples are likely to be rare.

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**Table 2. Fee Framework from 1 January 1926**

For the acceptance of ordinary letters, post cards, newspapers, samples, and book packets, after the closing of the mail according to the time allowed.	Not less than 1d per article and not exceeding 2d. per article
For the acceptance of registered articles and parcels, after the closing of the registered and parcel mails according to the time allowed.	Not less than 3d per article and not exceeding 6d. per article
For the acceptance after the closing of the European Mail of ordinary letters, post cards, newspapers, samples, and book packets according to the time allowed.	Not less than 1d per article and not exceeding 6d. per article

**Table 3. Late Fees as set out in the 1937 Regulations<sup>xiii</sup>**

Supplementary Charge	Service	Fee
13	For the acceptance of postal articles other than registered articles and parcels after the closing of the mail according to the time allowed	Not less than 1d. per article and not exceeding 2d. per article
14	For the acceptance of registered articles and parcels after the closing of the mail according to the time allowed	Not less than 3d. per article and not exceeding 6d. per article
15	For the acceptance after the closing of the European mail of postal articles other than registered articles and parcels according to the time allowed	Not less than 1d. per article and not exceeding 6d. per article
16	For the acceptance after the closing of the European mail of registered articles and parcels according to the time allowed	Not less than 3d. per article and not exceeding 1s. per article
17	For registered articles posted on board the outgoing European mail steamer up to half an hour before the advertised time of departure	1s. per article
18	For the acceptance of unregistered letters on the travelling post office	6d. per article
19	For the acceptance of unregistered articles other than letters and newspapers on the travelling post office	4d. per article
20	For the acceptance, unregistered, of newspaper packets on the travelling post office	2d. per article



Table 4. Late Fees Accepted up to 15 Minutes after the Closing of the Mail<sup>xvi</sup>

Date & Reference	For Letters &c.	For registered articles & parcels	Date	For any	Date	For any domestic article
14.2.1961 [xvii]	1c	2 ½ c	1.7.1996	R4	1.4.2011	R13.50
1.4.1971 [xviii]	2c	4c	1.4.1999	R6.50	1.4.2012	R14.30
1.4.1982 [xix]	5c	10c	1.4.2000	R7	1.4.2013	R15
1.4.1984 [xx]	6c	11c	16.5.2001	R7.55	1.4.2014	R15.90
1.4.1985 [xxi]	10c	15c	22.4.2002	R8.20	1.4.2015	R17.50
1.4.1986 [xxii]	15c	20c	1.4.2003	R9	1.4.2016	R19.10
1.4.1987 [xxiii]	50c	70c	1.4.2004	R9.25	1.4.2017	R20.85
1.4.1989 [xxiv]	50c	75c	1.4.2005	R9.65	1.4.2018	R22.45
1.4.1991 [xxv]	60c	90c	1.4.2006	R10	1.4.2019	R24.30
30.9.1991	60c	90c	1.4.2007	R10.41	1.4.2020	R26.25
1.5.1992	80c	R1.20	1.4.2008	R11		
1.4.1993	R1.05	R1.55	1.4.2009	R12.10		
1.4.1995	R1.75	R2	1.4.2010	R12.90		

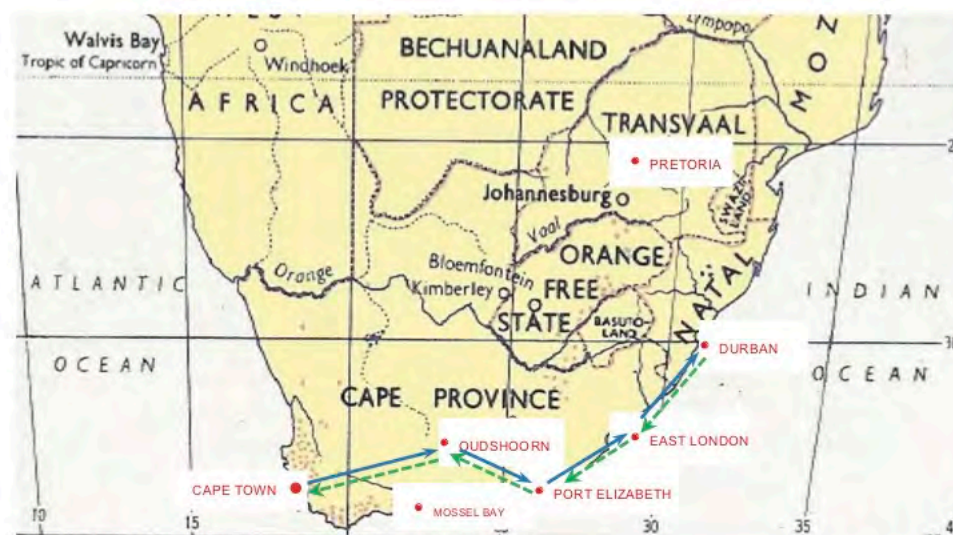


Durban 22 April 1931: paid 3d for the 1 oz letter rate, 4d for registration and 6d for the late posting fee for a registered item posted late but not more than 60 minutes late



# The Air Mail Stamps of the Union of South Africa

by André du Plessis



The Union of South Africa issued three sets of Air Mail stamps. The first set was issued in 1925, the second in 1929 and the third in 1936/37.

## 1925 EXPERIMENTAL AIR MAIL SERVICE

In 1923 parliament passed the Union Aviation Act to control aviation and to encourage flying in South Africa.

A Civil Air Board (CAB) was established in an advisory capacity to the Minister of Posts and Telegraphs. The CAB proposed a three-month trial Air Mail service between Pretoria and Cape Town to commence on the 1st January 1924. However the service was unfortunately postponed due to financial restraint.

Early 1925 the Union Government decided to institute a three-month experimental Air Mail service between Cape Town and Durban from 2 March 1925. This was partly to prove the reliability and advantages of air transport.

It would also ascertain to what extent the public would support such service and to obtain information regarding civil aviation in South Africa.

The South African Air Force was assigned responsibility for the organisation and operation of the service.

The service operated with weekly flights in each direction in conjunction with the arrival (Mondays) and departure (Fridays) of the Union Castle mail ships in Cape Town, operated by the



DE HAVILLAND 9. Fitted with one 230h.p. Siddeley Puma engine



## AIR MAILS.

CAPETOWN - - DURBAN  
DURBAN - - CAPETOWN

CALLING AT

MOSSSEL BAY, PORT ELIZABETH, EAST LONDON.

An Air Mail Service from Capetown to Durban on Mondays, and Durban to Capetown on Fridays, will be inaugurated on the 2nd March, 1925. Towns from and to which mails will be carried are Capetown, Mossel Bay, Port Elizabeth, East London, and Durban. Correspondence may also be included for places served through these points.

The British Post Office was informed of the service and arrangements for the acceptance of incoming mail to be flown from Cape Town

Union Castle Line under contract from the South African Government to carry mail.

On conclusion of the First World War, the British Government donated surplus aircraft (De Havilland 9's) plus spares and sufficient equipment to provide the nucleus of a fledgling Air Force to each of its Dominions, known as the Imperial gift.

On the 16th January 1925, the SA Air Force was instructed to make the necessary preparations to run the service.

Eleven Air Force DH 9 air planes were assigned to the experimental Air Mail service.

Under command of Maj. H. Meintjies the SA Airforce pilots selected for the service were: Capt. H.C. Daniel, Lieut. L. Tasker, Lieut. H.P. Schoeman, Capt. Hamman, Lieut. Burger, Lieut. L. Hiscock, Lieut. R.F. Caspareuthus, Capt C.W. Meredith, Lieut. Joubert, Lieut. Roos, Lieut. Hattersley, Capt. Venter, Lieut. Bentley.

A dress rehearsal took place on Friday 23 February 1925 when three DH 9 planes left Durban at 05:00 inter alia carrying 6 bags of dummy mail and no official mail.

Mail carried on the experimental service received an additional special SA Air Mail date stamp and orange Air Mail labels.



## FIRST THROUGH FLIGHT WITH MAILS

Graphic Story by Union's Pioneer Air Passenger.

### BREAKFAST IN DURBAN AND DINNER IN CAPE TOWN.

The Union's first Air Mail route has been blazed!

Yesterday the first machines to pioneer the regular bi-weekly coast service left Durban. Two of them carried dummy mails, and the third carried as passenger a Special Correspondent of the "Cape Times," who had the exclusive privilege of making the first through flight from Durban to Cape Town in a single day.

"Mails" and passenger were thrice transferred to relay machines en route, and at 4.45—an hour and a quarter over the scheduled time—a safe arrival was made at Wynberg aerodrome.

Our Correspondent brought with him special messages of greeting and congratulation, which had been entrusted to him by the Mayors of Durban, East London and Port Elizabeth for delivery to the Minister of Posts and Telegraphs, the Administrator of the Cape, and the Mayor of Cape Town. These messages, which we reproduce in other columns, are not only the first to be carried by air from the east coast towns to the gateway of the Union, but the first to be delivered between these distant points in a single day.

As a further example of the manner in which the aeroplane bridges the great gulf of time which separates the chief towns of the Union we also reproduce on this page to-day a photograph taken at Port Elizabeth during the five minutes halt made there yesterday while the "Cape Times" representative was changing machines.

The trial run was carried out without a hitch, and in the graphic narrative we print below the Union's first air-mail passenger tells how it was safely accomplished.

#### TIME TABLE.

Left Durban ... ..	5 a.m.
Arrived East London ... ..	8.55 a.m.
Left East London ... ..	9 a.m.
Arrived Port Elizabeth ... ..	11.5 a.m.
Left Port Elizabeth ... ..	11.12 a.m.
Arrived Mossel Bay ... ..	2.2 p.m.
Left Mossel Bay ... ..	2.10 p.m.
Arrived at Wynberg ... ..	4.40 p.m.

#### WEATHER CONDITIONS.

Take-off at Durban was excellent and in good conditions, which continued passing Port Shepstone and Port St. John. Towards East London there was cross wind, but the going was good near Port Elizabeth. Then mist and heavy head winds to Mossel Bay and low-lying clouds, which continued to Fierston's Bay. South-east wind inclined to make final landing difficult.

Paper cutting dated 24 February 1925 from the Cape Times newspaper in Cape Town reporting on the rehearsal flight

Examples of the two SA Air Mail date stamps. The cachet on the left being used at all the Air Mail stations. The one on the right was a re-issue and used in Durban only.

The Air label was conflicting with the International regulations of blue labels inscribed in English and French.

## PUBLICITY

To promote the service, “AIR MAIL SAVES TIME / LUGPOS BESPAAR TYD” slogan machine postmarks with circular date stamp were put into use at Durban and Cape Town on 18 February 1925.

Two types were used in Cape Town and one in Durban.

The advertising slogan was mainly applied to non-air correspondence, but occasionally it was applied to Air Mail Letters as well.

Covers bearing the slogan postmark and Air Mail cachet of the 2nd March 1925 – the day of the inauguration of the service – are scarce.

This slogan postmarks were also used in Johannesburg in 1929 with the introduction of the regular Air Service by Union Airways.

The following are the official numbers printed and sold:

	1d	3d	6d	9d
Numbers of stamps printed	210,000	210,000	147,000	110,040
Number of stamps sold	65,269	75,500	53,415	27,642

## PRINTING

Photo-lithographic offset process is a printing technique in which the inked image is transferred (or “offset”) from a metal plate to a rubber blanket or rollers and then to the printing surface.

When used in combination with the lithographic process, which is based on the repelling of oil by water, the offset technique employs a flat image carrier on which the image to be printed obtains ink from ink rollers, while the non-printing area attracts a water-based film (called “fountain solution”), keep-



## 1925 STAMPS

Four AIR POST/LUGPOS stamps were specially printed for the experimental Air Mail service by the Cape Times Ltd. in Cape Town using a photo-lithographic offset process.

Design is a De Havilland 9 (DH 9) Biplane in flight, printed on soft wove unwatermarked paper in sheets consisting of upper and lower panes.

The stamps were designed by F.W. Mullins an Architect at PWD and engraved for printing by Arthur Cooper from the Cape Times Ltd.

Stamps were placed on sale from 26 February 1925 and were available in areas served by the service, General Post Offices in Pretoria and Johannesburg as well as at the High Commissioner's Office in London.

Sale of stamps were discontinued at the end of June 1925 except in Pretoria where it was continued until 31 October 1925. Plates were destroyed immediately.

All unsold stamps were officially destroyed on 5 December 1925.

ing the non-printing areas ink-free. Pages are separated and trimmed afterwards.

Stamps were printed in upper and lower panes of 60 stamps.





Each pane comprising six horizontal rows of ten stamps separated by a horizontal gutter of 15 mm.

Perforation was performed by an ordinary treadle perforating machine which had only a single row of perforating pins with perforation gauge 12 x 12.

These stamps were only valid for prepayment of the Airmail portion at the following rate:

Post Cards:	Inland – 1d each	Overseas – 3d each
Letters:	Inland – 3d per oz	Overseas – 6d per oz
Parcels:	Inland – 6d per oz	Overseas – 9d per oz

Note: Articles carried had to bear ordinary stamps as well for normal postage (together with the Air Mail rate).

Standard rate for surface delivery:

	INLAND	COMMONWEALTH	FOREIGN
Post Cards	1d each	1½d each	1½d each
Letters	2d per oz	2d per oz	3d first ½ oz

## CONTROLS

No Cylinder Control numbers or marginal arrows were printed on any of the sheets. A larger replica of the value tablet, indicating the denomination, was printed on a disc in a similar colour as the stamp on each sheet.

This disc was positioned halfway along the top and bottom margins as well as in the middle of the right-hand margin.

The perforation runs through the discs, except for the 6d where the top disc was positioned above the 6th stamp.

Each pane comprising six horizontal rows of ten stamps separated by a horizontal gutter of 15 mm.

Perforation was performed by an ordinary treadle perforating machine which had only a single row of perforating pins with perforation gauge 12 x 12.

The stamps were available in areas served by the new service and General Post Offices in Pretoria and Johannesburg as well as at the SA High Commissioner's Office in London.

## PROOFS

Three types were constructed:

(1) Black and white prints without values from engraver's master design.

(2) The four values were printed in the form of a proof sheet of four on unwatermarked, gummed paper. Each block was

printed in the following colours: magenta, blue, violet, vermilion and green.

(3) Black and white prints (with values) of all four denominations were also printed in the following colours: magenta, blue, violet, vermillion and green.

Type 2



Type 3



Courtesy Spink

## MISAPPROPRIATION

Great care was taken to prevent printers' waste etc. coming into the hands of the public. Two items however were surreptitiously obtained and circulated.

In June 1925, a piece of paper showing the impression of TWELVE (12) of the 1d stamps in imperforate condition was bought by a Cape Town dealer from a youth stating he obtained it amongst some waste.

The block was cut up into single stamps and sold as imperforate's.

Despite the bad condition, it is regarded as a desirable item in Union collections.



## ESSAY

Unaccepted Engraver's master design numbered "1925/1" and "1925 /2" in black ink. Three sets of these designs found their way into the hands of collectors.



## FORGERIES

Forgeries of these stamps appeared on the market in Europe from 1953. Four distinctly different printings have been identified.

Perforations are of a different gauge being 11, 11½ or 13. Together with the difference in paper, differences in the de-

sign and the colours, forgeries can be easily detected. One of the most significant differences is the colour of the gum that is smooth and clear, opposed to the originals.

The forged stamps also show differences in the presentation of the design as well – poorly printed, the colours look faded and or brighter compared to the genuine stamps.

## 1929 UNION AIRWAYS

The government fulfilled its promise and obtained information regarding civil aviation in South Africa and viability of an Air Mail service. Although it was indicated that new proposals would be considered, Government unfortunately did not encourage nor support civil aviation on a commercial basis in the years following 1925.

However, in 1929 an agreement was entered into, between Government and Maj. A.M. Miller, on behalf of Union Airways (Pty) Ltd, to establish an Air Mail and passenger service between Cape Town and Port Elizabeth. Routes would be extended from Port Elizabeth to Durban via East London and to Johannesburg via Bloemfontein.

The agreement provided the service to be run weekly in each direction in conjunction with the Union Castle Line mail ships.



To conduct the service and to do chartered flights, five DH Gipsy Moth airplanes were imported. The pilots selected by Maj. Miller to assist him was G.W. Bellin, R.F. Caspareuthus and W.F. Davenport.

The British Post Office was again advised of the developments.

The inaugural flight take place on Monday 26 August 1929 from Cape Town to Port Elizabeth.

## 1929 STAMPS

These stamps marked the inauguration of a regular Air Mail Service by the Union Airways from 26 August 1929. Two denominations were issued and placed on sale from 21 August 1929.



The design is a sideview drawing of a De Havilland D.H. 60 Cirrus Moth in flight against the background of Table Mountain, Cape Town.



As was the case with the first Air Mail issue, the stamps were valid for pre-payment of the Air Mail portion only. Items to be sent via Air Mail also needed additional franking for surface delivery.

Early 1932 it was announced that with effect 27 January 1932, the Air Mail rate within the Union would become an inclusive fee of 4d per half-ounce. Further that Air Mail stamps would be valid for all postage requirements, including the pre-payment of parcels and registration fees.

## PRINTING

Typograph printing is a hot metal typesetting system used in letterpress printing. The device casts bars, or slugs of type, out of hot metal primarily consisting of lead. These slugs are used for the actual printing. The system uses molds, known as matrices, which are hand-set into a special composing stick.



Once a line has been completed, the composing stick is inserted into the Ludlow machine, which clamps it firmly in place above the mold. After printing is completed, the slugs are melted down and recycled on the spot.

Stamps were printed by the Government Printing Works, Pretoria using a typographic printing process, perforated 14 x 13½ with no watermark.

Sheets were fed into the single comb perforating appliance at their left-hand margin, which is not perforated through. The top and right hand ones are perforated through.

Stamps were printed in sheets with an upper and lower pane of 60 stamps each (6 rows by 10 columns), with no cylinder control numbers, marginal arrows or sheet numbers.

The upper and lower panes were separated with a 13,5-mm gutter.

The stamps remained on sale until March 1933 when supplies became exhausted.

## ESSAY

The artwork of a proposed design for a stamp as submitted by the artist. Some essays are provided photographically, whilst others could be drawn in pencil or ink or are painted.

Most essays are rejected. (One becomes the essay for the accepted design, with the stamp sometimes different from the essay).

Two slightly different essays for a 6d denomination in black on stout, surfaced paper, each measuring 103 x 82 mm. Small differences in the background and side ornamentation as well as the landscape and numbered "1929 /1" and "1929 /2" in black ink.



Courtesy Spink

## DIE PROOFS

In philately a die proof is a printed image pulled directly from the block or master die for an engraved stamp. They are typically attached to a larger sheet or card. Once the die is com-

pleted, it is transferred multiple times to the plate from which the stamps are printed.

1/- Die proofs 5,35 mm x 4,3 mm in black printed on glazed card (affixed to a piece of paper). It is accepted that this was the master design used to produce the printing plate.

These are also described and known as the so called "Paste-Up's"



Courtesy Spink

### PLATE PROOFS

Plate proofs are made from the above (Die proof). To attain the status of a proof, a proposed design (or essay) must be the same as the issued stamp for which it was submitted.



A total of 60 stamps (one sheet) of each value are known to exist. The sheets were cut up and sold to collectors.

### COLOUR TRIALS

Five different colour trials were specially run for submission to the postal authorities. These were made from the actual plates that had been prepared for the printing of the sheets of the 1/- stamp.

One full sheet of each colour was printed and should have been destroyed upon their return to the Government Printing Works, but the five sheets were surreptitiously obtained and cir-



Bright rose



Orange



Orange-yellow



Orange-vermilion

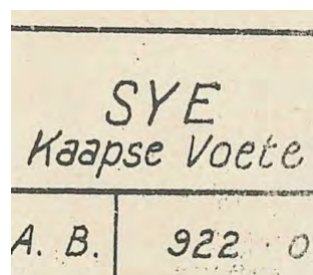
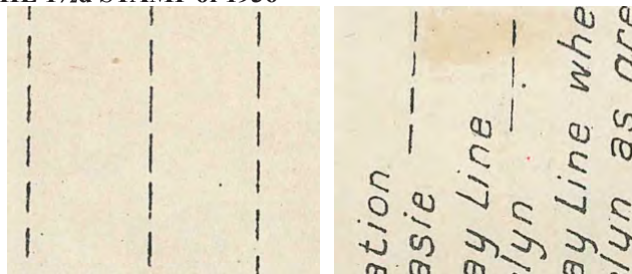


Scarlet

culated.

They were printed on the back of obsolete Government land charts, imperforated, unwatermarked and ungummed. The three images shown here are examples of the back of the colour trials.

### THE 1½d STAMP of 1936



Under the Empire Air Mail Scheme all first-class mail was to be conveyed over the Empire air routes at a rate of 1½d per half ounce.

Upon the operation of the Empire Flying Boat service in 1937 the Postal authorities decided to prepare a special 1½d



stamp to meet the demand for such denomination.

The design is symbolic of the gold mining industry in South Africa and depict the headgear and dump of a gold mine against a golden background. Two air liners, an Imperial Airways "Atalanta" class and a South African Airways Junkers flying in the background over the skyscrapers of Johannesburg. The dark green border of the design incorporates two small winged springboks, incidentally the emblem of the then South African Airways.

## PRINTING



Printed by the Government Printer, Pretoria using a rotogravure printing process.

In rotogravure printing a photographic glass plate is used in the production of the printing plate which is known as the multipositive.

Stamps were printed alternately in Afrikaans and English in sheets of 120 (20 rows by 6 columns) on multiple Springbok head watermarked paper.

Perforation 14.

Although the words Air Mail do not appear on the stamps, it was primarily intended as an Air Mail stamp. This issue was envisioned for the Empire Air Mail Scheme. All first-class mail would be conveyed over the chain of Empire Air Routes at 1½d per ½ oz unit. This was introduced on 1 July 1937 and remained in force until the war broke out in September 1939.

The intention was that all postal items franked with these



stamps was to be automatically forwarded by air doing away with affixing air mail labels to items addressed to any part of the British Empire.

Stamps were unexpectedly released and placed on sale on 12 November 1936.

These stamps were on sale up to April 1948. It appeared at various times in three different formats viz Large, Medium and Bantam.

Please note that all images shown are not according to scale.

## Acknowledgement

Permission from Spink to publish appropriate images are acknowledged with thanks.

## References

- Forerunners (Article: W A Page) Volume IX, Number 3, Whole #25; Nov. 1995/Feb. 1996 - pp 119 – 121
- Handbook/Catalogue – Union of South Africa Stamps 26.03.1952: Dr A Kaplan/Sam Legator/William N Sheffield, pp 33 - 49
- Par Avion in Southern Africa 1986: J T Burrell: pp 42 - 49, 121
- South African Airmails 2008: N Arrow: pp 27 – 29
- South African Postal Slogans 1979 S J Vermaak, Florida – Nr. 10
- The Airposts of South Africa 1936: L A Wyndham (Aerophilatelic Society of SA Feb. 1980): pp 17 - 28, 95 - 99
- The Stamps of the Union of South Africa 1910–1961: Handbook catalogue, Definitive Issue 1986: SJ Hagger - pp 18 – 21

## Explanation to cover on the front

The envelope was posted at Durban to London, UK on 4 March 1925. It is franked by 6d + 2d = 8d Air Mail stamps for 2d postage and 6d Air Mail fee. The bilingual hand stamp INSUFFICIENTLY FRANKED / ONVOLDOENDE GEFRANKEER suggests that airmail stamps was not accepted for the regular 2d postage and the letter was consequently taxed 40c for the missing postage. However, the letter was accepted for Air Mail service and AIR MAIL cachet was applied on 10 March for the 2nd westbound flight on 12 March 1925. The blue crayon lines indicate that the tax was cancelled and that the cover received a special concession on the second return flight.

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# Cape Town International Exhibition Postcards

by Jan Stolk

A new and **4th set of postcards** has been issued to raise funds for the Cape Town International Exhibition, a set of 10 postcards depicting original artworks by Mrs. Julia Birkhead (wife of the late Harry Birkhead RDPSA).

These official Postal Stationery cards are issued by the South African Post Office in packets of 10 different designs, depicting indigenous birds. The cards were printed in 2020 and as all previous issues to be issued in September. This was delayed till February 2021. The cards can only be ordered through Emil Minnaar or purchased at the exhibition. A total of 250 sets have been printed.

The cards have a standard postage stamp depicting a man-grove kingfisher.

The depicted indigenous birds are: Africa green pigeon, black-crowned tchagra, Cape grassbird, coqui francolin, emerald cuckoo, grand snape thrush, Jameson's firefinches, malachite sunbird, olive woodpeckers and yellow-crowned bishop or golden bishop.

Shown are a card with address side and imprinted stamp and the olive woodpeckers front illustration.

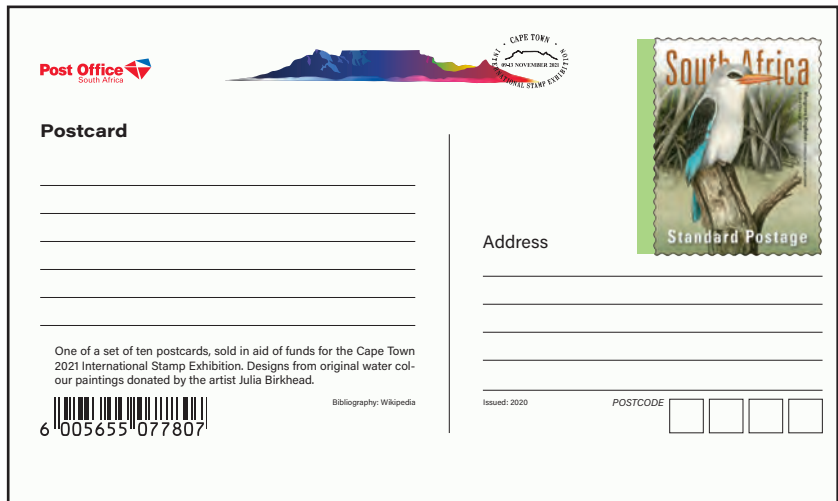
purchased at the National Stamp Exhibition. The cards have a standard postage stamp depicting a half-collared kingfisher.

The depicted indigenous birds are: Cape sugarbird, sweet waxbill, Swainson's francolin, black sparrowhawk, African stonechat, plum coloured starling, Natal spurfowl, little banded goshawk, Heuglin's robin and green wood hoopoe.

Shown are a card with address side and imprinted stamp and the Cape sugarbird front illustration.

The **2nd set of postcards** was issued in September 2018 depicting 5 different indigenous animals and 5 different indigenous birds, again designed by Mrs. Julia Birkhead. A total of 250 sets of 10 cards were issued by the South African Post Office for collectors, to be ordered or purchased at the National Stamp Exhibition. The cards have a standard postage stamp depicting a pied kingfisher.

The depicted indigenous animals are: gerbils, squirrel, hedgehog, savanna hare and slender mongoose. The depicted indigenous birds are: African harrier hawk, sunbird, Africa jacara, Cape wagtail and pied kingfisher.



Set 4.

The **first set of postcards** depicting 5 different indigenous animals and 5 different indigenous birds were issued in 2017. As the cards were not issued by the South African Post Office they have no stamp on the address side and are not considered as postal stationery although still of interest and highly collectable. The cards were designed by Mrs. Julia Birkhead. A total of 400 sets of 10 cards were issued. The depicted indigenous birds are: crested barbet, lanner falcon, purple gallinule, pygmy kingfisher and blue quail. The depicted indigenous animals are: magapie, vervet monkey, small-spotted genet, meerkat and bat-eared fox.

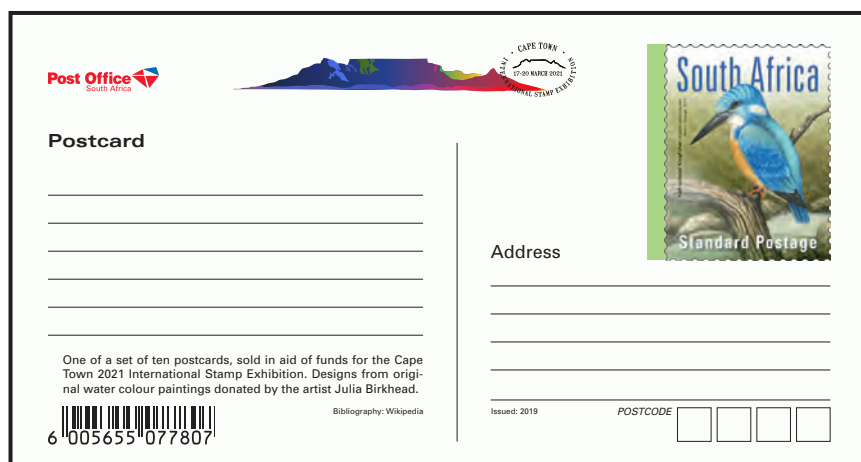
Illustrations of animal and birds cards and address side without stamp.

All original artworks of Mrs. Julia Birkhead of the postcard designs were auctioned for funding Cape Town 2022 Exhibition.

## Previous Issues

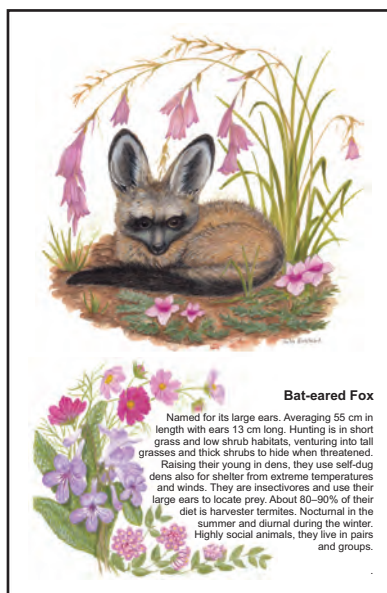
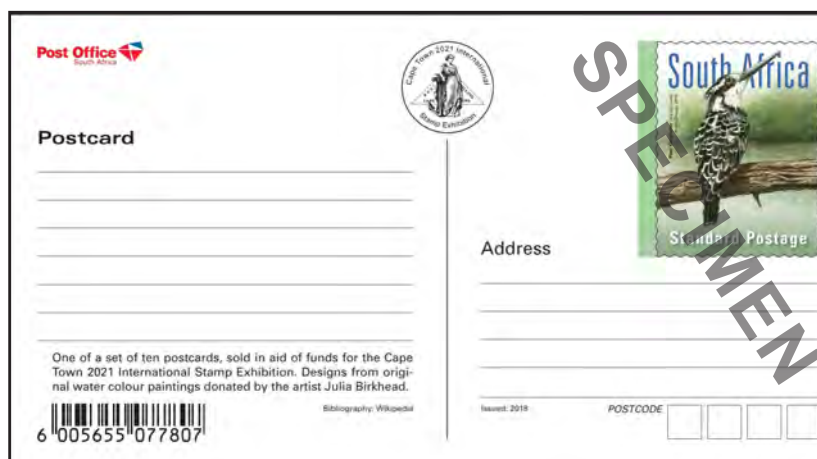
The **3rd set of postcards** was issued in September 2019 depicting 10 different indigenous birds, again designed by Mrs. Julia Birkhead. A total of 250 sets of 10 cards were issued by the South African Post Office for collectors to be ordered or



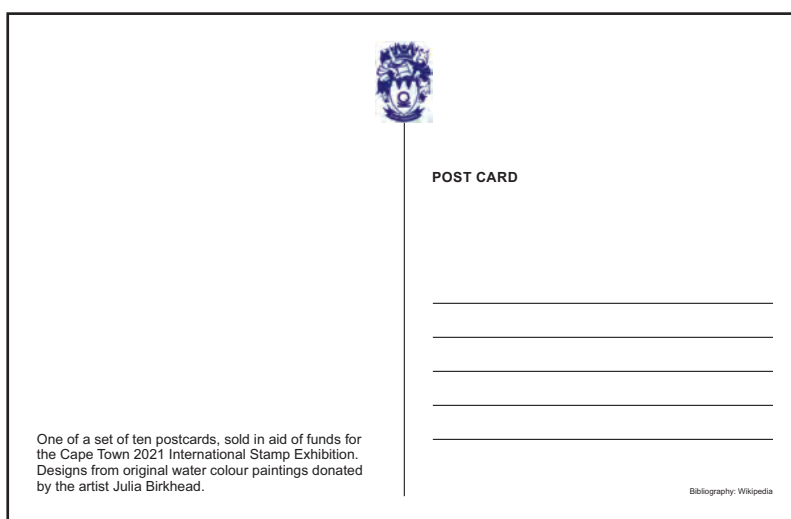


Set 3.

Set 2.



Set 1.



This listing has been made with the support of Emil Minnaar. Orders for the 4th series may be placed with Emil Minnaar (Emil@Minnaar.org). The cards will also be on sale at the Cape Town International Ex-

hibition in November 2022. The selling price to the US will be US \$17 plus postage and packaging of US \$8 to PayPal account: Emil@Minnaar.org. These cards are here being described as the fourth in a series.

# Forerunners Forum

## Newspaper Wrappers

**Tim Bartshe** writes from [timbartshe@aol.com](mailto:timbartshe@aol.com) in response to recent articles by John Courtis in Forerunners #s 95 and 97. "Being a collector of ZAR and ORC I really enjoyed the piece on a seemingly innocuous GB wrapper mailed to an obscure (at the time) gold mining district outside of Barberton/Pilgrims Rust. To actually make up a well-researched 4-page piece on a somewhat dirty little piece of postal history was a wonderful and entertaining feat! I have been to the Sheba Valley area some many years ago (about 25) and Barberton as well (about 37 years ago). I also enjoyed the determination and patience to keep a census on wrappers as mailed from the various entities of the African continent. That census caused me to look up what I have in my collections/exhibits for the Orange River Colony (the Orange Free State never did issue them) and the South African Republic (ZAR) and Transvaal. I thought that I would share with my destinations.

### *ORC 12 examples*

Dutch East Indies (Indonesia) 1, Germany 4, Holland 1, Norway 3, UK 3 examples

### *ZAR 9 examples*

Germany 7, Switzerland 1, USA 1 examples

### *Transvaal 19 examples*

Dutch East Indies 2, Germany 3, Guatemala 1, Holland 10, Switzerland 1, UK 2 examples

While obviously some countries as you surmise are extremely uncommon to rare (take Guatemala) many are fairly common like Germany or UK/Holland. I have another 20 or more that are used within the confines of South Africa, Cape Colony, Natal, ORC and Transvaal but excluded them. I also have some USA/RSA wrappers that I haven't looked for. Hope this adds a little to your lists. You should try to contact the France and Colonies people along with the West African Study Circle, Rhodesian Study Circle and the East Africa Group for more numbers. There is a Facebook Group (ugh, I know, Zuckerberg and social media) but against my basic instincts I joined up the ORC/Transvaal/South Africa Philatelic Federation where hundreds of collectors post things and there are some VERY serious collectors on it. Might give it a try.

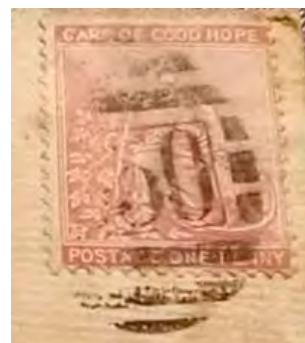
## Pear Trees Again

**Franco Frescura** writes from [frescuraf64@gmail.com](mailto:frescuraf64@gmail.com) to comment on the Pear Trees BONC. "Mike thank you for your discovery. It supports my supposition, published in my book in 2002, that the post office at Pear Trees used a BONC, although none had previously been recorded. What a pity that the first numeral is not visible, but my own research indicates that this was probably BONC 350 or 650, all other BONCs ending with a numeral 50 being already allocated. You have the cover so you might be able to decipher its evidence. Let us know of your findings.

I have only once seen a strike of Pear Trees once before, in about 1979 when David Orrison (now living in the USA) acquired a very nice cover but with no BONC and an illegible year date. So this makes your discovery quite remarkable."

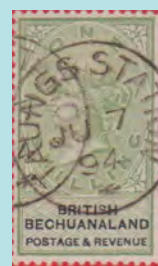
**David Mordant** continues the discussing by writing from [david.mordant@shaw.ca](mailto:david.mordant@shaw.ca). "'Pear Trees' was a very small post office in the Uitenhage district. It was only open for a total of 10 years, having been opened and closed 3 times. This cover dates from the first period when it was open from 1 March 1893 to 1 January 1898. Only two covers with Barred Oval Numeral Cancels have been described, including the one shown. But in both cases the first numeral is indistinct in what is almost certainly a three numeral post mark. As all those three numeral BONCs ending in 50 have been allocated except 350 and 650 (Anenous has been finally ascribed to 950), the unknown of whether 'Pear Trees' was 350 or 650 must remain until another proving cover turns up.

To towns in the Uitenhage district the following BONCs have been allocated 14, 128, 143, 174, 183, 218, 221, 254, 262, 274, 283, 297, 324, 352, 416, 533, 834/894 and 960. This indicates once again that BONC allocation was unlikely to have been not by district, but probably randomly."



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# For the Record

435. A reminder: **Alex Visser's** addenda to the **Putzel's postmark books** are posted at <http://linus.up.ac.za/academic/civil/books/addendum>. The are available to all to use and download.
436. **South African Exhibitions:** Cape Town International Stamp Exhibition Organizing Committee have secured new dates with FIP from 8 to 12 November 2022. The Organizing Committee of the National Exhibition, VRI-JSTAAT 2021 and JUNASS, has decided to change the date of the exhibition from 21 to 23 October 2021, same venue. SAVPEX will still be held in July as planned.
437. The **PFSA website** has added a member/subscriber section. This require a user name and a password that you should have received by email in May. The section will contain access to **Jack Hager's Union Handbook** and also past copies the **SA Philatelist** and more to come. Contact [pfstamps@gmail.com](mailto:pfstamps@gmail.com) if you did not get the password or have lost the original message.
438. **RPSL** has announced that the **Tapling Medal** for 2021 is going to **Keith Klugman** for his article in the London Philatelist of the Natal use of 1857 embossed stamps. The **Tillear Medal** is going to **Colin Hoffman** for his afternoon display on Rhodesia 1890-1924.
439. The **Rhodesian Study Circle** and the **RPSL** have announced the eminent release of two major publications. (1) The British South Africa Company King George V Admiral Stamps 1913-1924 by **David Spivack and Stephen Reah-Johnson** and (2) Rhodesian Philately to 1924 – The British South Africa Company Period by **Brian Trotter, Colin Hoffman and Patrick Flanagan**.



440. The **PFSA** has launched an electronic bimonthly newsletter titled '**Stamps South Africa**.' It is intended to bridge the gap between the social media platforms (Facebook and Twitter) and the South African Philatelist. The focus is on an inclusive and regular communication with all collectors within the hobby of stamps. The two first issues are now available on the PFSA website. Alternatively if you are not a PFSA member, you can send a request to [andredupfs@gmail.com](mailto:andredupfs@gmail.com) to be included on the mailing list.



441. **Spink's Important Stamps of and Covers of the British Commonwealth of January 2021** included large selections of **Northern Rhodesia** (due stamps and covers), **Southern Rhodesia Falls** issues, and **Swaziland and Bechuanaland** decimal surcharges.

442. **Spink** sold the 'Blanic' collection of **Nyasaland and Rhodesia** at auction in April 2021 as about 500 lots.

443. **Feldman** sold in October 2020 by auction the '**Tatiana**' collection (Part II) of **Mauritius** as 260 lots.



## New Book

Sean Burke, Paul Pegg and Patrick Flanagan, 2021. The postal history of the Paris Missionary Society in Barotseland 1884-1924: the people, the place and the time. Rhodesian Study Circle, Memor 30, 420 pages.

## Highlights from Journals

This regular column will due to space limitations be continued in the next issue.

## Exchange Journals Received

South African Philatelist in electronic format only: April 2021 (Volume 97, No. 2, Whole No. 965) and June 2021 (Volume 97, No. 3, Whole No. 966).

FVZA Bartolomeu .Dias: January 2021 (Volume 33, Whole No. 130).

The PSGSA exchanges printed journals with the Filatelistenvereniging Zuidelijk Afrika. We receive the South African Philatelist as an affiliated society of the Philatelic Federation of South Africa in electronic format. Forerunners is exchanged as an electronic document to all southern African specialist societies known to us.

## Society Publications

Smith, Gordon, 2020. Bechuanaland and Botswana Registration Labels: An Updated Typology and Listing. Can be downloaded from the Society website.

Hisey, Bob and Matheson, Ian, 2017. The "Officials" of South Africa. PDF on Memory Stick, \$30 pp.

Mordant, David, 2017. Barred Oval Numerical Cancellers of Cape of Good Hope 1863-1963. An Third Edition of the listing is also available downloaded from the Society website.

Hisey, Bob and Bartshe, Tim, 2003-9. Philately of the Orange Free State, Vol. 1. The Postage Stamps, 280 pages.

Vol. 2. The Telegraphs, 250 pages.

Vol. 3. Revenues and Postal Stationery, 205 pages.

CD version is now available at \$30 pp.

Forerunners on CD, Issues 1 to 99 (CD-ROM). \$30 plus \$5 s/h. Early issues can individually be downloaded from the Society website.

Taylor, Robert. Early Postal Services of the Cape of Good Hope PSGSA Exhibit Series (CD-ROM). \$15 pp.

Lodoen, Peter. Accepted - Rejected: Life of a Botswana Stamp Designer. Can be downloaded from the Society website.

Hisey, Bob (compiler), 2006. Postal Office Names of Southern Africa According to Ralph Putzel (CD-ROM). \$15 pp.

To order contact David McNamee using the address given on page 1.

## The Market Place

**South Africa OFFICIALS.** Want to purchase/trade for stamps overprinted official/offisiel. Collections, accumulations, units or pairs, for studying purposes. The usual is as interesting as the spectacular. Can offer Union and RSA stamps and covers. Send scans and price to Roald Sand, Bygdoy alle 27B, 0262 Oslo, Norway. roald.sand2@getmail.no

**Union machine and parcel postmarks.** Wanted by specialist collector. Single items, collections, or unsorted bulk accumulations. Please contact Bas Payne on bas.payne@gmail.com, or The Mill House, Clifford Bridge, Drewsteignton, Exeter EX6 6QE, UK.

**Union pictorials 1926-1940.** Wanted by specialist collector. Single items, collections, or unsorted bulk accumulations including singles. Please contact Bas Payne on bas.payne@gmail.com, or The Mill House, Clifford Bridge, Drewsteignton, Exeter EX6 6QE, UK.

**Bophuthatswana used.** Wish to trade for used in/off cover, including revenues and postal stationery. Have all Homelands used, some mint and older general worldwide to trade. Write Will Ross, 4120 Schuykill Dr., Calabasas, CA 91302.

**South West Africa postal stationery.** I am seeking pre-1969 items. Please send offer to Jan Stolk, Waterhoenlaan 24, B-9120 Melsele, Belgium; janstolk@belgacom.net.

**Mafeking siege "blueprint" covers.** Want to purchase or trade for covers with Mafeking siege "blueprint" stamps. Send photocopies or scans, prices, or trade want list to Frederick Lawrence, 658 W. Douglas Ave., Gilbert, AZ 85233-3219; ieconsulting@cox.net

**South African postage due covers.** Looking for postage due mail from and to South Africa, all periods welcome. Please send offers to Jan Stolk, Waterhoenlaan 24, B-9120 Melsele, Belgium; janstolk@belgacom.net.

**Natal Postcards Wanted.** Used or unused picture postcards from 1906-1907 depicting scenes and events surrounding the Natal Native Rebellion. Contact David McNamee dmcmamee@aol.com.

**Botswana and Bechuanaland Official Free Marks:** interested in trade or purchase. Contact Gordon Smith, 11 Elliot St., Dartmouth NS, CANADA B2Y 2X6; gordon.smith@ns.sympatico.ca.

**Botswana Meter Marks:** interested in all eras. For trade or purchase. Contact Gordon Smith, 11 Elliot St., Dartmouth NS, CANADA B2Y 2X6; gordon.smith@ns.sympatico.ca.

**Zimbabwe Covers between 2008 (Jan 1) and 2009 (Apr).** Bob Hisey at bobhisey@comcast.net.

**Perfins Wanted.** I buy/trade for perfins of Cape, Natal, Transvaal, ORC, and South Africa. Especially interested in on cover examples, but will give generous return for any loose stamps. Write or email with trade/sale proposal. Robert Weeden, 1446 Grenac Rd, Fairbanks, AK 99709 or email weeden@mosquitonet.com.

**Airmails from SA to South America.** Wanted airmail covers from SA to South or Central America between 1932 and 1952. Send scan or photocopy with price to Hugh Amoore, (9 Bishoplea Road, Claremont, South Africa, 7708); email to: hugh.amoore@uct.ac.za).

**Swaziland Picture Postcards Wanted.** Please send scan to Peter van der Molen at molens@pixie.co.za

Send request for your free non-dealer membership ad to the Editor. Multiple ads per issue per member are admitted as long as space is available. Ads will run for several issues unless specified otherwise. Limits of 40 words plus name and postal and email addresses.

## Commercial Ad Rate Schedule

Premium positions:

1/1 page inside front cover single issue \$30, annual \$80, two years \$140.

1/1 page inside back cover single issue \$25, annual \$70, two years \$120.

1/1 page outside back cover single issue \$30, annual \$80, two years \$140.

Contact the Editor for smaller ad sizes.

Non-premium positions:

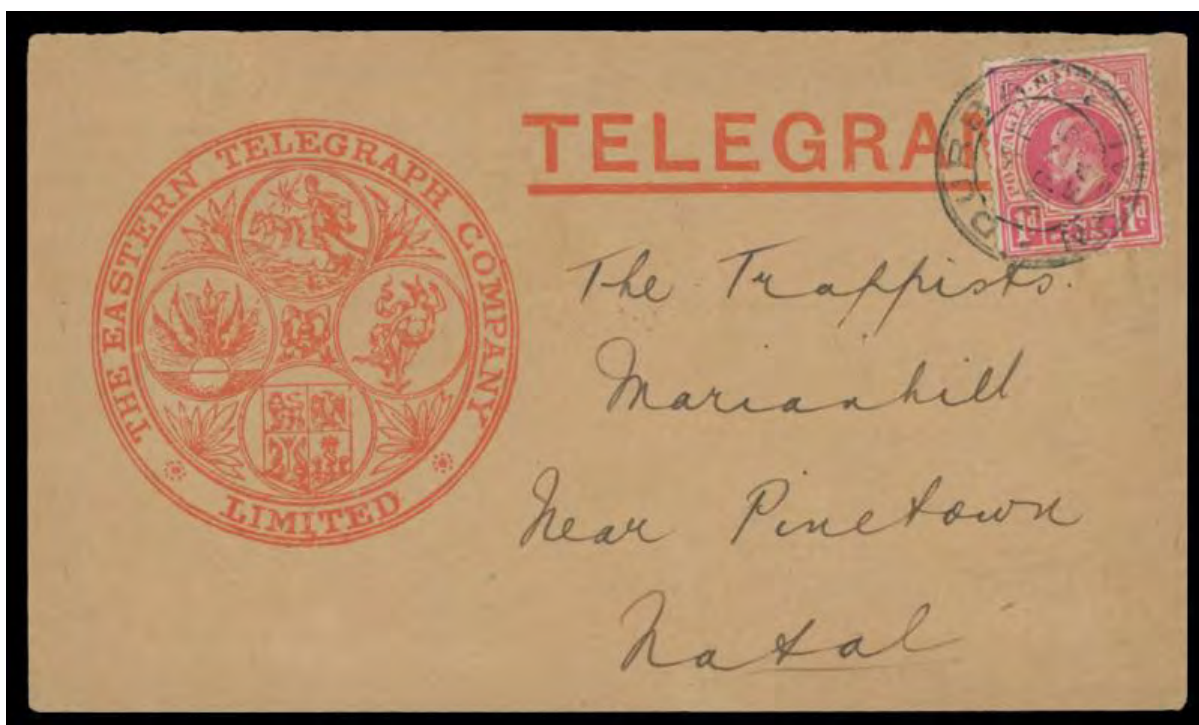
1/1 page: single issue \$20, annual \$50, two years \$80.

1/2 page: single issue \$10, annual \$25, two years \$80.

Contact the Editor for smaller ad sizes.

An annual advertizer will automatically receive the electronic version of the journal. Contact the Society Treasurer or Editor for any special requirements and for booking your premium spaces. All payment should be addressed to the Treasurer. The Editor will assist with ad designs if required.





The Eastern and South African Telegraph Company Ltd was set up in 1879 by John Pender to link Aden and Cape Town with landings at the British and Portuguese colonies on the east coast of Africa. The cable was a 3900 nm cable laid from Aden, via Zanzibar, Mozambique, Lorenzo Marques, and finally Durban with Cape Town reached via a landline. This envelope contained a 1904 telegram received in Durban (MAR 26 04) and intended for the Trappists in Marinahill near Pinetown, Natal. It received Pinetown and P.O.A. 51 markings on the reverse. It received a 1d adhesive that was probably paid for by the sender.

## Membership Application

*Membership includes a subscription to the Society's journal Forerunners. The membership fees are \$20 for an electronic version of Forerunners. To obtain also the print version add US\$5 to US mailing addresses, US\$10 to Canada addresses, and US\$15 to the rest of the world. Those that join before July 1 will receive the complete back issues for that year. Thereafter annual renewals occur in August and are due by September 1. If sending in dues by mail, please provide funds in US\$ either in currency or a check on a USA bank account made out to "PSGSA." Mail all payments to David McNamee, PSGSA Treasurer, 15 Woodland Drive, Alamo CA 94507, USA. PayPal to "dmcnamee@aol.com" is also acceptable, but please add US\$ 1 extra to cover part of the PayPal fees we must pay to use the service. For some overseas members, it might be more advantageous to send in dues for two or more years to avoid the annual currency conversion fees.*

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