



********FORERUNNERS***

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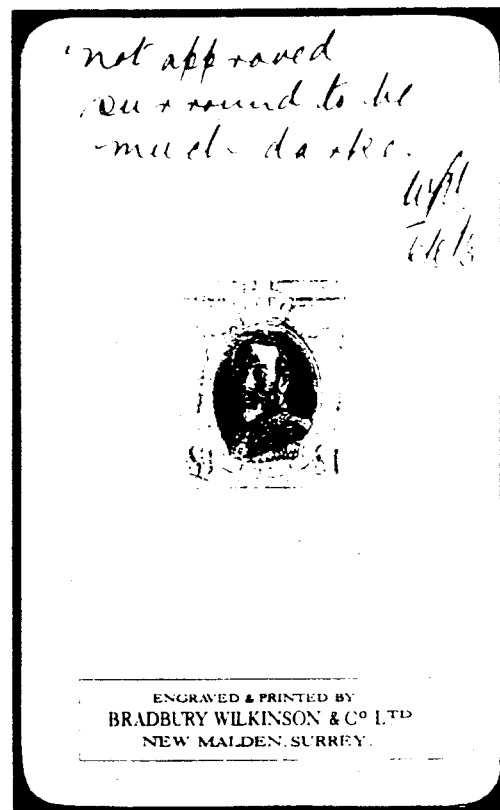
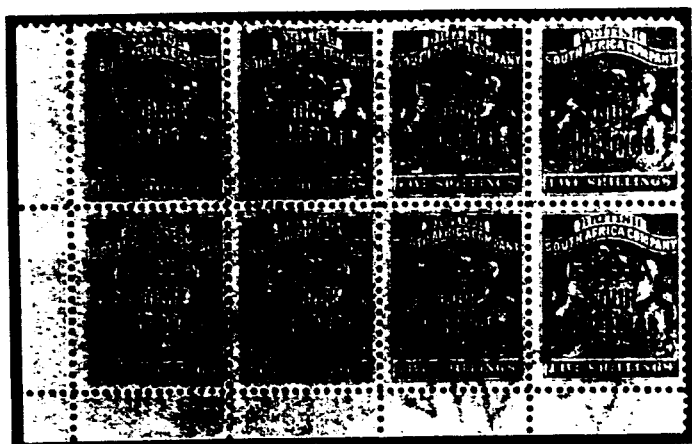


South Africa Revisited

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- * Postage Dues * The Rhodesias * SWA/Namibia * Back of YOUR Book
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BRITISH AFRICA - SELECTION FROM STOCK



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Question & Answer Panel

The following members are available to answer written questions in their designated areas of expertise. This service is available to members and non-members alike.

A more detailed description of the Panel and how it operates is printed in the "Question & Answer" section. Members desiring to serve on the Panel are to contact the Panel Chair. *For areas not listed below, please forward your questions to the Panel Chair.*

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The Panel is presently in need of members for the following areas: Natal, Union and Republican periods of South Africa. Readers wishing to volunteer to serve for other areas not presently covered are invited to join the Panel. Contact the Panel Chair for additional information.

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FEATURE ARTICLES

South Africa Revisited International Encyclopedia of Stamps, UK This is the first of several excerpts from an excellent general reference work, serially published during the 1970's. Whether the reader is a general collector or specialist, the text is appealing. History comes alive in the reading and covers the period 1615-1969...118

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Readers with collecting areas not covered above are encouraged to write a specialty column. Up to three installments accepted per year. If you would like to share your interests, please contact the Editor.

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PSGSA's scope of coverage includes: Anglo-Boer War, the Bechuanalands, British Central Africa, Cape of Good Hope, Griqualand East/West, the Homelands, the Interprovisional Period, Lesotho, Namibia, Natal, New Republic, the Nyasalands, Orange Free State/River Colony, the Rhodesias, South West Africa, Stellaland, Swaziland, Transvaal, Union/Republic of South Africa, Zambia, Zimbabwe and Zululand. The Society has 100+ members hailing from Australia, Botswana, Canada, England, France, Germany, Namibia, Netherlands, New Zealand, South Africa, Switzerland, Thailand, United States and Zimbabwe.

The Society program year is 1 July - 30 June. Additional Information concerning PSGSA services and benefits, is available from any of the PSGSA International Representatives listed on the previous page or by accessing the Society's web site at: <http://www.homestead.com/psgsa/> Membership in the Society is available at the following subscription rates: *surface worldwide* - \$25US, *1st class North America* - \$30US, *Europe air mail* - \$38US, *Africa/Pacific air mail* - \$40US. Payment options: (1) **check drawn on a US bank**, payable to "PSGSA"; (2) £Sterling bank drafts at current exchange equivalent **with "payee" left blank**; or (3) \$US, Rands, Sterling or Dmark currency, **sent via registered mail**, using current exchange rates at local major bank. Membership fees are to be mailed directly to the Society Treasurer, Robert W. Hisey, 7227 Sparta Road, Sebring, FL 33872, [e-Mail: bobhisey@strato.net](mailto:bobhisey@strato.net) (

MEMBERS: ALL ADDRESS CHANGES ARE TO BE SENT TO THE TREASURER.)

Editorial Notes

Bill Brooks, Editor & Founder

Mail Auction - IMPORTANT NOTICE... Due to pressing demands upon his time, our faithful Auction Manager, Tim Bartshe, has notified that this year's event will be put off for some time. This was a regretful but necessary decision. PLEASE NOTE that a member survey questionnaire has been included with this issue. Please review, complete and return to Tim as requested in the instructions.

Journal Cartoonist on board. . . A recently joined member, R. Campbell Buchanan, from out Connecticut way, will periodically grace the pages of *Forerunners* with one of his original, philatelically oriented cartoons. Campbell has drawn cartoons as a hobby for a number of years. He entered the annual cartoon competition begun in 1998 by *Scott's Stamp Monthly* and won three awards as a result.

In 1999, Campbell won eight of the ten prizes and was subsequently commissioned by *Scott's* to supply them with a regular "stamp-collecting" cartoon. Thank you, Campbell, for "A little humor every now and then, is relished by the very best of men (and women)".

The Bookie Man Returns... Early member Jim Ryan, from Calgary, Canada, has rejoined the fold and is once again taking over the helm of this important journal feature. You will find his column in the Forerunner's Forum department. I hope you will welcome Jim back with open arms and provide him with feedback and content materials for his future specialty column installments.

British Africa Bibliography Project... In the previous issue, "The Rhodesias" specialty column consisted of the list of references from that section of the project document. (I had hoped that its appearance would have generated additional "sendings" from the readership. So far this has not happened.)

For those of you who are relatively new to the Society, one of our long term efforts has been to put together a fairly comprehensive listing of philatelic references covering British Africa. The initial list was published as an appendix to the journal's "Celebration of British Africa Philately" special edition (1997), which combined Whole Numbers 28 and 29. Several of the known British Africa specialty organizations graciously assisted in the compilation.

A second and updated appendix of references is presently planned for. The target issue is the Mar/Jun '01 edition. My Coeditor, Peter Thy, and I are now appealing to the reader to help us out. Here is what we are looking for: (1) a listing of the personal philatelic library holdings of each reader; and (2) a list of individual articles, monographs, occasional papers, etc., which you consider significant in your collecting area(s).

Our sister British Africa societies and groups publish a regular journal or newsletter. The appendix will include a reference to their regular publication, as well as, any cumulative indices the group may have published; this, rather than listing every article contained in each issue of their publication, for economy purposes.

Your journal scores again. . . *Forerunners* was awarded a Silver-Bronze at LONDON 2000. Not only that, but a number of your fellow members achieved significant awards for their individual exhibits. Read the rest of the story in "Society Affairs" under the Honor Roll sub-heading. We have a lot to be proud of!

Reader's please respond. . . A number of your specialty column editors are expressing concern to me that they are not receiving feedback and/or materials for future installments from you, the faithful reader. *Forerunners* has achieved a variety of publication plateaus over the years. This is especially true when it comes to the number of specialty columns which appear in each issue. If we compare the journal with those of our sister British Africa specialty groups, I believe that we are unsurpassed in this content area. This is an achievement for which we should all be proud and thankful - the specialty column editors deserve a round of applause and

other expressions of appreciation. There is no better way to accomplish this than for readers to send in materials to the specialty editor(s) of their choice for future installments.

Correspondence Received

I very much enjoyed Peter's "The Bechuanaland's" column in the Nov '99/Feb '00 issue of *Forerunners*, about parcel post labels. The label in Figure 5 is something of an old friend. When it came up for sale in an Empire Stamp Auctions sale a bit over a year ago, I bid a king's ransom for it, but I lost to another bidder! I wanted it for my new exhibit on the philatelic history of the Mafeking post office. Now I see that it is in the hands of Lt. Col. (ret) Sir John Inglefield-Watson, the immediate past president of the Bechuanalands and Botswana Society (BBS). Oh, the pain! Curse you for opening an old wound (figuratively of course)! - Frederick Lawrence, PhD/USA

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South Africa Revisited

International Encyclopedia of Stamps

Editorial Note: Several years ago, before his passing, a close friend and philatelist gave me a bound set of a wonderful monthly magazine titled "International Encyclopedia of Stamps". If you are a generalist collector and have not had the pleasure of seeing a copy or two of this magazine, you are really missing something.

Published in the UK over a period of seven years by IPC Magazines, Ltd., the "International Encyclopedia" totalled 2,015 pages. The last issue was Whole Number 84, Vol. 6, Part 14, copyright 1971. Although somewhat dated, the illustrations, text and use of color in this publication makes for an excellent general reference work which belongs in every collector's philatelic library.

Over the next several issues of "Forerunners", a section from the "International Encyclopedia" will appear. Each installment will focus on one of the countries falling within the Society's scope. Our first installment begins with South Africa which appeared on pages 1748-52, Whole Number 73, Vol. 6, Part 3.

South Africa is an independent republic in the extreme south of the African continent which has issued stamps since 1910. It was formed by the amalgamation of the former British colonial territories of the Cape of Good Hope, Natal, Transvaal and Orange River Colony, and was known as the Union of South Africa from 1910 to 1961.

The first settlements were established by Dutch and English seamen. The English tried to found a colony with a group of reprieved criminals in 1615. Five years later the land was annexed in the name of King James I (1603-1625). The main port of call for British shipping bound for the Far East was established at St. Helena and, paradoxically, it was ships of the Dutch East India Company which began to call in at Table Bay for supplies of fresh water and meat. Gradually the practice of leaving letters under a large stone for visiting captains to pick up and carry to their destination was developed. These "post office" stones at the Cape of Good Hope are one of the earliest known forms of letter box.

Jan Van Reibeeck landed in 1652 in command of an expedition to establish a permanent refreshment station at the Cape for Dutch Sailors. A few slaves were imported in 1658 and thus a population made up of whites, native Hottentots and slaves developed. The community gradually split up over the years, despite some interbreeding, and the native population moved further north. Bands of Boer commandos hunted out and

and killed many of these people and, through encounters with settled native farmers, a series of "wars" developed over possession of land.

A British force arrived in 1795 to take the Cape, nominally on behalf of the Prince of Orange who had taken refuge in England from Dutch republicans. The British remained in possession throughout the Napoleonic Wars, to prevent French occupation, and British settlers were sent out to the Cape in 1820.

Dissatisfied with British rule, thousands of Boers migrated from Cape Colony and settled mainly in Natal. When Britain annexed Natal in 1843, many moved on across the Orange River where they founded the Orange Free State, leaving their farms to be occupied by the British settlers. The British Emancipation Act of 1833, which freed all slaves in the colonies, further aggravated the colony's social problems by the sudden emergence of free colored people in the area.

Minor wars with the natives were fought continually throughout the 19th century; and, when the independent Boer states of the Transvaal (South African Republic) and Orange Free State were established, political strife broke out between them and the British settlements of Natal and Cape Colony. Britain tried to establish complete supremacy over the South African continent, but President Kruger of the Transvaal put up a determined front for Boer independence.

When gold was discovered in the Transvaal, British immigrants moved in, but the Boer government refused them civic rights, inflaming the situation further. Increasing numbers of British troops were sent to South Africa, despite protracted negotiations, and war broke out eventually in the October of 1899.

Fighting lasted until 1902 and peace brought about proposals for a union of the states. The South Africa Act was passed by the Imperial Government in 1909 and, on May 31 of 1910, the Union of South Africa came into being, composed of the provinces of Natal, Transvaal, Cape of Good Hope and the Orange River Colony.

The Union of South Africa's first stamp issue, made on November 4, 1910, consisted of a 2½d blue stamp showing the head of King George V with the badges of the four provinces in each corner of the stamp. It was inscribed with the date 1910, and was issued originally to mark the opening of the first Union Parliament in Cape Town. This was the only South African stamp available until 1913. In the interim, also known as the *interprovincial period*, the issues of the four provinces remained on sale at post offices. The stamps of the individual provinces were not demonetized until December 31, 1937. Therefore, stamps of the Cape, Natal, Transvaal, or Orange Free State used at a post office in any other province are found from the period 1910 to 1938.

A series of 13 values showing a profile bust of King George V was issued in 1913. These stamps were printed by De La Rue on unsurfaced paper, watermarked with a springbok's head. An additional value, the 3d violet, was introduced in 1920, and in 1922 the color of the 3d stamps was changed from black and orange to blue. These first issues contained a wide range of shades and varieties. The misspelling "AIRICA" for Africa, and "Z" omitted in "ZUID" (South) are known. This issue also appeared in booklets containing panes of ½d, 1d, 1½d and 2d stamps. In addition, these values were prepared in rolls for machines.

The stamps were inscribed in both English and Dutch, "UNION OF SOUTH AFRICA, UNIE VAN ZUID AFRIKA" and "POSTAGE, POSTZEGEL", but with the introduction of a new pictorial series in 1926, one language only was used alternatively on each stamp. Except for the 1941-1946 "War Effort" issues, these pictorial designs remained in use for a period of almost 30 years.

The ½d, 1d, and 6d values were the first of this series to appear. Typographed by Waterlow and Sons, they showed a springbok's head, Van Riebeeck's ship and an orange tree, respectively. These stamps were subsequently printed by the Government Printer, Pretoria. Signs of plate wear, constant flaws and varieties appeared on the stamps during their currency. The ½d and 1d values appeared both in coils and

booklets, as well as in post office sheets.

A triangular stamp was issued in 1926, recess-printed by Bradbury Wilkinson in a design similar to the original "Cape Triangular" of 1853. The stamps were inscribed throughout the sheet in one language, either English or Afrikaans. Seven additional values in the pictorial series appeared between 1927 and 1928, recess-printed by Bradbury Wilkinson, and later at Pretoria. Inscriptions in English and Afrikaans were alternated in the sheets. The 2d showed the Union buildings, Pretoria; the 3d showed Groot Schuur, the official residence of South African Prime Ministers; and the 4d showed a native kraal. The 10s denomination featured gnus, the 2s6d and 5s showed ox wagons while the 10s features a view of Table Bay and Capetown.

These stamps were produced from new redrawn cylinders between 1930 and 1933. Slight differences in the designs distinguish them from the original recess printings. The most notable difference being in the 2d value, where the redrawn design included a war memorial which had not been built when the original design was produced.

Three stamps issued in 1933 were sold at a premium to raise funds for a national memorial to commemorate the "Great Trek" of a century before, when the Boers migrated from the Cape to Natal. Designs showed a wagon negotiating rough terrain, a bearded "Voortrekker" and a Voortrekker woman. A further denomination of 1½d+½d was added to the set in 1936. Two of the values included native spears and shields in the designs, suggesting the peaceful relationship between the Boers and the Hottentots. A 1½d stamp, showing a gold mine, was introduced in 1933 following the introduction of the empire airmail rate. Under this rate category, airmail was carried between British territories at 1½d per half-ounce.

New printing plates for the definitive stamps were prepared in 1933. The wording "SUID-AFRIKA" was hyphenated on these, whereas on the earlier issued it has appeared as one word. The 6d was printed from three different dies, with minor differences between them.

South Africa issued a set of four stamps to commemorate King George V's silver jubilee. They were in a design showing the King's head and leaping -springboks, rather than the colonial "Windsor Castle" design. The inscriptions "SOUTH AFRICA, SUID-AFRIKA, SILVER JUBILEE, SILWER JUBILEUM" appeared on alternate stamps in reversed positions.

An international philatelic exhibition was opened in Johannesburg, on November 1, 1936, and for the occasion the South African Post Office produced the ½d Springbok and 1d Van Riebeeck's ship stamps in miniature sheets of six. Each stamp was overprinted "JIPEX 1936" and advertisements were printed on the selvage of the sheets.

King George VI's coronation was marked by a set of five stamps showing the King's head and inscribed alternatively "CORONATION" and "KRONING". A further set of four stamps was sold at a premium towards the Voortrekker Memorial fund in December 1938, and on the same day two stamps were issued to commemorate the centenary of the Great Trek. The 250th anniversary of the Huguenots' arrival in South Africa, during the great migration drive of the 18th century, was marked on July 17, 1939, by three stamps carrying a premium in aid of the Huguenots' special commemorative fund.

South Africa's part in World War II was marked by a series of stamps first issued between 1941 and 1942. The designs showed the armed forces, engineering, nursing and women's services. They were adapted in 1942 to appear in a smaller format, with the object of saving paper. The new stamps were known as bantams. There were about half the size of a normal stamp and appeared in units, perforated either in groups of two or three stamps with roulettes separating the stamps within each individual unit. The portraits on the stamps were taken from actual photographs of service personnel and not from artists' drawings.

A further value, 1s3d, showing an army signaller was added to the War Effort set in 1943 to cover the new airmail rate. This stamp appeared in the normal large size only, and was not produced as a bantam. The 1½d goldmine stamp was issued in bantam format in 1948 in a pair with roulettes between the two stamps. The 2s6d ox wagon stamp was issued in 1945 and printed from the original rotogravure cylinders in a distinctive blue and brown printing instead of the usual green and brown.

Various other changes occurred in the pictorial stamps which were still printed in designs similar to the original 1926 issue except for the 10s denomination which had been in a design showing Groot Constantia since 1923. The ½d and 1d were printed in single colors with plain background for issue in machine coils, the 2d was redrawn with the Union buildings shown from a slightly different angle, and new cylinders were prepared for the printing of all values in screened rotogravure. Printings in these designs from the new cylinders continued until they were replaced by a completely new set in 1954.

The royal family's visit to South Africa in 1947 was marked by three low-value stamps. The centenary of the arrival of British settlers in Natal was commemorated in 1949 by a 1½d stamp showing the emigrant ship *Wanderer* arriving at Durban. The Voortrekker Monument at Pretoria was inaugurated in the same year and marked by the issue of three special stamps.

Stamps were inscribed in both English and Afrikaans instead of the one language on alternated stamps, from 1949 onwards.

Five stamps appeared in 1952 to commemorate the tercente

nary of Van Riebeeck's landing at the Cape, and two stamps were given a special overprint for the international stamp exhibition which was held for the tercentenary celebrations.

The centenary of the Cape of Good Hope's first stamps was commemorated in 1953 by the issue of 1d and 4d stamps showing Cape Triangulars in their original colors and design.

The centenary of the Orange Free State was marked the following year by two stamps featuring the state arms.

President Stephanus Kruger and President Pretorius were portrayed on stamps marking the centenary of Pretoria in 1955.

The 50th anniversary of the Union was commemorated in 1960 with a stamp showing South Africa's prime ministers, Botha, Smuts, Hertzog, Strijdom and Verwoerd.

Native fauna were featured on the definitive series first issued in October 1954 in denominations of 'Ad, 1d, 1½d, 2d, 3d, 4d, 4½d, 6d, 1s, 1s3d, 1s6d, 2s6d, 5s and 10s. The springbok head was replaced in 1913 by the Union coat of arms, and values of the fauna definitive series appeared on the new paper between 1959 and 1961.

South African currency was changed from sterling to 100 cents to the rand on February 14, 1969, and 13 values of the fauna designs were issued in the new currency.

South Africa became a republic on May 31, 1961, and on that date a series of 13 definitive stamps showing native birds, plants, views and industry, were released. The stamps first appeared on paper watermarked with the Union coat of arms. Later, nine values were issued on unwatermarked paper and in 1963 paper with the watermark "RSA" (Republic of south Africa) in a triangle was introduced. This paper was used for 10 values.

The series appeared in a redrawn type between 1964 and 1968. The main difference was a very slight increase in the boldness of the wording "SOUTH AFRICA". In 1969 the republic issued stamps from which all superfluous ornaments had been removed, leaving only the bare design, the value, and the letters "RSA".

A flight was made between Kenilworth and Muizenberg in 1911 and a special postcard, inscribed "THE FIRST SOUTH AFRICAN AERIAL POST", was prepared for it. No more progress was made with flown mails until the end of World War I, when special printed cards were sold in aid of the Red Cross and carried by planes on special charity flights. A special flight between Cape Town and Johannesburg was made in 1920 and mail was carried. Flown covers were stamped "CARRIED BY AEROPLANE. HANDLEY PAGE SOUTH AFRICAN TRANSPORT LTD." Alan Cobham, flying from London to Capetown in 1925, carried some letters to demonstrate the feasibility of flying mail in from Europe.

The first regular internal air service was inaugurated on March 2, 1925, and special stamps showing an aeroplane were issued in values of 1d, 3d, 6d and 9d, for payment of the additional airmail charge. This service was withdrawn in June 1925, but reinstated in 1929 when airmail stamps were again prepared. These showed an aeroplane in a different design and had a face value of 4d and 1s.

Imperial Airways opened a regular through route between London and Capetown in 1932, and the air stamps were required to pay the airmail charge. When the practice of paying a separate additional airmail fee was discontinued, airmail stamps were no longer produced, and surplus stocks of stamps were used up for normal postage.

Airletter forms were introduced in 1944. At first they were intended for letters to and from servicemen overseas, and had an impressed bantam stamp of the service woman type printed on them. These were followed by stamps in a design showing a map of the world. A third type, of which many variations are found, had a 3d pictorial stamp in the Groot Schuur design printed on it. The airletter form with a face value of 1½d for internal use was introduced in 1948.

The 50th anniversary of the first South African aerial post was commemorated in 1961 by a 3 cent stamp inscribed in both Afrikaans and English. The design showed the Bleriot monoplane, in which the first mail had been carried between Kenilworth and Muizenberg, and a modern Boeing 707 over Table Bay.

Postage due stamps first appeared in 1914 in a numeral design. They were released in bantam form between 1943 and 1947, made up in units of three. A short-lived postage due set in decimal currency appeared in February 1961 and Republic of South Africa issues were brought into use in May of 1961.

Collectors' Items (Editorial Note - The catalog values of the items listed are from the early 70's): 1913 ½d doubly printed, x£ 100 mint; £1 green and red, C85 mint; pale olive-green and red, 1100; 1925 Air 9d, £3 mint or used; 1926 tete-beche pairs, to £90 mint; 1930-45 tete-beche pairs, to £90 1938-48 2d blue and violet, E4 mint, £2 used; 1941 ½d yellow-buff center color omitted, £100 mint; 1942-44 (bantam stamps) roulette perforations omitted, to £22 mint; 1947-54 3d deep blue (shade), £6 mint, £4 used; 1959 3d all deep blue printing omitted, £300 mint; 1953 Red Cross centenary, cross omitted, £180 mint.

Illustrations (Editorial Note - The illustrations appearing on the remainder of this page and the next consist of a sampling of items shown in the "International Encyclopedia" on pages 1750-1752.)

Stamps of South Africa 1927 - 1970: 1 - 1927 is definitive featuring gnus. 2 - 1933 3d definitives depicting Groot Schuur. 3 - 1933 1½d definitive showing a gold mine. 4 - 1941 War Effort stamps showing artillery. 5 - 1937 3d coronation issue portraying King George VI. 6 - 1941 is War Effort issue depicting tanks. 7 - 1941 War Effort issue featuring a sailor, destroyer and life-belts. 8 - 1947 3d portraying Princess (later Queen) Elizabeth and Princess Margaret, issued for the royal visit. 9 - 1949 1d issued for the inauguration of the Voortrekker Monument, Pretoria. 10 - 1959 3d marking the South African National Antarctic Expedition. 11 - 1953 1d marking the South African National Antarctic Expedition. 12 - 1959 3d to mark the 50th anniversary of the South African Academy of Science and Arts, Pretoria. 13 - 1970 121/x specially issued to commemorate the 150th anniversary of the Bible Society of South Africa.





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12

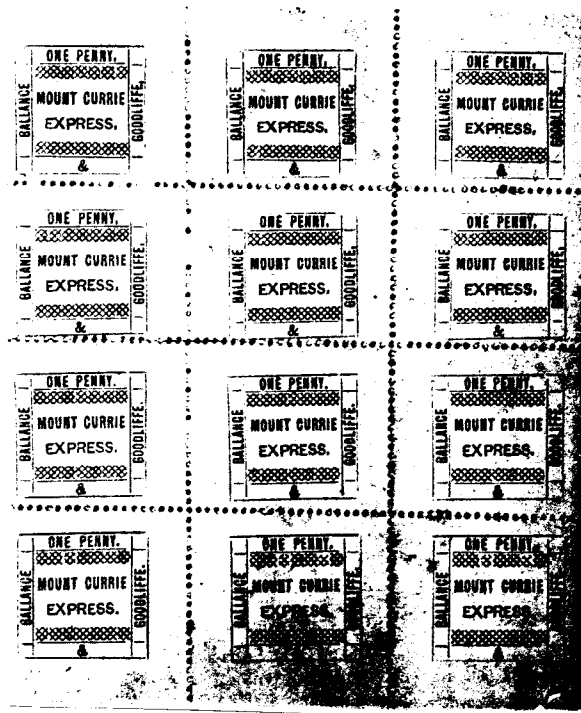


13

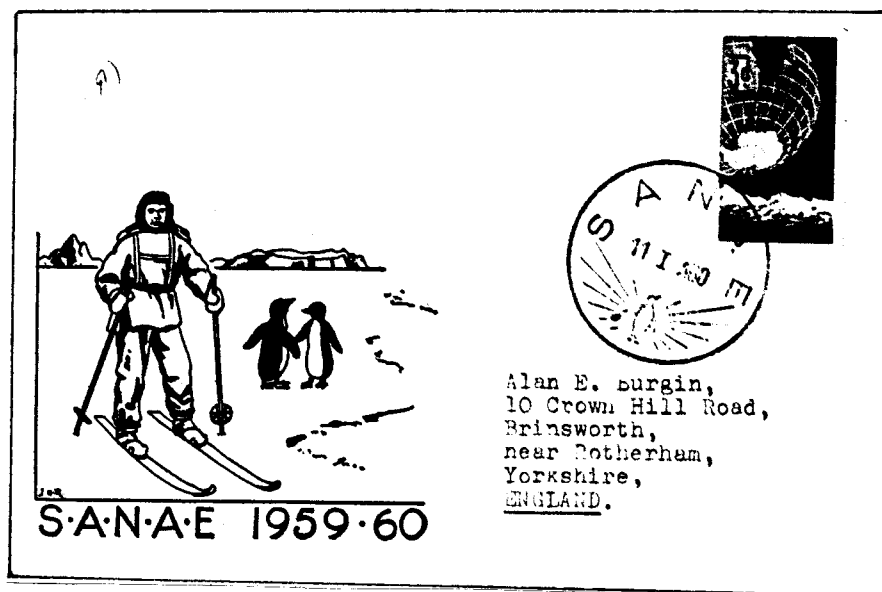


9

14 (on the right) - A full sheet of 12 1d stamps of the 1d stamps of the local Mount Currie Express post of Griqualand East, South Africa, 1874-1875.



15 (below) - Commemorative cover for the South African National Antarctic Expedition bearing the special 3d stamp inscribed SANAE.



Salt Pans 1994

Peter Lodoen, Botswana

(Editorial Note: This is the sixth in a series of articles, authored by one of the premier designers of the stamps of modern day Botswana. We have Coeditor Peter Thy to thank for bringing Mr. Lodoen's work to these pages. It is not often that we have the pleasure of having a stamp design story actually told in the philatelic press by the designer himself!)

During the early 1990's a dignified and loquacious lady named Nancy Sejoie worked as Director of the Philatelic Bureau in Gaborone. She was a Mokgatla, hailing from the environs of Mochudi. I came to know her quite well through the design process of the steam trains issue which was discussed in the previous issue (pp 61-63).

Mrs. Sejoie, Mma Sejoie as she was respectfully known by the Bureau staff, conveyed to me the thought that Botswana Postal Services desired an environmental issue. The concept, remaining quite undefined at that point, was thus brought forward to me as a prospective designer. Seldom has such a practical concept held the potential to produce so much rancor (as you will read).

The great land of Botswana, keeper of the Kalahari and its many jewels, is blessed with an astounding variety of topographical forms. I employed this environmental diversity to produce a set of 14 pencil drawings, each depicting an animal in its natural surroundings, e.g., a gemsbok before the sand dunes of the Kalahari, a giraffe drinking splayed-legged from an Okavango stream, a vervet monkey climbing the rock koppies of the southeast (Figs. 1-4). My hope was that some of the sketches would solidify ideas and concepts in the minds of the Philatelic Advisory Committee, and that I could then proceed into colored sketches and final designs.

-one sketch seemed to strike a note of accord among Philatelic Bureau and Stamp Advisory Committee personnel alike: that of baobab trees on the Makgadikgadi Pans. I had, in fact, sketched rocks in the shapes of hippopotamus and placed them under the typical juvenile baobabs of the infinite Makgadikgadi Pans, comprising the 90-kilometer long Sua Pan and the 120-kilometer wide Ntwetwe Pan.

The design attracted committee members' interests for different, and opposing reasons. Firstly, there were those who favored trees, baobab or otherwise, as postage stamps. Conservationists had empirically recorded that Botswana's trees were being used up faster than they were being replaced. Postage stamps could be an effective means by which to promote conservation of trees, in particular, and flora, in general.

Secondly, there were committee members whose interests lay in the massive new salt and soda ash factory, indeed the entire

new town, that had been developed at Sowa. The Sowa plant epitomized a rigorous young nation under full development, producing tons of salt and soda ash, and transporting the produce to international markets along a sparkling new 175-kilometer railway line.

When I produced preliminary art work, my designs were at once warmly and coldly received. Some stamp people could not conceive picturing trees - after all, nothing but firewood in the vertical - postage stamps, whereas others could not conceive placing a salt factory - a blight on the pristine Makgodikgadi environment - on postage stamps. An impasse, quickly reached, seemed to preclude the issue.

Nevertheless, I had created better than a dozen pencil sketches, and a half dozen oil designs, and I felt, at that point, that since I was in for a dime, I might as well be in for a dollar. I thus summoned all of my diplomatic reserve, and worked patiently between Mma Sejoie of the Philatelic Bureau, Alec Campbell of the Botswana Conservation Society, and Andy Andersson of the Philatelic Advisory committee, asking each in turn what I could do to make the designs better.

As regarding the designs themselves, the flamingos on the Sua Pan at sunset were deemed acceptable. The Zebra design stood tall, and was approved with added palms in the background. The trees design I drew, and drew again and again, and it was probably printed to nobody's satisfaction, including my own.

The great bone of contention was the new salt plant, which was destined neither for philatelic nor financial fame. The factory was relegated to the First Day cover envelope, and replaced on the two-pula stamp by a map of the entire Makgadikgadi area. I supposed there were some difficult negotiations behind the decision to reject the salt plant stamp, but when the Sowa factory failed economically a short time later, all concerned were somewhat relieved that as financial flop had not been published as a postal success.

The Makgadikgadi Pans issue, a 2 pula value of a four value set, reached Botswana post office counters on the 26th of September, 1994. It was not destined to be the most popular of issues, for it was hardly produced as intended. However, it is listed in both *Scott's* and *Stanley Gibbons*, and, for the record, holds a significant catalog value of two pounds and fifty pence. The other denominations of the set include: 10t - shows a

flamingo flying at Sua Pan, 35t - Makgadikgadi Pan trees, and

the 50t - Zebra and Makgadikgadi palm trees.

Figure 1. Pencil sketch of proposed 30t denomination show native baobab trees.

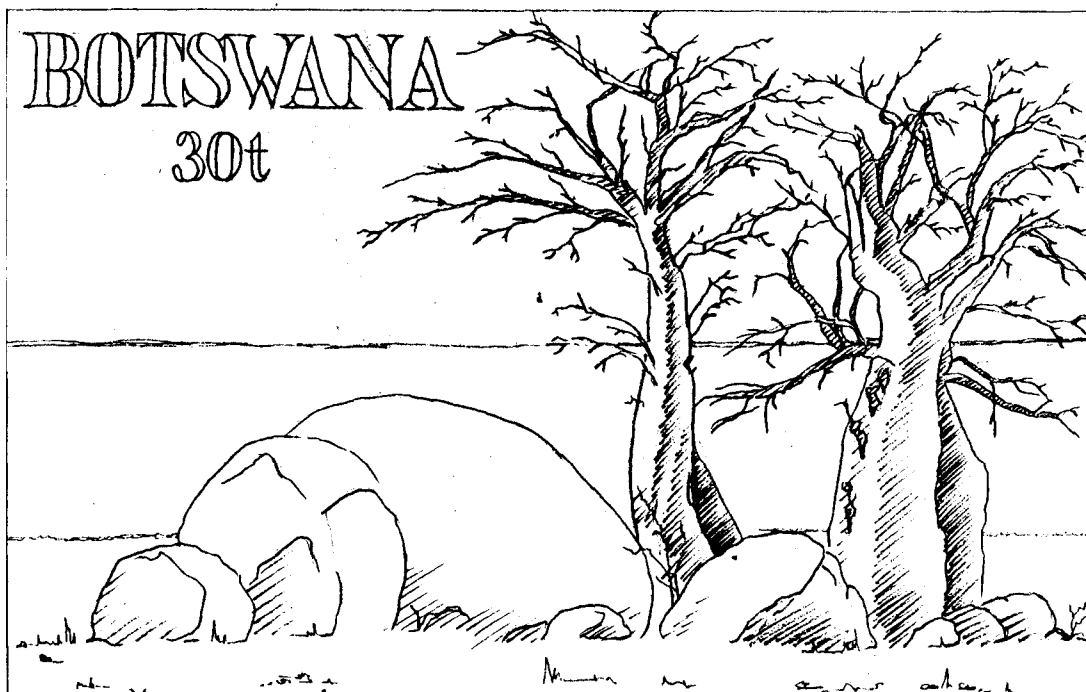


Figure 2. Pencil sketch of proposed 60t denomination stamp showing a gemsbok before sand dunes of the Kalahari.

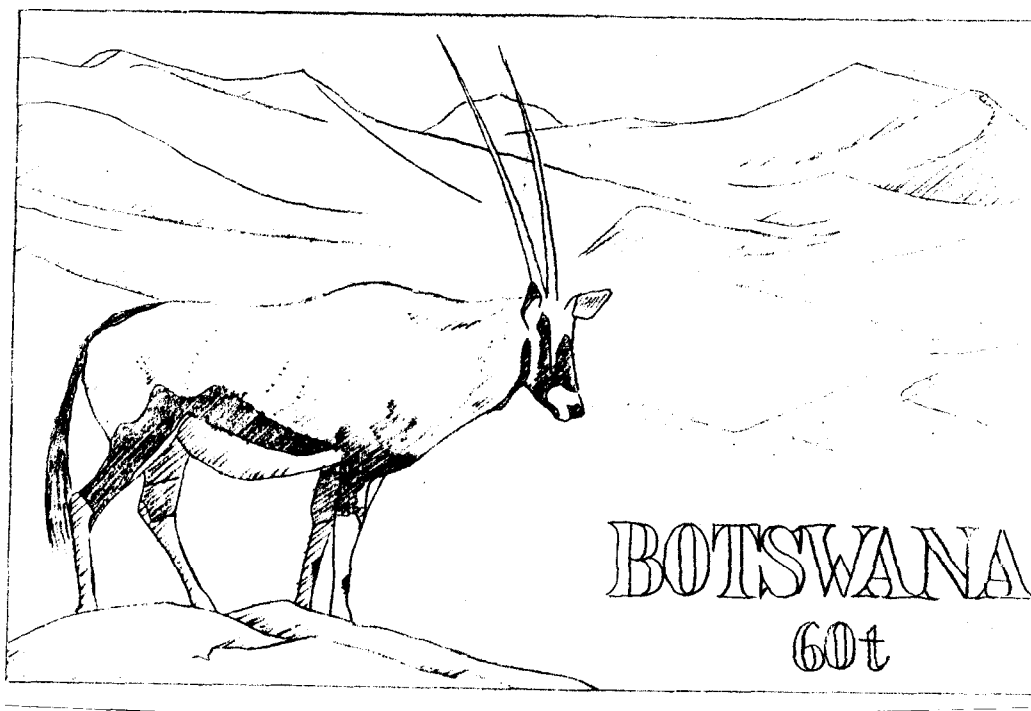


Figure 3. Pencil drawing of proposed 70t denomination showing a cheetah overlooking the plains.

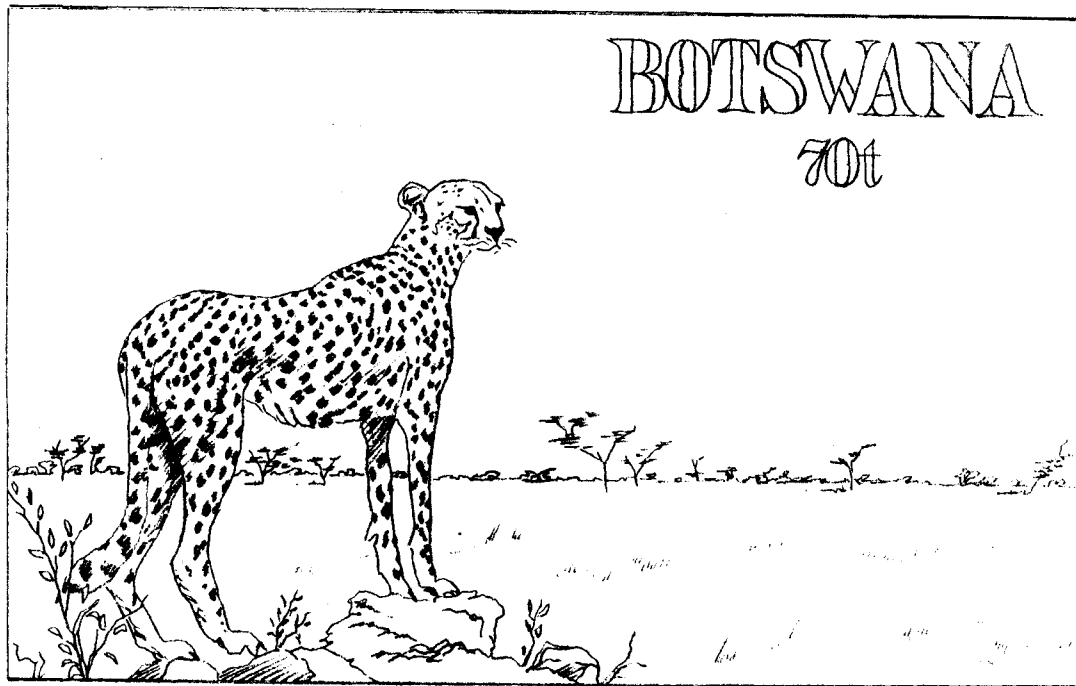
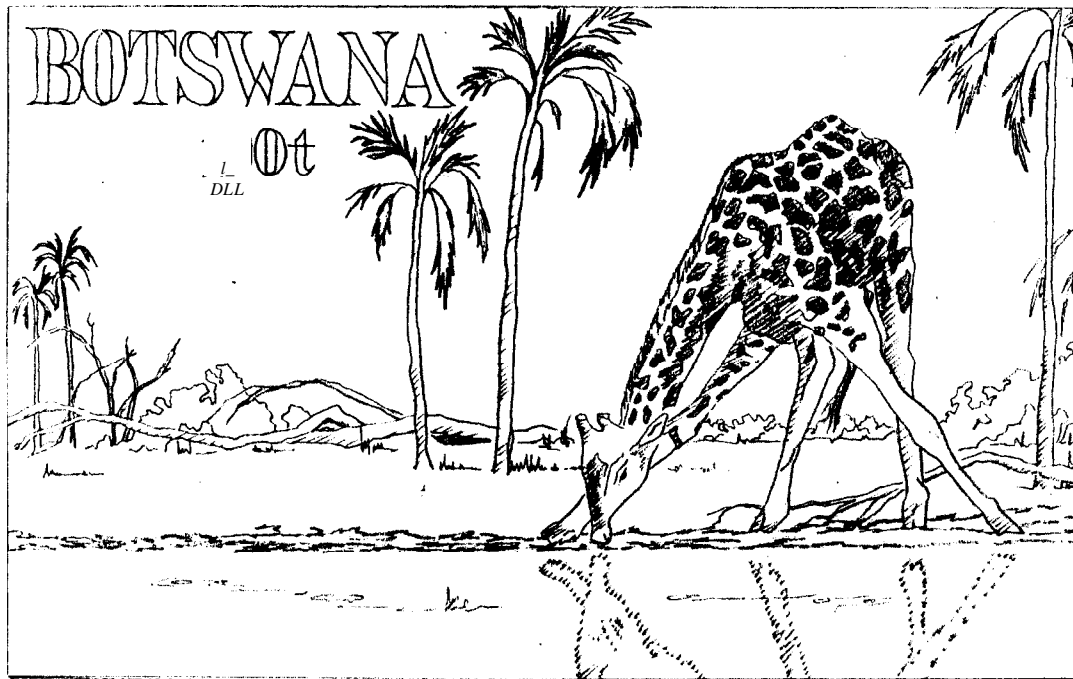


Figure 4. Pencil sketch of proposed 100t denomination showing a giraffe drinking splayed-legged from an Okavango stream.



The Postal History of Graaff-Reinet Part IV

the late Ken Baker

Editorial Note: This is the fourth of eight parts being reprinted from a series which first appeared in "The Post Office Stone", official publication of The Postmark & Postal History Society of South Africa. This installment was first published in Volume 28, Number 2, pages 12-16. A few very minor grammatical edits have been made.

Graaff-Reinet Post Office 1852-1854

In 1852, the clerks of the Civil Commissioners and Resident Magistrates were relieved from doing duties as Postmasters. This was a step in the right direction. Most country postmasters now were recruited by the General Post Office (G.P.O.), coming under its control, thereby delivered from situations of divided loyalties.

At Graaff-Reinet, Mr. A. de Villiers, who had succeeded Mr. Ziervogel on 20 March 1852, was subsequently replaced on 26 May 1853 by Mr. G. Hurford who received a salary of £30 per year as Deputy Postmaster. With this appointment it seemed possible, although not confirmed, that the Post Office was opened at some location other than the Civil Commissioner's Office.

At the Richmond Post Office, Mr. E.S. Ford was replaced by a Mr. A.S. Ford on 3 September 1853, his annual salary, as Deputy Postmaster, being £20. Shortly after the appointment of Mr. Ford, he was replaced by a Mr. Rutherfoord (actual date not given). Mr. Rutherfoord resigned in 1854 and was succeeded by Mr. C. Ackerman who received the same salary as paid previously.

On 26 August 1854 a post office was opened at Blanco Water, the Deputy Postmaster, Mr. F. Foucher, performing his duties gratis.

Mail Routes Operative

Richmond/Graaff-Reinet: Graaff-Reinet/Cradock mails from Cape Town to Graaff-Reinet and Richmond, Wednesdays and Saturdays, 4:30 p.m.; due back at Cape Town on Tuesdays at 8:00 a.m. (see also in previous part, Port Elizabeth and Graaff-Reinet 1851).

As previously discussed in this series, another mail route of interest was discussed by the Board of Inquiry in 1852. This came about as a result of the inhabitants of the town of Middelburg who asked that a post be granted to them. After the discussion, they recommended that the mail be conveyed from Graaff-Reinet to Middelburg rather than on a line from Cradock to that town; that the Postmaster General (P.M.G.) call for tenders over this route for the conveyance of mail once a week each way, between Graaff-Reinet and Middelburg, on horseback or by a vehicle of any description; and, that it should connect with Graaff-Reinet/Port Elizabeth/Cape Town

mail. This was agreed to by the Lt. Governor.

Graaff-Reinet Post Office

This section quotes the postage rates applicable at Post Offices throughout the Colony. Below, 1 through 4 were applicable from 1846, as well as book postage and postage stamps as of 1853.

Inland Rates of Postage

1. All letters transmitted by post between places within the Colony shall be charged according to weight only, and as follows: (a) on every letter not exceeding half an ounce - 4d; (b) Do. above ½oz and not exceeding 1 oz - 8d; and (c) Do. exceeding 1 oz at the rate of per oz - 8d.

In which latter charge, any fraction of an ounce above one, or any number of whole ounces shall be charged as an additional ounce.

2. On all letters not prepaid, the above scale of charges shall be increased one-half, and on all letters not posted within an hour of the time specified for the dispatch of the mail an extra charge of one shilling. In all cases where unpaid letters are refused, or the party to whom they are addressed is dead, or cannot be found, the writer or sender shall pay the postage. To ascertain whom, letters may be opened; and, in like manner, newspapers, packets, or any other article on which postage is due.

3. All letters shall be subject to the same amount of postage in addition to the original charge, as if they were letters posted for the first time.

4. Seamen's and Soldiers' letters, not exceeding half an ounce, shall be subject only to the postage of one penny on each, and additional charge of one penny being made on each letter sent to, or received from, parts beyond the seas.

On every newspaper or journal printed within the Colony, there shall be as charge, payable when posted, of one penny only, provided such newspaper or journal is posted without cover, or with the cover opened at the sides, and within seven days of its publication. In the event of failure of either of these provisions, such newspaper or journal shall be charged the full postage. From all such charges the Government Gazette is exempted. Publications regarded as newspapers in the mother country, and stamped as such, are forwarded at the same charge as colonial newspapers.

Postage of Letters to/from Parts Beyond the Seas

Letters transmitted to, or received from places beyond the sea, were charged four pence each, without reference to weight. This was in addition to any internal postage which may have been chargeable. Letters thus posted must be pre-paid, or are liable to be returned to the writer at his expense. Owners, charterers, or consignees of vessels, or owners, consignees, or shippers of goods on such vessels, have their letters free by such vessels, if delivered at the port or place of arrival; and if at any other place within the Colony at the rate chargeable on pre-paid letters, such letters collectively not to exceed six ounces in weight. For all letters, except government dispatches, the master of the vessel bringing them is paid a penny.

Registering Fee - Persons desirous of securing the safe delivery of a letter, may have the letter registered, and obtain a receipt for the same, on payment of a registering fee of six-pence.

Postage Stamps - The system of prepaying letters and newspapers by stamps came into operation on the 1st September 1853. They may be purchased at the General Post Office or at any licensed dealer's.

Private Letter Boxes - By the notice of 4th May 1853, this accommodation may be secured by payment of A1 per annum, which sum is brought to the revenue of the Colony. Holders of private boxes have the privilege of obtaining short credit for postage, on the arrival of English or other large mails.

Transmission of Books by Sea through the General Post Office and by Mail Contractors, Inland - Books, magazines and other periodicals, may be transmitted, through the GPO of Cape Town, to Mossel Bay and Port Elizabeth, by sea, free of expense; there to remain for delivery when called for. To apprise these parties of this, the postmasters at these sea ports, will forward to the postmasters of the different inland districts, lists of the packages received, who will then have to post up such lists in their offices for general information. The mail contractors have also been permitted to convey such packages inland, and to make their own charge for the accommodation thus afforded.

Book Postage between Cape Town and the United Kingdom

The following regulations were published by notice of the Postmaster-General, regarding the book post, on 1st May last: (1) Book packets may be transmitted to and from the Cape of Good Hope by private ship; (2) A book packet may contain any number of separate books, almanacs, maps, or prints and any quantity of paper, vellum, or parchment (to the exclusion of letters, whether sealed or open) and the books, maps, papers, etc., may be either printed, written, or plain, or any mixture of the three; (3) The name and address of the sender or

anything else, not in the nature of a letter, may also be written or printed upon the envelope or cover of the packet, in addition to the name and address of the person to whom it may be forwarded; (4) All legitimate binding, mountings, or covering of the same, or of any portion thereof, will be allowed, whether such binding, etc., be loose or attached; as also rollers, in the case of prints, markers (whether of paper or otherwise) in the case of books; and, in short, whatever is necessary for the safe transmission of literary or artistic matter; (5) The rates of postage on book packets will remain as heretofore, viz: for each packet not exceeding ½oz - 0s6d, Do., above ½d, and not exceeding 1 lb - 1s0d; Do., above 1 lb, and not exceeding 2 lbs - 2s 0d and so on. (6) The following regulations, however, must be observed: (a) Every packet must be either without a cover or with a cover open at the ends or sides; (b) It must not contain any letter, open or sealed, nor enclosure whatever; (c) No packet must exceed two feet in length, breadth, or width; (d) The postage of book packets, must be paid in advance, and if within the United Kingdom, by means of stamps; (e) Should a book packet be posted unpaid, or with a pre-payment of less than six-pence, or be enclosed in a cover, not opened at the ends or sides, or should it exceed the dimensions specified, such packet will be sent to the Dead Letter Office, and treated accordingly; (f) But when a book packet shall have been posted, insufficiently prepaid, and it shall appear that the single rate of six-pence at least has been paid, such packet will be forwarded and charged with additional postage, equal to the deficiency, plus another single rate as a fine; (g) Should any letter, whether closed or open, or any enclosure, sealed or otherwise closed against inspection, be found in a book packet, such letter or other enclosure will be forwarded, charged, not only with the postage due upon it as an unpaid letter, but also with an additional sum of six pence, being the single book post rate. The packet itself, however, in such cases will be forwarded (provided the postage shall have been duly paid) without any extra charge.

Mail route problems 1854-1855

During 1854 and 1855, considerable disquiet existed along most East Province towns as to the postal routes, and Sir Richard Southey as Lt. Governor of the Province was faced with innumerable problems.

In discussing the problems affecting Graaff-Reinet, he pointed out that considerable trade was carried on between the town and Colesburg, and between the town and Burghersdorp, but little of any consequence between Graaff-Reinet and Somerset Cradock.

Colesburg complained that their mails were delayed at Richmond for four days. Two plans were put to them, the one following being accepted unanimously - two posts a week from Cape Town.

Cape Town to Graaff-Reinet via Grahamstown, Thursdays and Saturdays instead of one. Send all letters by Thursdays via Grahamstown post to Graaff-Reinet direct instead of through Richmond. Colesberg also accepted the part of Plan 2 suggesting a weekly post between Colesberg and Burghersdorp. They did, however, reject the abolition of the Port Elizabeth/Graaff-Reinet direct postal route.

However, while accepting Plan 1 in principle, they felt it was not workable owing to delays which would cause inconvenience to the inhabitants of Graaff-Reinet, Richmond and Colesberg.

As to Plan 2, Graaff-Reinet would agree if the Port Elizabeth/Graaff-Reinet post via Zwart Ruggens left Graaff-Reinet on Tuesdays at 3 or 4 p.m. instead of Fridays.

Grahamstown also had something to say about Graaff-Reinet, and it noted that at present it took 21 days to write and receive an answer from Colesberg via Port Elizabeth/Graaff-Reinet and Richmond. It was also stated that there were two means of communication with Graaff-Reinet - one via Port Elizabeth, taking 5 days; the other via Somerset, taking 28 hours. However, on the return along this latter route, letters were delayed at Somerset for three days awaiting the Burghersdorp return mail. A suggested route, via Bedford, would considerably shorten the time taken to Graaff-Reinet to 26 hours as opposed to 36 hours.

This brief, condensed report shows the difficulties facing Southey and the GPO, as they attempted to please all of the Eastern Province towns, in their efforts to creating a satisfactory means of communicating not only to Graaff-Reinet, but to the Colony as a whole.

Mail routes, Graaff-Reinet on 31 December 1854 and 31 December 1855

Cape Town, Ceres, Beaufort: 360 miles in length, time allowed 62 hours once weekly, costing 12418, expiring 31 December 1856.

Beaufort, and Richmond: length - 110 miles to be covered in 22 hours weekly, costing £435, expiring 31 December 1859.

Richmond and Graaff-Reinet: length - 63 miles to be covered in 14 hours per week, costing £450, expiring 31 December 1856.

Cape Town (Eastern Frontier Route) and Port Elizabeth: 488+ miles (not including distance between Gamtoos and Port Elizabeth) to be covered in 64 hours, three times per week, costing £5854, expiring 31 December 1856.

Port Elizabeth and Graaff-Reinet: length ?, covered in 31 hours weekly, costing £300, expiring 31 December 1856.

Graaff-Reinet, Somerset, and Grahamstown: length ?, covered

in 28 hours weekly, costing £750, expiring Graaff-Reinet to Somerset on 31 December 1856 and Somerset to Grahamstown expiring on 30 April 1856.

Cape Colony GPO - 1855

By this year, the Colony's post office had achieved a greater degree of organization. Many more post offices were open, and more postal routes were established and rationalized. In addition, the Head Office in Cape Town had been overhauled and a Board of Inquiry had produced a report leading to many additional improvements.

In the country districts, at most of the larger towns, the clerks to the Civil Commissioners and Resident Magistrates had been replaced as postmasters by GPO appointments. Therefore, more control was being effected by the Post Office with postmasters whose loyalty and obligation was not shared by other departments.

The above circumstance was, unfortunately, did not yet hold true for the smaller towns and villages. In these locations, postmasters were often local tradesmen who, for a small allowance, agreed to conduct post office business on their premises; or, in the cases of very small communities where the deputy postmaster or agent increased his salary by acting as the local Constable, Gaoler or Field Cornet, etc. This was not yet the position in the Graaff-Reinet Division. However, in the next few years many more small offices would be established.

In 1855 the three post offices noted above remained opened. Mr. Hurford and Mr. Ackerman carried on as deputy postmasters at Graaff-Reinet and Richmond, with Mr. Foucher serving as the deputy on a gratis basis at Blanco Water.

In the same year, with the rise of postal activity, an increase in the salary of the deputy postmaster throughout the colony was made. This was done in accordance with a revised scale of remuneration to those officers, and was regulated in proportion to the amount of responsibility and labor attached to the particular office. Both Messrs. Hurford and Ackerman received salary increases of 120 per year, thus bringing their total salaries to £50 and £40 per annum respectively.

Elsewhere in the same division at Stepleford, a post office agency was established. The agent, Mr. George Cooper, was appointed on 1st June 1855 with a salary of £6 per year. (This was the normal salary paid to agents, as well as some deputies, throughout the colony. There were, in one or two instances, deputy postmasters who received an even lower salary.)

1855 Postmaster General's visit to Graaff-Reinet

Mr. Le Sueur, the PMG between September and December 1855, visited every post office in the Eastern Province that he could conveniently reach. Following the old Karoo Postal Route via Tulbagh and Mitchells Pass to Beaufort West, his

first step into the Eastern districts was the Richmond Post Office, then on to the one at Graaff-Reinet. However, he did not visit the agencies at Blanco Water or Stapleford.

He made one specific comment as to the Graaff-Reinet Division, as well as several other general remarks concerning the service in his subsequent report (see below). He noted the Port Elizabeth had again raised the question of the conveyance of the post between there and Graaff-Reinet and its extension to Middelburg and Bloemfontein as published in the *Eastern Province Herald*.

Mails Cape Town/Graaff-Reinet - 1856

Mails left Cape Town for Graaff-Reinet and Richmond on Thursdays and Saturdays.

Graaff-Reinet Division - 1856

Graaff-Reinet, Richmond, Blanco Water post offices and the agency at Stapleford continued as before. A new post office in the division at Murraysburg, was opened 24 December 1856 with Mr. H. Mosenthall serving as the deputy postmaster at a salary of £20 per year.

PMG's Report of 1856

The report of the PMG was published 23 January 1856. Many of its pages were taken up by correspondence between the civil Commissioner's Office in Graaff-Reinet and a number of inhabitants of the town on the subject of postal communication between Port Elizabeth, Graaff-Reinet and Colesberg. Obviously, all of this correspondence cannot be reproduced in full, but the following resume may be of interest.

The visit of the PMG to the Eastern Province arose partly as a result of the letters mentioned above. However, the PMG also desired to acquaint himself with the problems of the Province concerning postal communications in general.

Previous to his journey, the PMG wrote to the Civil Commissioner of Graaff-Reinet outlining certain plans he proposed as to postal communication. These plans were passed on to various inhabitants for their views. Replies were received from the following merchants and inhabitants: Messrs. Meintjes and Dixon, Mr. F.P. Kay, Mr. T.N. Muller, Messrs. Mosenthall Brothers, Mr. S.J. Meintjes, auctioneer and agent, jointly with Messrs. Hough and Wimble, John Heugh, H. Benjamin, transmitted a testimonial to His Excellency, signed by themselves and 19 others.

The Graaff-Reinet Acting Civil Commissioner, Mr. Berrange, pointed out that from the above documents it could be seen that, with the exception of Meintjes and Dixon, all were decidedly opposed to the direct post between Graaff-Reinet and Port Elizabeth being abolished and expressly requested that it be retained.

Mr. Muller had certain reservations in that, unless the Graaff-Reinet to Port Elizabeth mail route be made "a speedy and sure communication", the continuation of the route would from time to time cause inconvenience to Graaff-Reinet inhabitants and disappointment to those at Richmond and Colesberg.

The Acting Civil Commissioner added that all that would be required, regarding the direct Port Elizabeth/Graaff-Reinet postal route, would be the departure date from Graaff-Reinet being altered to Tuesdays at three or four o'clock, instead of on Saturdays. Otherwise, the mail from Graaff-Reinet would still have to be sent round by Grahamstown or be detained at Graaff-Reinet for four days.

While not introducing arguments or comments on the Graaff-Reinet/Port Elizabeth mail route from quarters other than the former, the PMG's views on the above and his comments should be noted.

The PMG stated in his report that he was fully aware of the importance of affording every facility for the most direct and speedy communication between sea ports and inland towns. Further, he thought that the abolishment of this route was not open to weighty objections, as no material disadvantage would arise to Port Elizabeth, while the maintenance of the route would afford great facility to most of the inland towns in their correspondence with each other.

The PMG's report was referred to His Excellency whose return reply, via the Colonial Secretary on 7 February 1856, was that he was not prepared to abolish the Port Elizabeth/Graaff-Reinet direct postal route until Parliament and the inhabitants of those places had had the opportunity of perusing the PMG's report and the arguments advanced for and against, and not until Parliament had taken a separate vote on this line.

In May of 1856 the PMG met with the Select Committee in the House of Assembly which was dealing with postal matters. A detailed report was issued as a result, which included the following:

Two mail lines were proposed: (1) Port Elizabeth/Grahamstown/Bedford/Cradock/Burghersdorp/Aliwal North; and (2) Northern Post - Cape Town at 4 pm on Wednesdays, Beaufort at 8 am on Saturdays, Graaff-Reinet at 8 am on Sundays, Colesberg via Middelberg at 8 am on Mondays, returning Colesberg at 6 pm on Wednesdays, Graaff-Reinet at 9 pm on Thursdays, Beaufort at 12 am on Saturdays, arriving Cape Town on Tuesday mornings for early delivery.

By the above arrangements, no alteration was made as to the time of arrival and departure of mails between Port Elizabeth and Graaff-Reinet as it pertains to the Colesberg via Middelberg line. The post for these places would leave

Graaff-Reinet Monday morning after arrival of Cape Town mail via Beaufort. Beaufort letters for Port Elizabeth would reach Graaff-Reinet in time for Port Elizabeth post via Somerset, leaving 6 pm on Sundays. The return post from Colesberg leaves Graaff-Reinet after arrival of the Port Elizabeth post, Beaufort then completing its letters for Port Elizabeth in one week.

There was ample time at Colesberg, between arrival of the Cape Town post on Monday nights at 8 pm, and in Cape Town between arrival on Monday nights with a departure time of 4 pm on Wednesdays.; that is, if there should be any delay on the line this should not interfere with the above arrangements.

Colesberg would correspond with Port Elizabeth via Middelberg and Cradock and complete correspondence in 11 days time. This time could not be reduced without detaining Cape Town letters via Beaufort and Middelberg which was not considered desirable.

The report, as discussed above, was evidently agreed to.

Graaff-Reinet Postal Division - 1857

In 1857, at the Graaff-Reinet post office, Mr. Hurford received, apart from his salary of £50 per year, petty expenses of an additional £24 annually. (This additional sum possibly paid the rent for the Post Office and also various sundries.) In addition, most postmasters and deputies throughout the Colony received commissions on the sale of stamps.

Graaff-Reinet this year had the distinction of receiving the services of the second letter-carrier to be employed by a country post office. He was Mr. J. Liscano who was paid an annual salary of £15.

Richmond's Deputy Postmaster, Mr. Ackerman, also drew petty expenses of £12 per year plus commission, while at Murraysburg, Mr. Willet only drew commission.

The post office agency at Stapleford was abolished, but a new post office at Aberdeen, with Mr. C. Heugh as Deputy Postmaster, opened on the 10th of August 1857. His salary was £10 per year plus commission as above.

Volume of Letters and Newspapers (Graaff-Reinet Postal Division, 1857)

The following is a summary of the volume of handled items activity for the three postal agencies comprising the Graaff-Reinet Postal Division for the year 1857: **Graaff-Reinet:** *received* - 22,236 letters & 33,797 newspapers; *forwarded* - 22,820 letters & 9,413 newspapers. **Richmond:** *received* - 4,832 letters & 7,057 newspapers; *forwarded* - 4,986 letters, 444 newspapers. **Murraysburg:** *received* - 1,806 letters & 1,796 newspapers; *forwarded* 1,990 letters & 15 newspapers.

Prepayment of letters: From the 1st of January 1858, the prepayment of letters posted in the Colony by postage stamps became compulsory. Letters left unpaid were returned to the writer at their expense. Unpaid-for newspapers were destroyed.

Graaff-Reinet Postal Division - 1858

This year the Division lost both the Richmond and Murraysburg post offices which were transferred to the new division for the Richmond area. This left only Graaff-Reinet, Aberdeen and Blaauw Water, the latter having received a change of name from Blanco Water. No change in the deputy postmasters or their salaries occurred at the time. However, five new post office agencies were opened within the Division:

1. *Uitgeleide Zeekooigat (Zwart Ruggens)*, N. Smith, Agent
2. *Quaggas Fontein (Voor Sneeuwberg)*, P. Loots, Agent
3. *Asvogel Krantz (Achter Sneeuwberg)*, J. Naude Agent
4. *Camdebo*, J. Cloethe, Agent
5. *Wheatlands (Buffels Hoek)*, J. Parkes, Agent

All five of the above agencies opened on 30 November 1858 with each of the agents receiving an annual salary of £6. (Note: Before the introduction of postage stamps in 1853, the Post Office Agent had more limited duties than those of the Deputy Postmaster. The former were not required to render accounts as they could receive only unpaid and franked letters, and despatched none but unpaid and official letters. Presumably, with the general and compulsory use of the postage stamp, the function of the Agent position changed. The *Blue Book*, for that time period, noted that the five agents listed above commission for all stamps sold.)

Cape Town and Graaff-Reinet Mails

Mail between the Cape Town GPO, Aberdeen and Graaff-Reinet (see above) was scheduled as follows: *leaving* Cape Town on Tuesdays at 11:30 am and Saturdays at 4:30 pm, *returning* on Wednesdays at 2 pm and Saturdays at 11:30 am.

Graaff-Reinet Division - 1859

The post offices and agencies remained as before. However, the government's *Blue Book* listed the names of some of the agencies differently - Quaggas Fontein was listed as Voor Sneeuwberg, Asvogel Kranz as Achter Sneeuwberg and Wheatlands as Buffels Hoek.

At Aberdeen, Mr. H. Ely succeeded Mr. Heugh as Deputy Postmaster.

In view of Graaff-Reinet's importance, and due to its growth in mail volume, Mr. Hurford's annual salary was increased from £50 to £100, plus his petty expenses and commission. For

some reason the position of letter-carrier was deleted from the *Blue Book*

Mail Routes - 1859

Mail Routes 7 and 8 linked Graaff-Reinet with Middelburg which in turn on routes 5 and 6 was linked with Burghersdorp, Aliwal North and Orange Free State to the north, and to the South with Nels Poort, Cradock, Blaauw Krantz, Daggerbopers Nek, Bedford, Grahamstown and Port Elizabeth. To the east, along routes 3 and 4, Graaff-Reinet was linked to Pearston (Rustenburg Vogel River), Somerset East, Been Leegte, Zuurberg, Tunbridges (Sundays River) and Port Elizabeth. To the west the linked towns were Murraysburg, Beaufort, Karooport, Zoute Kloof, Wellington, Ceres, Paarl, Darling, Bridge and Cape town.

Graaff-Reinet Division - 1860

At this time the Division's post offices were Graaff-Reinet, Blaauw Water and Aberdeen. The officers and salaries were as before with the exception of Mr. M.C. Heugh who was appointed the Deputy Postmaster at Aberdeen, as well as Justice of the Peace on the 1st of January 1860. At the Graaff-Reinet post office a letter-carrier was again employed - Mr. J. Hurford (a relation of the Deputy Postmaster[?], with a salary of £ 24 per year.

The Division's postal agencies were located at Zwarte Ruggens (previously listed as Uitgeleide Zeekooigat), Voor Sneeuwberg, Achter Sneeuwberg, Camdebo and Buffels Hoek. The associated agent salaries remained as before.

Field Cornet and Divisional Posts

With the appointment of Civil commissioners in 1859, each in charge of a Country district, new postal services which were independent of the GPO were established.

The Field Cornet Posts were already a product of previous administrations (see above). As the PMG made it clear, these posts came under the control of the Civil commissioners. Amongst other duties, the Field Cornets were responsible for seeing to it that the despatches and government orders were conveyed to the various Drostdies/Civil Commissioners' offices; further, that the *Government Gazette* and its content were made available to most people living within the boundaries of the Country Division.

The above arrangement evidently did not prohibit the Field Cornet from seeing to it that the occasional letter reached its destination; for the PMG noted on numerous occasions that "F.C. Posts were not a regular post for the conveyance of letters" which suggests that, on occasion, letters might be carried.

How was it that the Field Cornet delivered government orders,

despatches and the *Government Gazette*? He was a mounted officer who could travel by horseback from one Cornetcy to the next and so on. However, it is fairly certain he would use local inhabitants to deliver orders, etc., by hand. What is not certain is whether the bulk orders, etc., were delivered to the Field Cornet from the GPO contractors assigned to the various postal routes. It is known that at some point the PMG complained on several occasions that his department was not paid for transporting the *Government Gazette*. Over some routes in the western Cape area for instance, a Field Cornet or special messenger carried the bag from Cape Town to the nearest Field Cornet's station.

As to the Divisional Posts, I have been unable to ascertain when they were established, and am unable to confirm exactly how they functioned.

I suspect, at times, that there was an overlapping of the Field Cornet and Divisional posts. As far as I have been able to determine, the latter were established to cover outlying areas in which some communications were necessary - especially where the GPO's cost of introducing a regular post would be prohibitive.

As far as Divisional Posts were concerned, I would imagine that in their early years, when mail received might be minimal or even nonexistent, a Divisional Post could be suspended at a moment's notice; whereas it would be inopportune for several reasons to suspend or cancel a regular GPO route.

As with Field Cornet posts, Divisional posts were also put out to tender.

Board of Inquiry - 1854

During 1854, a Board of Inquiry, while making no direct reference to the Field Cornet posts, did make some general observation as to the practicability of rearranging some of the District and Field Cornet posts, and recommended that the PMG direct his attention to this area. In 1856 the PMG visited certain Country Districts. His subsequent report was published later and gave a number of proposals in this direction. In the body of the report, the PMG stated that the Field Cornet posts were entirely under the control of the Civil Commissioners; that, with few exceptions, they were employed solely for the purpose of conveying divisional and other official papers, as well as the *Government Gazette*. If they were made available to the public, contracts would have to be amended, etc. He would, however, still leave them under the direction of the Civil Commissioners but would suggest: (1) that the Field Cornet be appointed as Postal Agent, except that none but prepaid and franked letters be received and none but unpaid, stamped and official letters be despatched; (2) that mail packets be made up at divisional post offices for each ward containing.

containing official letters, Gazettes, prepaid letters addressed to such parties signifying their wish to have them sent, instead of allowing them to accumulate at the nearest post office.

The PMG also proposed that the Civil Commissioners should consider that the Field Cornet Posts delivery function be performed by foot runners at a "comparatively trifling expense".

On the 14th of March 1856, His Excellency directed that all

Civil Commissioners consider the recommendations and suggestions made by the PMG.

Post Office Guide - 1859

Published by Solomon, Cape Town, the 1859 *Post Office Guide* listed no Field Cornet or Divisional Posts for the Graaff-Reinet Division.

... to be continued

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Journeys to the Past: Winnaarspoort, Lydenburg District, East Transvaal. . . Werner K. Seeba, Germany

Originally, Winnaarspoort (see Fig. A) started out as a farm situated north of Eland-Spruit in the Witrand Ward, at an altitude of 6437 feet. It was awarded to Mr. G.S. Mare on August 2, 1858 by the local magistrate for the East Transvaal.

Figure A. Map location showing Winnaarspoort.



For many years the farm was also used as a waystation for mail coaches going to and from Lydenburg and the nearby goldfields. It later became a landmark when the Lorenzo Marques (Maputo) railway line to Pretoria was surveyed through the immediate vicinity. (To this day the farm is still in the possession of the Mare family.)

After a mile or so from the Mare Farm the mailcoach route branched-off leading towards the Snyman Farm near Crocodile Mount some 12 miles distance. It was located next to the Watervall Farm upon which one found Heyman's Store.

Another 12 miles distance down the old Natal Road one comes to Koppie Alleen, just before crossing the Crocodile River. Continuing on for another 21 miles via Schoone Spruit, the weary traveler reached Lydenburg.

The 1878-1883 route from Pretoria was via Mr. S. Wemmer's farm located at an altitude of 6,900 feet near Bergendal. A further eight miles, via the Eland-Spruit Drift, we come to the farm of Mr. Cornelius Coetzee near Hartebeesfontein. Mr. Coetzee also operated a coal mine on the property. Prior to his ownership, the farm had belonged to Mr. C.H. Viljoen when he was awarded it in 1862. However, in 1874, along with the Steynsplaas Farm, it came into the possession of Mr. Coetzee.

Mr. Coetzee was known locally as "Lang Corneels" and took an active part in state and church affairs. He was mortally wounded at Bronkhorstspuit during the First Anglo Boer War in 1881, leaving five sons to carry on the family traditions.

From Winnaarspoort to Pilgrims Rest, an armed escort was required to travel with coaches during the native Sekukuni uprisings at that time.

Returning to the earlier-mentioned Mare family, in 1879 they had applied for a private postal bag at the fee rate of 5s per quarter. This service was now offered at the time by the ZAR GPO to farmers along the various mail routes. Farmers could obtain the service provided that letters were franked in advance, and cancelled by the next postal agency or post office along the route. This service proved to be of great importance to farmers, as well as various store operators, i.e., proprietors, in the area. Mail could now be sent and received - mainly newspapers - by them. Posthorns were also introduced at that time to announce the arrival of the mailcoach or, in some cases, carts.

By 1883 the route for the mailcoach changed, following the discovery of gold. From Winnaarspoort it extended 10 miles over the Swartkoppies Farm (later Helvetia), belonging to Mr. C. Fourie. This route was in operation until 1894. In the interim, new coach relay stations were established at Bergendal, Winnaarspoort, Helvetia, Zondagskraal, Eland-Spruit, Witklip and Lydenburg. An end station and mail depot was eventually established at Kaapsche Hoop.

Figure B. Example of the squared octagon Winnaarspoort canceller.



At this time a postal agency had been established at Winnaarspoort. The agency was assigned a 27x28mm squared octagon date stamp (Second Republic). In the inner octagon "WINNAARSPOORT" is arched across the top with "Z.A.R." centered at the bottom. Shown in Figure B is

an example with the "A" time code inverted below which is the date "18 FEB // 96". This canceller is now stored at the National Cultural History and Open-Air Museum on Boom Street in Pretoria.

In 1887, the Field Cornet, Mr. M. Piet Traute, was listed as the postal agent at Winnaarspoort. His salary was £30 pounds per annum. During December of 1890, Mr. Traute was also voted as chairman of the Dullstroom, or village management

committee. At the outbreak of the 2nd Anglo Boer War, he also became responsible for the Belfast District.

The annual mailcoach contract from Winnaarspoort to Barberton paid „\$750; from Winnaarspoort to Chrissies Meer (Lake), it was 1195 16s 8d.

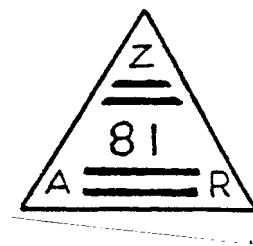
Regarding the actual schedule, it is known that the mailcoach from Pretoria reached Winnaarspoort on Tuesdays at 4 pm. By 1888, postal route number 12 was in operation from Bergendal to Rossenekal, reaching Winnaarspoort on Thursdays at 5 pm. On the return journey, mail would arrive at 3 pm on Sundays. By 1889, the coach arrived now on Fridays at 4 pm.

From May 1889, the triangular numeral "81" canceller/ obliterator (Fig. C) was put into use at Winnaarspoort. It is speculated that by the end of February, 1893, the postal agency at Winnaarspoort was possibly closed. The mailing functions were allegedly taken over by the agency at Galuk, beginning March 1st that year. Then, according to the 1895 edition of the *ZAR Postgid*, it is indicated that the Winnaarspoort agency was temporarily reopened once again. Finally, on February 18,

1896, the agency was permanently closed based

upon the last date of use of the assigned triangular "81" canceller. Thus, a previously important place from the old Transvaal mailcoach days, had become only a highfield farm whose name can now be found in old postal agency listings.

Figure C. The triangular numeral 81 canceller.



References

Posgids der Z.A.R., Nos. 1 (1888) and 2 (1889)

Encyclopaedia of South African Post Offices and Postal Agencies, Vol. 4, R.F. Putzel, 1976

'n Kort Gesiedenis van Belfast, A.P. Van der Merwe, 1952

Dialogues & Updates

Dialogues provides readers with the opportunity to share their reactions to written materials appearing in this journal. Updates to published information is also encouraged. Comments are to be sent directly to the Editor. A copy of the comments will then be sent to the original author for a response before publication herein. Corrections from authors also appear in this feature.

Tim Bartshe recently wrote that he had received a note from Richard Stroud of the UK who made some helpful comments regarding Tim's Commando Brief Franks exhibit (appearing on a serialized basis in "The Boer Republics" specialty column feature). Tim mentions that exhibiting can bring out a great deal of new information about one's collection or correct some erroneously held ideas. Richard's remarks are as follows:

"I have just received our reciprocal-exchange copy of *Forerunners* for July/Oct '99 and have noted your examples of Commando Briefs on cover. I particularly like the ones from the Western Front. 'Lieutenant Rosenberg' (is that his name?) might have been a German volunteer with the Boer Forces and his correspondence to Miss Schiett(?) must have been prolific, amounting to at least 25 items; that is, if N 25' on the cover from Boshof means 25 in the sequence.

What I must put right is your assumed use of the railways around Kimberley to transport mail. What trains might have run and where? This was a serious war zone - there were no trains. Kimberley was, as you say in the caption to the Modder River cover, besieged and nothing in and nothing out. Methuen was still attempting to advance from the south towards Kimberley against stiff Boer opposition. Mafeking

was also besieged; and, the railway between Mafeking and Kimberley was not passable. (Rhodesia was thus cut off from essential supplies from the south.) Any service on the line west from Bloemfontein towards Kimberley would have only been for Boer supplies and perhaps no further than Abraham-skraal.

The OFS post office offices at Jacobdal, Boshof and Abrahamskraal were all well placed to handle mail for Burghers on the Western Front. Evidence to support this is in the Bidwell correspondence researched by Andre Bezuidenhout and much cover evidence also bears this out.

Regarding the situation of the Southern Front, i.e., south of the Orange River, I do not know whether the railway bridges were left intact when the Boers began to occupy Aliwal North, Colesberg, Burghersdorp, etc. However, a good postal system between Bloemfontein and the Burgher commandos was quickly established and seems to have operated well until late February, 1900 when the withdrawal began, partly in an attempt to aid Cronje at Paardeberg."

Tim followed-up Richard's comments with additional ones of his own. He states that it appears that he was in error in assuming that a railway existed at the time of the conflict west

from Bloemfontein, not being built until 1908! Virtually all mail from the Western Front would have been handled in the traditional way. Mail from the Southern Front possibly would have utilized the railway system as it existed at the time running north from Bethulie Bridge and Norval's Pont. The map I used in delineating the rail system displays the incremental portion of the system from 1890 through 1910 and not through 1900. This series of maps, a fountain of information (if used properly, I might add) was compiled by T.S. Jones and published by the Orange Free State Study Circle in 1995. For further information, please contact J.R. Stroud, 28 Oxford Street, Burnham-on-sea, Somerset TA8 1LQ, England.

A second entry for this issue's *Dialogues* comes from Dr. Frederick Lawrence as follows:

"Unfortunately, some of the text describing "Cover B" on page

38 of the Jul/Oct '99 issue was omitted, and the description of the cover which is there does not read right. The cover first went from Earl's Court S.W. (London) to Mafeking. This is stated in the text. Then it was first forwarded to Durban, Natal (May 11, 1890). This is not stated in the text; it is in the caption to the illustration for "Cover B", so it must have dropped out of the text accidentally. Then, the cover was further forwarded to Croydon, England (UK), as stated.

Further down in the text, it states that double the postage due deficiency was 4d, all of which was due to British Bechuanaland. And, it states the Bechuanaland-to-Natal rate was 6d (via the Cape). Now, it should state that the Natal to UK rate was 4d. This is not stated. Then it states that the total postage due was $4d + 4d + 6d = 1s2d$. This is correct, but the order should be 4d (double deficiency) + 6d (first forward to Durban, Natal) + 4d (second forward to Croydon, England) so as to correspond to the actual routing of the cover."

* * *

THE FORERUNNERS FORUM

Questions & Answers

As a service to the general collecting community, your Society makes its Panel of Experts for greater southern Africa available to answer questions submitted by members and non-members alike. To access this service send your questions to the Panel member covering the area of interest (see listing opposite inside front cover page).

For a greater southern Africa area not presently listed, send your question to the Panel Chair, Dr. Lawrence. Also, British Africa questions pertaining to areas outside PSGSA's scope, e.g., British East Africa, are to be sent directly to the Editor. The question will then be forwarded to the appropriate specialty group for a response.

Clear copies of cancels, covers (front/back) and a detailed written description of the item(s) should be included with all questions. The Panel member will forward his response, the question(s) and any illustrations to the Editor for publication in the journal. The Panel member will also return a copy of their response directly to the questioner. Certain questions will require an extended period for research and/or collaboration with other scholars.

* * *

Unanswered Challenges

This feature lists: (1) questions for which the Panel has indicated it has no definitive response; or (2) questions for

which there is no coverage on the Panel. Listed "Challenges" remain until solved. Responses to a "Challenge" are to be sent directly to the Editor.

Challenge #1. On the large Victoria CGH revenue issues, there are two types - one with "Stamp Act of 1864" in the oval frame, the other "Government of Cape of Good Hope". Very little can be found in existing catalogs as to definitions, typing, listing and organization of these two obviously differing issues. Can any one explain this to me? - T.P. McDermott, USA

Challenge #2. Does anyone have a non-philatelic use of the Bophuthatswana inland and overseas aerogrammes that were issued in 1977? - Will Ross, USA

Challenge #3. Do any of our readers know of a tabulation of the "OFFICIAL FREE" cachets appearing on "ON HIS MAJESTY'S SERVICE" official SWA envelopes (see page 102, #21)? - Dr. H.U. Bantz, South Africa

Challenge #4. I have two South African postal orders, one of 6d uprated to 9d by affixing a 3d stamp, and the second in the amount of R120. Both were used in SWA, the first in Windhoek (22/1/42), the second in Aroab (3/9/43). When did the SWA postal orders get issued? - Jack Harwood, USA

Members being sought for the Panel in the following areas: Natal, Union and/or Republic of South Africa. If interested, contact Dr. Lawrence, 5016 So. Kenneth Pl., Tempe, AZ

Bits & Pieces

"Bits..." provides readers with the opportunity to present information in a short order format. If you have an interesting cancel, rarity, unknown, cover, cachet, etc., then this is the place to share with your fellow members. Please provide some detailed and descriptive information when sending your entry to the Editor.

Here is an interesting "bit" about the cancellation of Norwegian stamps by the post office in Cape Town (source: *Stamp Collector*, February 28, 2000, page 36). During 1934 the British naval vessel HMS Milford returned to Cape Town following a visit to Bouvet Island, a Norwegian possession some 1,350 miles to the southwest. A small supply of about 1,200 Norwegian stamps had been obtained from the Norwegian consul there and were overprinted "BOUVET / OYA" with his approval, and ship's mail franked with these stamps were accepted and canceled by the Cape Town post office on this date. Norway later repudiated these provisionals, and asked that they not be regarded as officially sanctioned.

My friend, the late W.A. "Alec" Page, sent me a copy of a one page entry that he had published in the October 1979 issue of *Stamp Lover*, titled "South Africa Censor Ties". I thought you might enjoy this little piece on a subject which has not appeared in *Forerunners* for some time.

"The censoring of mail, for security reasons, either in times of internal insurrection or in wider war conditions, while perhaps not strictly a postal activity, is now widely accepted by collectors as an integral part of the study of mails under such circumstances.

At the outbreak of the Second World War, civilian mails in

Figure. Example of a cover to England showing the bi-lingual censor sealing label.

WANTED

WORLD WAR II MILITARY COVERS
USED IN AFRICA FROM THE FOLLOWING
AREAS WITH THE VARIOUS CANCELS:

Indian FPOs, East African APOs,

APO/U Postmarks, Sudan,

British Somaliland (1939-1940),

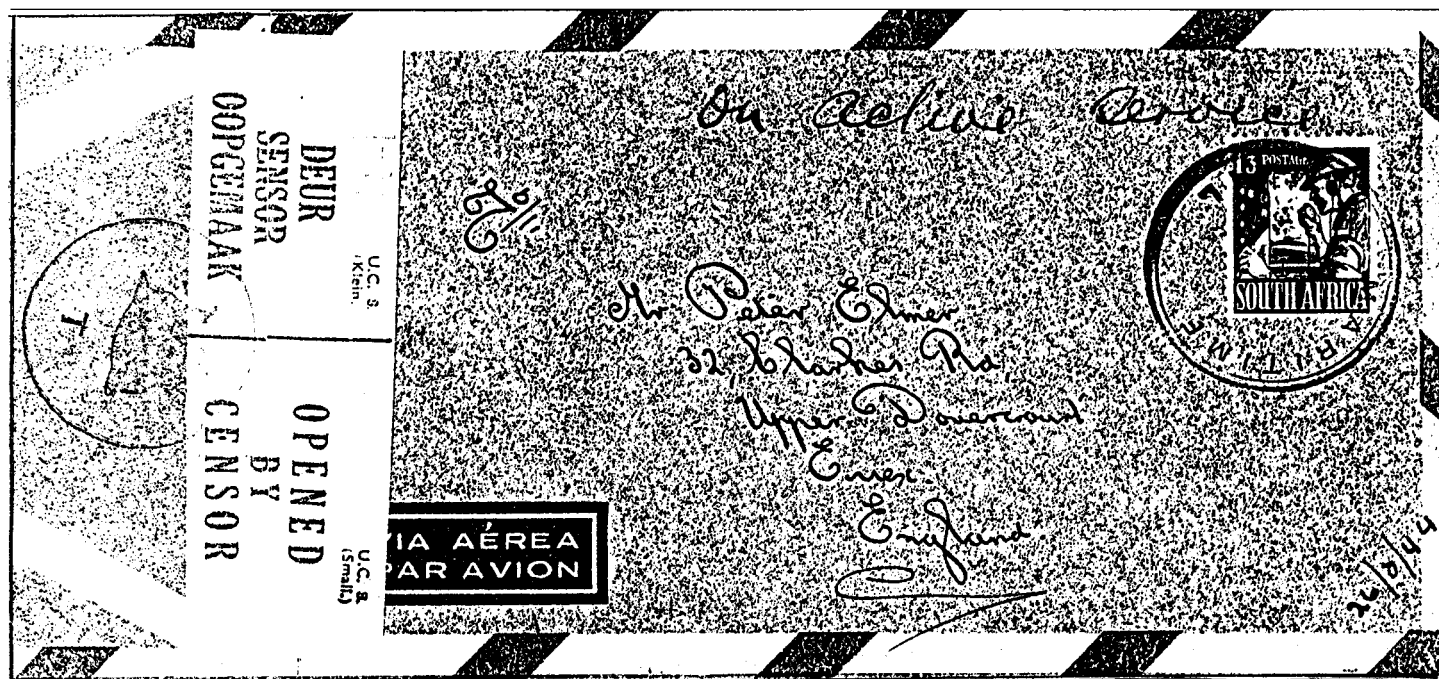
and Italian Posta Militaire.

Walter Bjork - 54 West 84th St., - New York, NY 10024

South Africa were immediately subject to scrutiny. For this purpose, Censor Officers were appointed and various centers set up to handle the large volume of letters. Close liaison was necessary with the postal authorities who had the responsibility of routing the mails via the various censor points. It was not, of course, possible to examine every letter and many were, therefore, passed without being opened.

Generally speaking, these unopened letters were stamped by the Censor staff as having been 'passed', using a variety of handstamps; or, in the very early days even a manuscript endorsement.

Those letters opened for checking, needed to be re-sealed. For this purpose a civilian censor sealing label was produced. Printed in red with the legend 'OPENED BY CENSOR / DEUR SENSOR OOPGEMAAK (Afrikaans)' [see Fig. below], these seals were introduced very early on in the war and in varying styles, but maintaining the same overall legend."



After re-sealing a letter, it was usual for the Censor Officer to add "19 Nov" cds of same on reverse (not shown). The cover was his initials or number on the sealing label, although this redirected to Sutherland with a Swellendam arrival. This introduced a small rubber stamp with which to stamp the particular item is a great rarity in that it is believed there is only labels and so tie them to the envelope. This handstamp, in the one other example of the missent mark known to date. Do any form of the Union of South Africa Coat of Arms plus a letter, of our readers have an example of this seemingly rare mark in their may be found in various shades of violet to black and red, although collections? As indicated above, the current census is only two the color is of no significance. The letter, however, is important known to-date, worldwide.

as it indicated the point of censoring of the item. Letters A-R (The final "bit" for this time around should interest those who excluding I and Q) were allocated. Official records indicate the collect taxed covers. It is an 1883 US Consulate, Cape Town preparation of letters S and T but not their use. The assigned underpaid cover with 6d (SG 46), tax marks and a pair of US locations, in alphabetical order by letter were as follows: A - 10c postage dues (Ill. B).

Cape Town, B - Johannesburg, C - Durban, D - Windhoek

(SWA), E - Cape Town, F - Pretoria, G - Bloemfontein, H

- De Aar, J - Port Elizabeth, K - East London, L - George,

M - Cape Town, N - Pietermaritzburg, O - Kimberley, P -

Cape Town, T - Cape Town, S - Port Elizabeth and R -

Durban.

Additionally, there is evidence of handstamps in similar style being used but with the Coat of Arms and letter encircled (30 mm), including use of the letter 'T'. This hitherto unrecorded item appears to have been used in the Durban area.

Before the introduction of the 'ties', registered mail seals were generally tied with a post town handstamp or an actual wax seal with a Coat of Arms embossed. The availability of the locations of the Censor points from the tie marks opens up new avenues of study, as all aspects of mails were liable to censoring, outgoing, incoming and mails passing through the territory. With the location of the censor point of the item known, some very round-

about routes of the letter can

be revealed before reaching the destination."

Next, for the Boer War enthusiast we have an interesting cover dated November 10, 1901 (Ill. A). It came from Johannesburg with a Transvaal 1d tied by cds, triangular and oval censor marks, addressed to a Sgt. in Nesbitt's Horse with "Major Graham's Flying Column". Also shown is a Grahamstown squared circle "16 Nov." datestamp, black "MISSENT TO/ROBBEN ISLAND" handstamp and a

Illustration A. One of two known covers with "MISSENT..." mark.

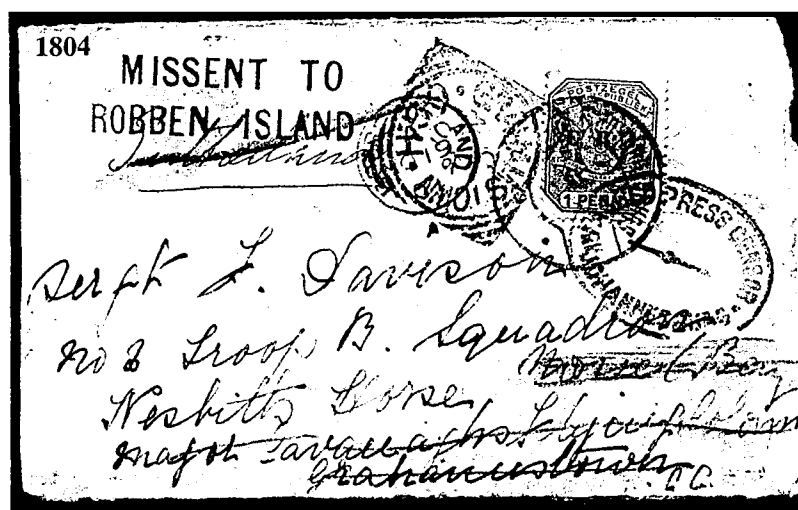
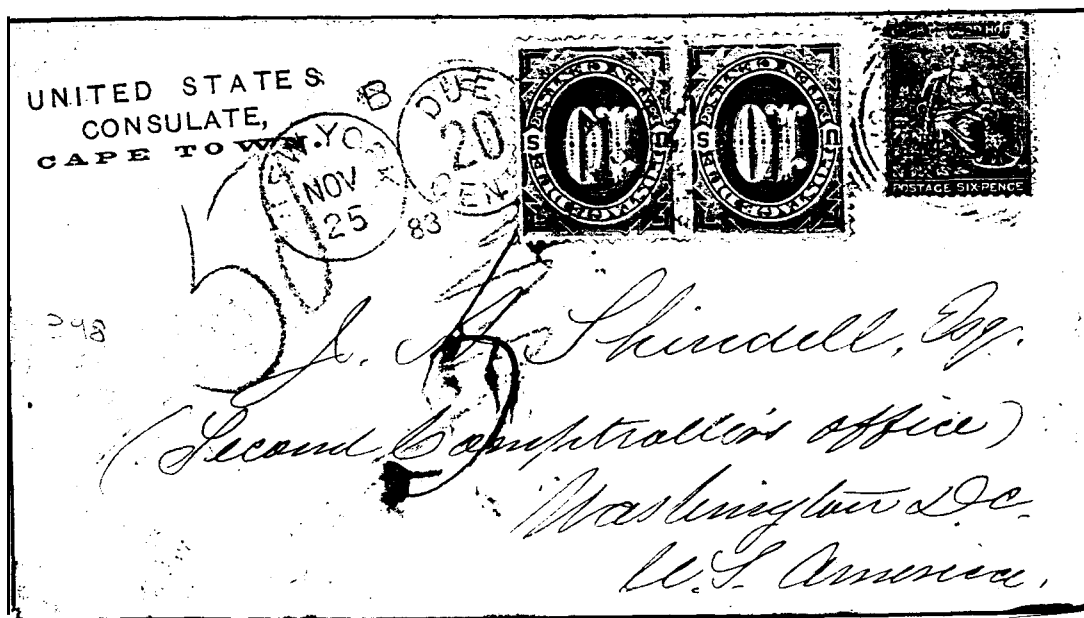


Illustration B. Taxed cover from US Consulate, Cape Town.



... And Other Stories

This feature presents short entries which do not fit the feature article mold; yet, they are more that "Bits & Pieces". Items of an anecdotal nature are especially invited. Send yours to the Editor. Editorial Note: This issue's "story" was found in the journal archive, thanks to an unidentified reader. Although the author, Mr. Heideman, is identified, the source wherein his piece appeared is unknown. A delightful poem follows at the end which I trust will make you smile as it did yours truly.

Travel By Post-Cart In 1874... N. Heideman

The following quotation describes the rigors of travel in the Cape in 1874. It is taken from the article 'Colonial Roads, Routes and Modes of Travel - a sketch for home readers', by an anonymous author, and first appeared in the May 1874 issue of *The Cape Monthly Magazine*. It was reprinted in the book *Selected Articles from The Cape Monthly Magazine* (New Series 1870-76), with introduction and notes by A.M. Lewin Robinson, published by the van Riebeeck Society of Cape Town in 1978. (The same book has a lively description by Dr. William Guybon Atherstone, of a journey from Port Elizabeth to George on a post-cart without back or seat. The journey took thirty-one consecutive hours.) The article excerpt reads as follows:

"The modes of travelling and the means of locomotion throughout the country have of late undergone a marked improvement. Instead of a solitary journey on horseback with an attendant *achterryder* on a sumpter horse and an occasional 'off-saddle', to give the animals a 'roll in the dust' to refresh them withal - or by the primitive ox-wagon with its equipment of drivers and leaders, crawling along from 'skoft' to 'skoft', or outspan to outspan - one may now proceed from one end of the Colony to the other, and even as far north as the utmost limits of the Transvaal, in comfortable public conveyances at the regular pace of six or seven miles an hour. This is one of many beneficial results which have followed the discovery of the Diamond and Gold-fields. The rush to the 'diggings' led to the formation of transport companies, who, despite all difficulties, very quickly established good and rapid communication to these inland points of attraction; and what were formerly remote towns and districts are at the present day as easily accessible at those which were nearest to the old centers of population a few years ago. The vehicles employed are generally of colonial manufacture - large, roomy spring wagons, with tent covers, accommodating eleven or twelve passengers, and drawn by teams of eight or ten horses or mules. On one of the frontier lines the American coaches, which Messrs. Cobb & Co. made famous in Australia and New Zealand, have been introduced, and seem well adapted to the heavy gradients and irregularities of the roads in that part of

the country. American 'spiders' of extra strength in springs and fittings are much liked, even for general use in colonial roads, and our Governors have repeatedly driven in them on their extended official journeys to the border and back again. But the ordinary travelling vehicle is the Cape cart, a tented dog-cart capable of seating three persons comfortably besides the driver, and drawn by two or four horses. With one of these we have travelled with ease from Cape Town to Bloemfontein in sixteen days, without any change of cattle on the road, stopping at the various towns along the route as well as enjoying the 'kind and hospitable care' which the true old African farmer still freely dispenses to all comers. For rapid transit, however, the "post cart", by which the mails are carried to and from the metropolis, is the best if not the only means. The vehicle commonly used for the purpose is exceedingly well adapted to the work it has to do and the country it has to traverse. It is a rough, strong, dog-cart, the body of which forms a 'well' where the letter-bags are stowed, and over these a few passengers may be seated back to back along with the driver; and in this manner it is not unusual to make a journey of 500 or 600 miles at a stretch with only occasional halts to change horses. The rate of travelling, including stoppages, is about ten miles an hour. On it goes, at a jerking gallop, which is seldom altered to any other pace, hour after hour, through daylight and dark, toiling up the rises, plunging down the descents, springing over the flats, as described by Mr. Advocate Cole:

*Rumbling, rattling, shaking, jolting,
Galloping, kicking, plunging, bolting,
Driver giving eternal 'colting', To
horses 'neath th' infliction molting. So
merrily goes the post-cart.*

*Passenger holding on tight, smoking,
Vowing the thing is beyond all joking;
Cursing his folly, the saints invoking,
Swallowing pounds of sand, choking.
So merrily goes the post-cart.*

*Horses prancing pulling, fretting,
Straining, snorting, panting, sweating, In
a manner to tender hearts upsetting,
And still no end of a thrashing getting, As
merrily goes the post-cart.*

*Driver hallowing, shouting, tearing, For
nothing on earth but the time-bill
caring,*

*Never a moment his sjambok sparing,
And in very low Dutch, too, sometimes
swearing*

Thus merrily goes the post-cart.

*Through the rivers, across the sluits,
Over the mountains and into the spruits,
As fast as can drag it the half-fed
brutes,
Away like a flash of lightning it shoots.
So merrily goes the post-cart.
It stops - the bags to the ground are
cast;
But the passenger's ills are not yet
past,
For his bruises a very long time will
last,
And remind him he has been terribly
fast'.
Thus merrily goes the post-cart. "*



A Favorite Philatelic Item

Bill Brooks/USA, Editor

Each reader has one or more "favorites" in his/her respective collections - perhaps a cover, ephemeral material, a document, back-of-the-booty a particular stamp, cachet, etc. Please share yours by sending it to the Editor.

My Favorite Postal Order... Peter Thy

The transmission of money from one postal customer to another has always been an important obligation of the post offices in southern Africa. Examples are postal saving accounts, money orders, and postal orders. For quite a few years now, I have been searching for such evidence from Bechuanaland and Botswana Post Offices. I have still completely failed to find anything related to the Post Office bank or money order activities. This is not surprising since such material is extremely rare. So far I have only been able to locate a few postal orders issued around Independence in 1966. This, despite the fact that the first postal orders were issued in the Bechuanaland Protectorate in 1907 and that well over 200 different orders were issued over the years with an estimated well over 1,000,000 orders sold.

The British postal order system was extended to the colonies and protectorates in 1907. This system was adopted by several of the southern Africa states and territories. Examples are the Cape of Good Hope Colony, Rhodesia, and the Bechuanaland Protectorate. For both the Cape and Rhodesia, the British orders replaced or phased the local order/note system out. For the Protectorate, the British orders were the first time that the about 2,000 European inhabitants of this territory were offered this very useful service by their post office.

The problem for the postal order collector is that none of the early orders issued during the first over 50 years of usage have been preserved. Consequently, we do not know if the British orders were overprinted "Bechuanaland Protectorate", as was the case for the adhesives at that time. The fees for using the orders were higher in the Protectorate than in Great Britain. Therefore, it is very likely that the Protectorate orders were surcharges, probably done on a local basis. We only know that orders were issued around 1961/62, and were used until after Independence, being both overprinted and surcharged.

It was with some excitement that I recently spotted on ebay a British 6d postal order used in Southern Rhodesia. After a hectic week, I managed to secure it for a modest price, but probably only because the order was not identified as "Rhodesian." This order is shown on the next page rather than one of Bechuanaland origin.

The illustrated item was issued in 1961 in Bulawayo, just across the border from Francistown in Bechuanaland. It is a Queen Elizabeth II British postal order originally issued in 1956 in Great Britain. This particular order was used in Southern Rhodesia without overprint and surcharge. This find was for me a first and I was truly excited. I suspect that this will forever be as close as I will get to a Bechuanaland postal order.

Figure. British postal order used in 1961 in Southern Rhodesia.



Aerophilately

Kendall Sanford/Switzerland & Paul Magid/USA, Coeditors

The coeditors invite your comments as well as written materials for future installments. Send to Kendall at 12 Chemin des Tuilots, CH-1293 Bellevue (GE), Switzerland, [e-Mail: kaerophil@cs.com](mailto:kaerophil@cs.com) or to Paul at 5324 28" St. NW, Washington, DC, 20065, a-Mail: magid@erols.com

MOVEMENTS OF AIRCRAFT ON IMPERIAL AIRWAYS AFRICAN ROUTE 1931-1939 By Peter Wingent - Published by the author, 1991, 211 pages and reviewed by Paul Magid, Coeditor.

In February, 1931, Imperial Airways inaugurated an air mail service between London and Mwanza in Tanganyika, via Egypt, Sudan, and Kenya. In January of 1932, it expanded this service to the Rhodesias and South Africa, and in 1936, began a service to Nigeria, which connected with their north-south trunk line at Khartoum. Together, these services comprised Imperial Airways' operations in Africa up to 1939 when the outbreak of World War II required reconfiguration of the routes.

This brief period saw many alterations in routes and schedules, as well as the introduction of new aircraft and several revisions of postal rates. In addition, several of Britain's colonies in East and Southern African colonies developed connecting air services, as did the Congo and Madagascar. Finally, Imperial Airways expanded its service to India and the Far East, providing increased opportunities for air mail communications

between the colonies in Africa and Asia. These developments provide a rich lode for study and material for the postal historian.

An invaluable tool for the collection and identification of covers flown by Imperial Airways during this period is Peter Wingent's book, *Movements of Aircraft on Imperial Airways African Routes, 1931-1939*. Mr. Wingent is an Englishman who has thoroughly documented every Imperial Airways flight in Africa during the period from 1931 to 1939 when the movements of aircraft were no longer reported due to the outbreak of war. He has done so with infinite patience and an attention to detail that only someone deeply in love with his subject could bring to such a work. By examining the daily "Mails and Shipping" column published in the *Times of London* during the period and comparing them to aircraft time tables, he has reconstructed each flight on the north-south route and on the east-west service to Nigeria, providing the departure or arrival dates at key points along the route, delays, if any, and the name of the aircraft used on each portion of the route. Using prefixes adopted by Imperial Airways, (for example AN=Africa Northbound, AS=Africa Southbound), he has

numbered each flight for reference purposes. These references are so useful that they are now often found in auction catalogues and journal articles. If a particular flight was noteworthy for some reason, e.g., one of the aircraft crashed or was significantly delayed, or it was a first service on a new route or schedule, this information is noted in italics below the listing for the flight. The book also includes easy to understand route maps, new times and days of the week; and photocopies of covers exemplifying various milestones in the development of the route, as well as Imperial Airways memorabilia - posters and so on. Finally, an appendix lists the types of aircraft flown, their registration numbers, and the first flights on which they were used. An additional index lists the page numbers on which important flights have been listed.

Unfortunately, the book is now out of print. So far, Mr. Wingent has resisted entreaties to republish it. Instead, he has published two other works - a similar book on Imperial Airways' Eastern route, and a book of clippings tracing the history of Imperial Airways' Flying Boats. If you are interested in this area of aerophilately and have an opportunity to purchase any of these books, I strongly urge you to do so. You will not regret it.

Perhaps, if there is sufficient demand, Peter will consider reprinting some copies of this book. Anyone interested can contact Ken Sanford, 12 Chemin des Tuilots, CH-1293 Bellevue, Switzerland, FAX 41 22 749 4705, [e-mail: kaerophil@cs.com](mailto:kaerophil@cs.com).

The Bookie Report

Jim Ryan, Canada

Contributions to this column are invited. Please write to Jim at 441917th Ave. NW, Calgary, AB T38 0N7, Canada.

A most remarkable development in the *Stanley Gibbons British Commonwealth Part I Catalog* (two Vols.) has been the decision to include inverted watermarks prior to c. 1910. This fascinating, but much neglected field, is at last getting the respect it deserves.

The first documented mention of Cape rectangulars with inverted watermarks was a brief paragraph describing the magnificent (but little-known) Louis B. Smuts collection of the Cape. This outstanding collection was sold by Stanley Gibbons, Ltd. in either October or November 1920. Has any reader ever seen a catalogue and/or prices realized?

Your Hon. Librarian, Tim Bartshe has the five page description of the Smuts collection which appeared in *The Postage Stamp and Monthly Chronicle*. The description written by Charles J. Philipps who left a wonderful legacy on both sides of the

Atlantic.

Anyone who enjoys postal history ought to remember a photocopy of the late Athol Murray's Cape pre-adhesive collection is on file in the Society's own library. Consisting of over 350 pages, this beautifully written-up collection adds a human element to postal history. A copy of the library's holding would be a wonderful accessory to any philatelic library.

I have found considerable pleasure in random browsings whenever I find the time to take the binder off the shelf. Athol Murray, Av Shalom, was one of the most generous persons I have ever had the pleasure to know. His legacy deserves to be shared.

Just A Reminder Dear Member!

Do not forget to complete the enclosed Mail Bid Auction Survey form. If PSGSA is to have auctions in the future we need a good response rate.

The Bechuanalands

Peter Thy/USA, Editor

Your comments invited, as are installments for future columns as a guest author.
95616 or e-Mail Peter at thy@jade.ucdavis.ed

Send to Peter Thy, 581 9th St. Davis, CA

Warren Expedition Telegraph Forms... Peter Thy

The approximately 5,000 strong Bechuanaland Field Force was formed in 1885 under the command of General Charles Warren with the purpose of annexing the Boer Republics of Stellaland and Goshen to the British Crown. The main column of the field force arrived in Vryburg, the capital of Stellaland, on 7 February 1885 and shortly proceeded to Mafeking, the capital of Goshen, without any resistance. One of the main units was the First Mounted Rifles composed of British volunteers and commanded by Colonel Paul Methuen. The 1st Mounted Rifles, or Methuen's Horse, did not advance past Setlagoli. The 2nd Mounted Rifles advanced under the command of Colonel Carrington to Mafeking and past the Molopo River into present day Botswana. As we know, this campaign resulted in the formation of the Crown Colony of British Bechuanaland and the declaration by proclamation of British protection over a large area north of the Molopo River on 30 September 1885. This area became Bechuanaland Protectorate and later Botswana after independence in 1966.

As the field force proceeded northward, the communication back to military command centers and to the Cape Colony civilian authorities became critical. For that purpose, a service

was maintained by dispatch riders. The regular weekly mail coach from Vryburg may also have been used by the military authorities. Perhaps most important for the military operations, the field force also erected a military telegraph line from Barkly West to Mafeking and later extended this to Molopolole in present day Botswana. For the purpose of the civilian use of this telegraph line, telegraph stamps were issued.

It is remarkable that used telegram forms indeed have been preserved from the Warren Expedition. Courtesy of Empire Stamp Auctions and Cavendish Philatelic Auctions, we can here show two examples. Both examples are incoming telegrams to the Telegraph Office in Setlagoli, where at this time the main unit of Methuen's Horse together with its commander were stationed. Both telegrams were sent from Mafeking and were written down on British military telegraph forms by the receiving telegraphist on duty at Setlagoli. The first is an incoming telegram at Setlagoli (dated July 13, 1885) from the Assistant Commissioner at Mafeking to the officer-in-command at Setlagoli (Col. Paul Methuen). It reads "if J.S. McHattie has not yet passed your station please detain him & send him back to Mafeking - if past there send down line after him - wire reply" (Figure 1).

Figure 1. Incoming 1885 military telegram to "Officer-in-Command", Setlagoli, British Bechuanaland.

Army Book, 295 C. MILITARY TELEGRAPHS. No. of Message	
Inquiries respecting this Telegram, or application for repetition of the same, may be made at the Delivering Office; but any complaint as to its delay, &c., should be made in writing, and addressed to the officer in charge. In either case this form must accompany such inquiries or complaint.	
Charges to pay £..... s..... d.	
Handed in at the } <i>Mafeking</i>	Office at <i>10-55</i> m. Received here at <i>11 8</i> m.
From <i>Asst Commr Mafeking</i>	To <i>Setlagoli</i>
<i>If J. S. McHattie has not yet passed your station please detain him & send him back to Mafeking if past there send down line after him wire reply -</i>	

FIELD TELEGRAPH
SH
JUL 1885

The second and related item is an incoming telegram at Setlagoli (dated three days later on July 16, 1885) from McHattie at Mafeking to Col. Methuen. It reads "Sir - on my arrival here as a prisoner I was at once released as there had never been any charge made against me. I then wired you for copies of telegrams on which..." (Fig.2). The continuation form is not preserved and the full story is not revealed.

On the back on the first form is a manuscript notation by Col. Methuen that apparently at a later date used the form as note paper. The notation reads "Trooper Hall / Bring back this man at once / Paul Methuen / I st... / July..., 85" (Fig. 3).

We shall refrain from hypothesizing about the reason for these apparent problems with "run-away" troopers and will let the reader construct his or her own preferred story. However, did Trooper McHattie obtain the requested copies of the telegraph communications related to his case? And is this the reason why they are preserved?

Both telegraph forms are marked with a military Field Telegraph date stamp (Fig. 4). The "SH" code stands for Setlagoli and the "No. 92" is a reference to the operating Royal Engineering Telegraph unit.

The field force was withdrawn in August 1885 and was replaced by the Bechuanaland Border Police under the command by Carrington. The border police were also initially given the responsibility for the telegraph line and the mail transport.

References

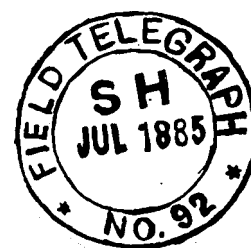
Drysdall, A.R., 1992: "A postal history of Stellaland", *London Philatelist*; No. 101, 54-66, 95-99. Inglefield-Watson, J., 1987. " The Warren Expedition - Military telegraphs", *The Runner Post*, No. 6, 128-129, and No. 9, 149-150.

Figure 2. Incoming 1885 military telegram to Col. Methuen, Setlagoli, British Bechuanaland.

*Trooper Hall.
Bring back this man.
at once.
Paul Methuen
15.1.1885.
July 12.85*

Figure 3. Notes on the reverse of telegram form shown in Figure 1.

Figure 4. Tracing of Field Telegraph postmark "SH" (Setlagoli).



The Boer Republics

Tim Bartshe/USA, Editor

Questions and comments regarding this column are invited as are installments for future issues as a guest [author](#).
at 13955 West 30th, Golden, CO 80401 USA or e-Mail at timbartshe@aol.com

Send to Tim

Traveling Post Office and "Late Mail Fee" of the NZASM, Z.A.R...Tim Bartshe

The TPO service along the main line, connecting Cape Town with both the Orange Free State and the South African Republic, was not inaugurated until the 15th May 1894, although the line was put in service in September of 1892. Prior to May 1894, the mail transferred at Norval's Pont from the Boer Republics displayed no markings that would indicate railway sorting. This service was operated by the ZAR Government in the form of the NZASM, from Bloemfontein to Johannesburg from 15 May and from Norval's Pont after 1 January 1895. This situation remained in effect until early in 1899 when the ZAR withdrew from the postal arrangement with the OVS. Based upon governmental records, a tremendous volume of mail was handled by this service, exceeding 2.5 million letters, almost 900,000 newspapers and 35,000 registered letters in 1895 alone. Most of the items dealt with in the TPO car received a postal marking indicating the date and direction of the train. This mark would read "R.P.K." and either "Heen" or "Terug". The RPK stands for "reizende post kantoor" or traveling post office while the "Heen/Terug" stands for down/up or "away/return" in railroad terminology.

Mail posted after a specified time required an additional charge or "late fee" of 6d in order to be placed on the next train. Frequently, no special annotations were made signifying this fee was paid or was even required, the only indication being an overpayment over and above the normal postage charges. Apparently any letter posted on board the train was also treated as late mail. One example of this type of charged mail is

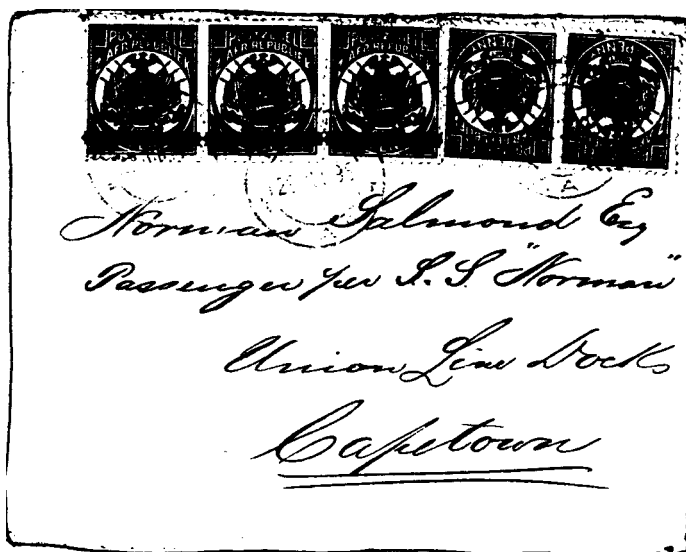
shown in Figure 1.

The letter shown, traveling to a passenger onboard the S. S. Norman at the Union Line Docks of Cape Town, is franked with a horizontal pair of the 2½d and a ship's date of the July, 1895 Id provisional. The stamps are canceled with the double-circle NZASM date stamp R.P.K. HEEN/Z.A.R. separated by fleurons (Drysall type I.v). The total franking of 8d indicates a late fee paid for this simple letter. The date used is doubly interesting as it is the earliest recorded date of use of this canceller, as well as the earliest recorded use of the Id provisional - 29 July 1895!

The next example is another "over-rated" cover addressed to New York City franked with 8½d from the "shaft" issue of Enchede (Figure 2). The 2½d value paying the ½oz letter rate to the US at this time is centrally located in the far upper right corner with the strip of three 2d placed down and to the left, probably being added at a different time. The canceller is similar to the above R.P.K. HEEN/Z.A.R. separated by a six-pointed star (Type I.ii) and dated "24 MEI 97". This canceller was in use between November 1895 and June 1899. No back stamps are present indicating arrival in New York.

Figure 3 is a similar example franked instead with a single 6d along with the 2½d. These stamps appear to have been applied at the same time. Note in the lower left portion of the envelope the manuscript "Late fee paid". This style of marking, along with a reported straight-line hand stamp, is the only marking indicating this form of payment on mail. The canceller is another type of the R.P.K. HEEN/Z.A.R. with a

Figure 1. Example of a letter posted after a specified time requiring an additional charge or "late fee".



five-pointed star between (Type I.iii) dated 10 Jan 98. This cancel is known used during a similar time period as Type I.ii until September 1899. The letter, addressed to the Swain Lubricator Company, arrived in New York some 27 days later, ultimately arriving in Chicago on the 7th.

Virtually all of the covers recorded are postmarked with the TPO cancel, although an example from Drysdall's book (Figure 67, page 92) is cancelled with the boxed "R" registration

marking of Johannesburg sent to Bloemfontein but still has manuscript "Late fee paid".

Be on the lookout for these items as they are anything but common.

Reference

Drysdall, Alan R., 1997, *Transvaal Railway Stamps and Traveling Post Offices*, [pub. by](#) James Bendon, 151 pp.

Figure 2. Example of an "over-rated" or "late mail fee (required)" posted cover addressed to New York City.

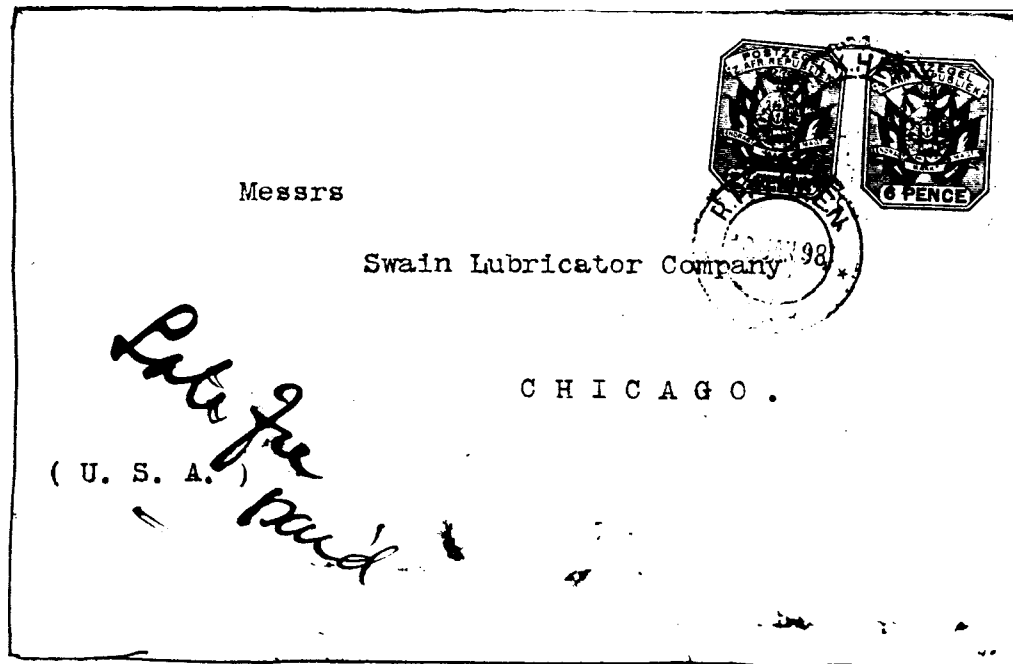
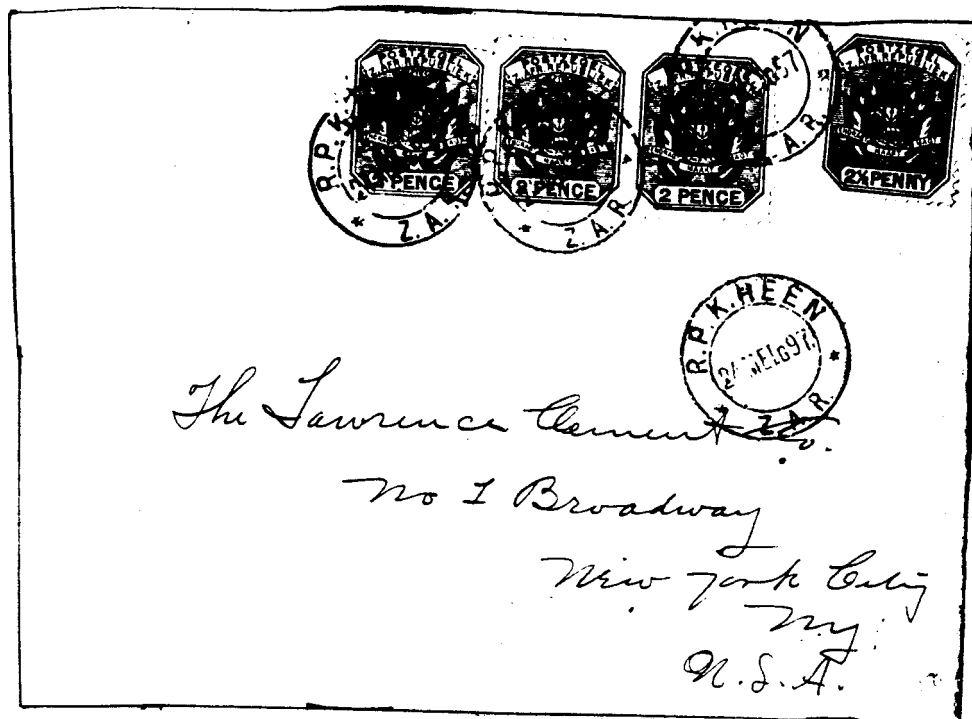


Figure 3. Letter from Z.A.R. to Chicago, USA, with "Late Fee Mail" manuscript marking shown on lower left of envelope front.



Cover With A Story

Bill Brooks/USA, Editor

Many covers, entires and cards have interesting background stories - sometimes even unique in the annals of philately. If you have postal history items in your collection, ferret-out those interesting items and share as story of two. Forward your cover and story to me at P.O. Box 4158, Cucamonga, CA 91729-4158 USA.

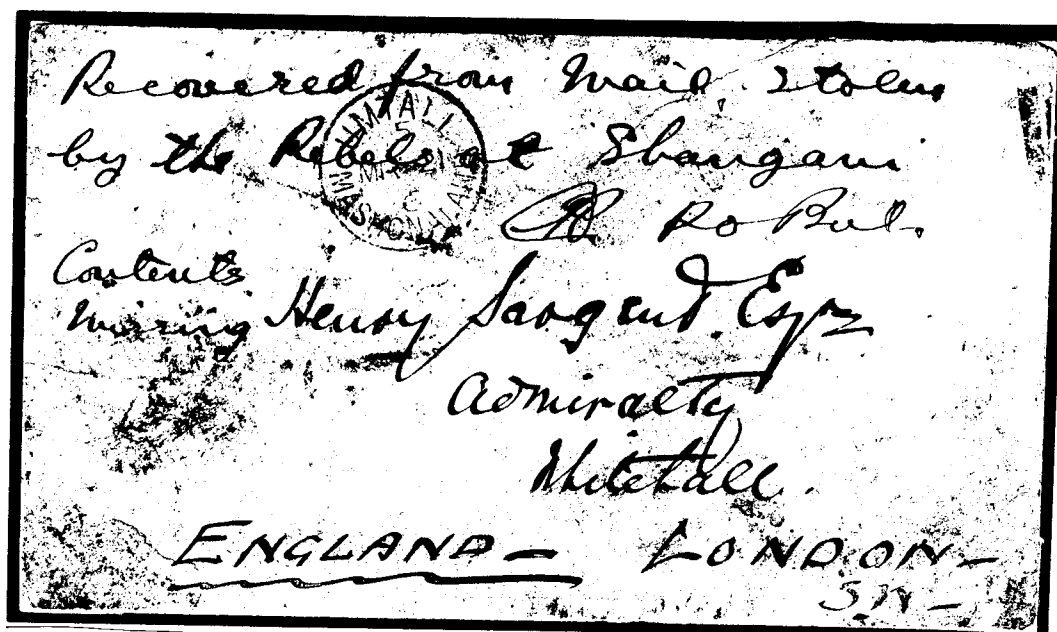
STOLEN BY THE REBELS... Richard Knight, RDPSA, FRPSL

This cover, addressed to London, left Umtali in Mashonaland (the northern part of what is now Zimbabwe) on Tuesday 21st March 1896. The journey to Salisbury took about 42 hours, so the mail probably arrived in Salisbury on Wednesday 22nd March. It was despatched on the mail coach which left Salisbury for Bulawayo on Thursday 23rd or early on Friday 24th March. The coach left Gwelo on Saturday 28th March and arrived at the Shangani River early on the Sunday morning. It was destined to be the last mail coach to leave Gwelo for Bulawayo for some months, for the Matabele Rebellion had broken out on 20th March and spread rapidly in Matabeleland. Shortly after leaving the Shangani the coach was attacked by rebels who were apparently armed only with assegais. After they kept going as long as possible, the nine passengers and two drivers abandoned the coach when the mules were done up and managed to make their way on foot along the road, the rebels keeping pace with them in the bush but apparently being

unwilling to get to close quarters with a party armed with guns until nightfall; just at dusk the party met a column of troops which was scouting from Bulawayo. F. C. Selous, the great African hunter and scout, goes on "Some six weeks later ... we found the coach ... A linch-pin had been removed and one of the wheels taken off. The pole had also been sawn in two, and all the mail bags cut open, their contents being scattered all over the ground. The poor mules had all been stabbed to death with assegais..." (*Sunshine and Storm in Rhodesia* by F. C. Selous - Rowland Ward Ltd, London 1896, pp. 99/100).

The mail, somewhat grubby and in this case minus adhesive(s), was collected and taken to Bulawayo where the cover was endorsed, in red - "Recovered from mail, stolen / by the Rebels at Shangani. / CR P.O. Bull[awayo]. / Contents missing". "CR" was C. Ross, Assistant Postmaster, Bulawayo, at the time. The letter arrived in London (backstamp) on July 11th 1896.

Illustration. "Recovered from Mail - Stolen by the Rebels at Shangani" cover from the Matabele Rebellion period, 1896.



Fakes, Forgeries and Facsimiles

Frederick P. Lawrence, Ph.D., FRPSL/USA, Editor

Reader reactions and/or contributions for future columns are gladly invited. Please send to Dr. Lawrence, Question and Answer Panel Chair, at 5015 So. Kenneth Place, Tempe, AZ 85282 or via e-mail at: ieconsulting@earthlink.net.

Three Mafeking Cover Forgeries. . . Dr. Frederick

Lawrence (Illustrations contributed by John Campbell/New Zealand, author of *The Place of Stones Mafeking/Mafikeng The Siege Stamps and Banknotes* presently in its 4th edition.)

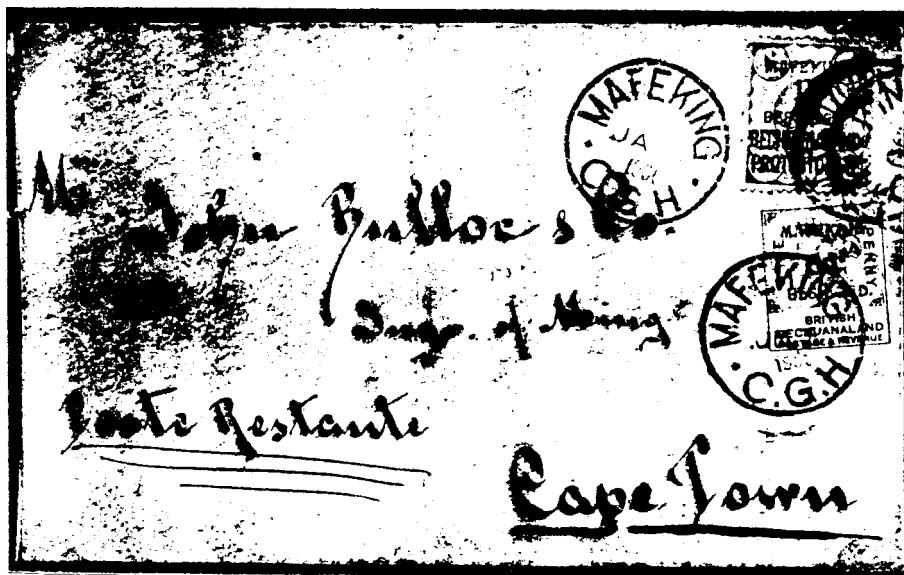
John Campbell is temporarily working in London. While in the British Isles, he has been scouring auction catalogs, dealer stocks, stamp and memorabilia collections, and weekend stamp and collectibles fairs for additional Mafeking material to include in the upcoming 5th edition of his monograph. Recently, he forwarded color photocopies of three Mafeking cover forgeries he encountered during his searches.

The Mafeking siege cover in Figure 1 is a complete forgery. The "Mafeking Besieged" surcharges in fancy type are forged, and are on the wrong stamps: the 1d is on GB 4d, overprinted Bechuanaland Protectorate, should be on the same GB 4d overprinted British Bechuanaland, and the 6d on British Bechuanaland 1d should be on the 3d value of the same series. The "MAFEKING C.G.H." circular datestamp (the "siege cancel") is also forged, and the date (JA 1 1900) is too early - none of the siege overprints was issued before late March 1900. Finally, the cover is overfranked: the rates for Kaffir Runner mail out of Mafeking, during the siege, were 1s for transmission via the north through Bulawayo, Rhodesia, and 6d for transmission via the south through Kimberley and Cape Town.

The Mafeking siege cover in Figure 2 is also a complete forgery. The cyclist "blue" stamps are photo-lithographic forgeries of the ferro-prussiate "blueprint" stamps produced after the "Mafeking Besieged" surcharges ran out. The "MAFEKING C.G.H." circular datestamp is also forged, although the date (MY 4 1900) is in-period for usage of the "blueprints"; note especially the oversized characters of "MY 4." The addressee, Captain S. Evans, is not listed as having participated in the defense of Mafeking during the siege. Finally, the cover is improperly franked: the rates for delivery by the Cadet Bicycle Corps were 1d for local delivery within Mafeking, and 3d for delivery between the town and any of the defensive positions ("forts").

The Mafeking post-siege cover in Figure 3 was once completely genuine. It left Newcastle On Tyne on May 8, 1900, paid at the 1d Commonwealth rate by two QV half-penny stamps. Transit time to Mafeking would have been 30-45 days. Apparently, the addressee, Trooper A.L.C. Armstrong of the Bechuanaland Police, was deceased at the time the cover arrived in Mafeking. From there, the story of this cover is incomplete. Sometime later, quite unfortunately, a forged "MAFEKING C.G.H." circular datestamp was added to the front; note especially the reversed order of the month and day, the misplaced and misshaped "9" in "1900" and the misshaped "C.G.H.". In August 1900 the actual datestamp was

Figure 1. "Mafeking Besieged" cover with forged fancy type surcharges.



not nearly as worn as the forged datestamp suggests; it continued in use until early 1906, when it was finally taken out of service due to extensive wear. Once a collectible Mafeking cover from the post-siege period, this cover is now ruined by

the addition of a forged receiver.

Our thanks to John for sharing these three very interesting Mafeking cover forgeries with the readers of *Forerunners*.

Figure 2. Second example of "Mafeking Besieged" cover showing forged "blueprint" stamps and forged circular datestamp.

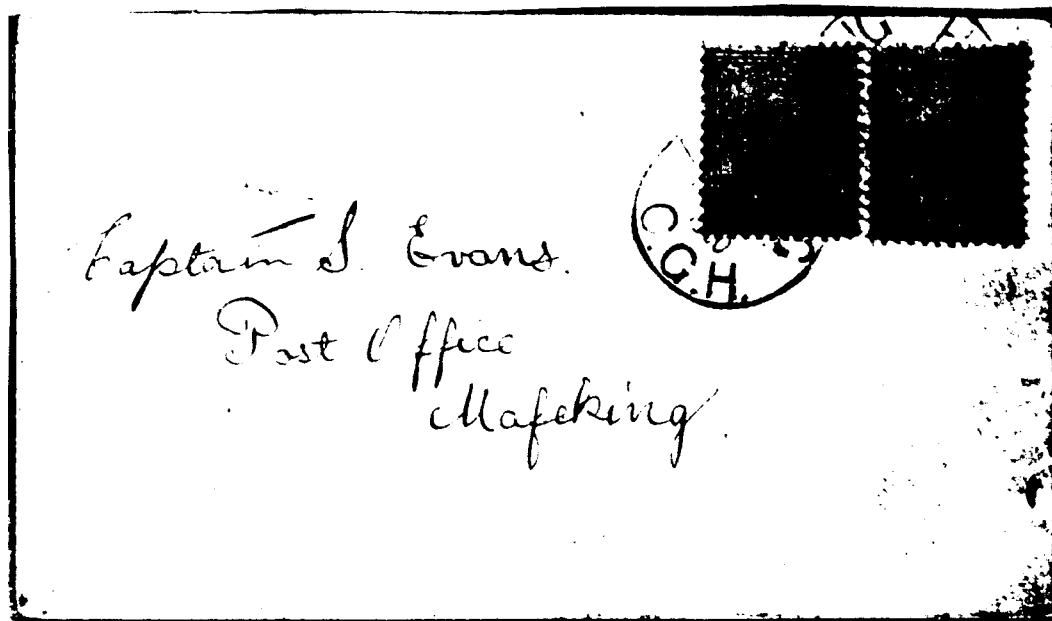
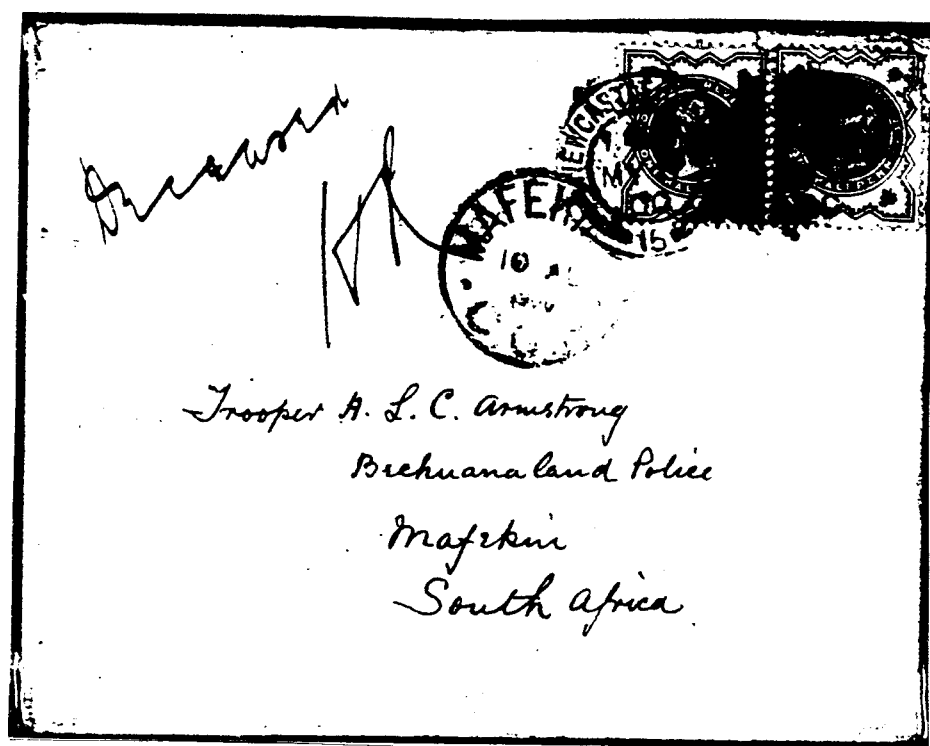


Figure 3. Third example of "Mafeking Besieged" cover, this one showing a forged circular datestamp receiver mark.



Modern Times

Will Ross/USA, Editor

*Comments, updates and installments as a guest editor for future issues are encouraged.
Calabasas, CA 91302 or e-Mail him at rosskw@earthlink.net.*

Contact Will at 4120 Schuylkill Drive,

My thanks to our editor, my good friend Bill Brooks, for filling in last issue. Health problems laid me up for several months and only lately have I been able to get back to the computer and my collections.

Homeland Meters. . Will Ross

Readers will remember that I discussed the work of Richard Stambaugh in the field of postal meters from the Homelands. He graciously has given his permission for "Forerunners" to publish the Homeland pages from the forthcoming book, *The International Postage Meter Stamp Catalog* by Joel Hawkins and Richard Stambaugh, to be published in 2002. What follows are interim draft chapters from that book. If any reader has or knows of any meter stamps that are not shown, please contact Richard at hcmrs@worldnet.att.net or stambaugh@mail.monmouth.army.mil or 613 Old Corliss Avenue, Neptune, New Jersey 07753 USA. I would also request that copies of the correspondence also be sent to me. In fact, your author was able to provide Richard with a stamp he did not know about.

help with. As will be noted below, all the meter machines have abbreviations which usually identify the manufacturer. For example, "F" for Francotyp, "HAS" for Hasler. There are some unusual ones, however. Neopost machines, in addition to "NE," also have initials "JH" and "RS". Furthermore, Satas machines can have the abbreviation "TX". Can anyone help?

Useful definitions for the reader of abbreviations used in the listings (from Richard): "MV" - Multi-value. It is the most common type of meter, one that can print any denomination within a range, i.e. from 1 to 9999. Other types of meters are "FV" (fixed value) which can print only a single denomination, "LV" (limited value) which can print a selected set of values, and "digital" which is the latest type of machine. The Homelands only have MVmeters. The following key will assist the reader in deciphering the catalog entries to the fullest extent possible: V/F - Value Figures, TM - Town Mark, the town-date portion of the meter stamp; SC - Single Circle, a type of TM; DC - Double Circle, a type of TM; and BIC - Broken Inner Circle, a type of TM.

Richard had one question he was hoping our readership could

* * *

The International Postage Meter Stamp Catalog

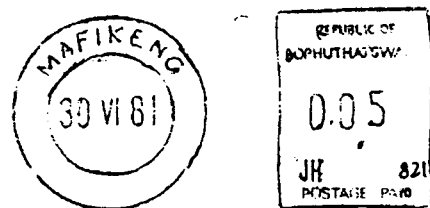
Bophuthatswana

Located entirely within South Africa, racially created Bophuthatswana gained nominal independence in 1977. After the racist government of the mother country was defeated, Bophuthatswana was reintegrated back into South Africa in 1994. Some Bophuthatswana-inscribed meters continued to be used for years after reintegration.

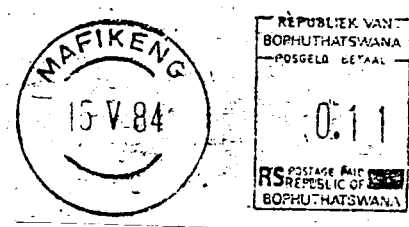
GROUP A

Commercial use stamps.

A1 Neopost "205" (MV). Upright frank with single straightline frame. "REPUBLIC OF / BOPHUTHATSWANA" in English at top and "POSTAGE PAID" at bottom. M* with "JH" prefix above "POSTAGE PAID". TM' DC.....\$10
V/F: 0.00



A2 Neopost "205" (MV). similar to Type A1 but "REPUBLIEK VAN / BOPHUTHATSWANA" (in Afrikaans) breaks top frame line. "REPUBLIC OF / BOPHUTHATSWANA" in English at bottom. M# with "RS" prefix. One example seen, with unengraved block in place of meter number. TM: BIC ... \$10 V/F: 0.00



A3 Neopost "205/2205" (MV). Square frank with simulated perforation outer border and double straight-line inner border in corners. "REPABOLIKI YA / BOPHUTHATSWANA" (Tswana language) at top. Date figures tall (205) or short (220S). TM: BIC. V/F: 0,00

A. M# with "JH" prefix.....\$10

B. M# with "NE" prefix.....\$10

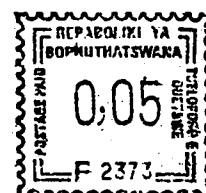
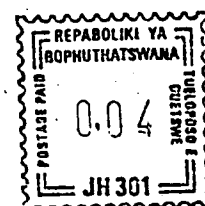
C. M# with "RS" prefix.....\$10

A4 Francotyp "Cc" (MV). Very similar to Type A3 but TM and value figures are larger. M# with "F" pre- fix. TM: DC

\$

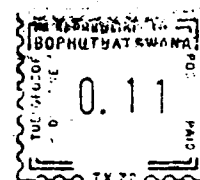
10

V/F: 0.00



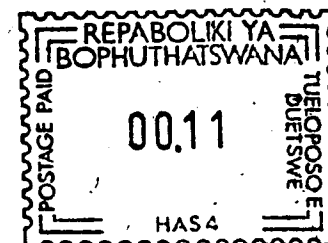
A5 Satas "Baby" (MV). Similar to Types A3 and A4 - but smaller. "POSTAGE PAID" at right instead of left. M# with "TX" prefix breaks bottom frame line. TM: BIC.....\$10

V/F: 0.00



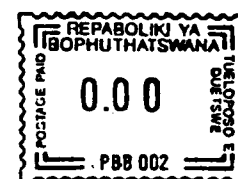
A6 Hasler "Mailmaster" (MV). Similar to Types A3 and A4 but much larger. M# with "HAS" prefix. TM: DC.....\$5

V/F: 00.00



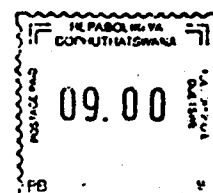
A7 Pitney Bowes "6300" (MV). As Type A6 but much smaller. M* with "PBB" prefix. TM: DC. (NOTE: illustration is of proof with unengraved TM.).....\$5

V/F: 0.00

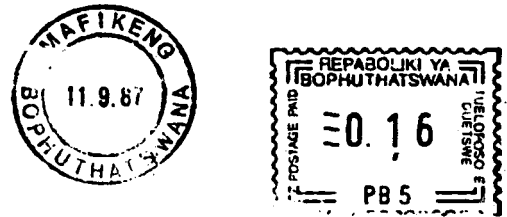


A8 Pitney Bowes "6300" (MV). As Type A7 but frank not as wide. Inner corner lines at bottom removed and replaced with "PE" at left and M# at right. TM: D.....\$5

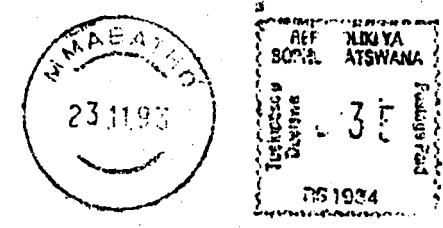
V/F: 00.00



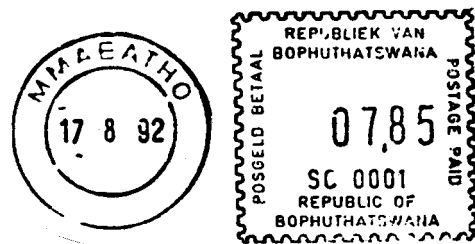
A9 Pitney Bowes "6500" (MV). Similar to Type A6 but date figures (and TM) raised in relation to value figures (and frank). M# with "PE" prefix.....\$5
V/F: 0.00



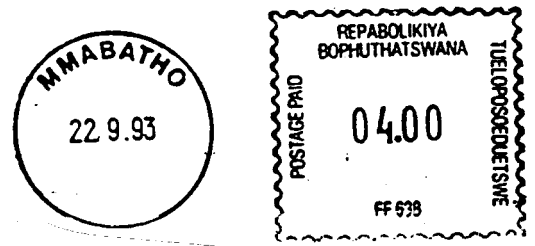
A10 Neopost "2205" (NiV). Single simulated- perforation outer frame. Top inscription "REPABOLIKI YA / BOPHUTHATSWANA" (Tswana). M# with "RS" prefix at bottom. TM: BIC \$10 V/F: 0.00



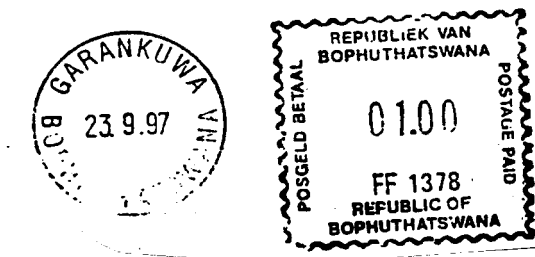
All Secap (MV). As Type A1D but much larger. Inscriptions in Afrikaans at top and English at bottom. M# with SC prefix. TM: DC \$5 V/F: 00,00



A12 Postalia (MV). Similar in shape to Type All., "REPABOLIKIYA/ BOPHUTHATSWANA" (Tswana) at top. M# with "FF" prefix alone at bottom. TM: SC \$5 V/F: 00.00



A13 Francotyp-Postalia (MV). As Type A12 but inscription in English at bottom and in Afrikaans at top. M# with "FF" prefix. TM: SC \$5
V/F: 00.00



GROUP B

Post office use stamps

Ill Horizontal stamp in purple on plain white tape resembling cash register receipt. Town name (MAFIKENG) at top above "POSO E DUELETSWE (Tswana / POSTAGE PAID". Date id #, "PK" value and Serial # across bottom. This stamp resembles South Africa Type E2 except for Tswana inscription \$20 V/F 0000.00

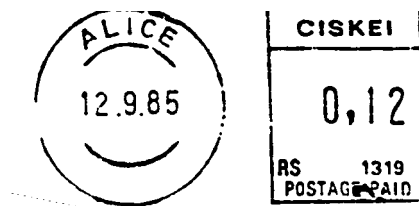


NOTE: Post office stamps of South Africa Types E2 and E3 are known used in Bophuthatswana between 1977 and 1994. They can be identified as Bophuthatswana issues by the location of the named post office. No doubt regular commercial-use stamps of South Africa were also used occasionally in Bophuthatswana between 1977 and 1994.

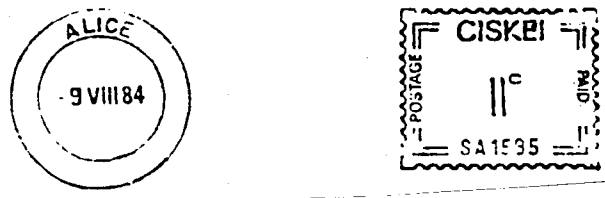
Ciskei

Located entirely within South Africa racially created Ciskei gained nominal independence in 1981. After the racist government of the mother country was defeated, Ciskei was reintegrated back into South Africa in 1994. Some Ciskei meters continued to be used for years after reintegration.

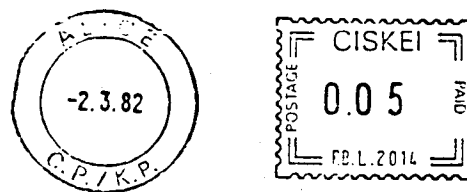
1 Neopost "2205" (MV). Upright frank with single straight-line frame. "CISKEI" in top panel. M# with "RS" prefix at bottom. TM: BIC.....\$
V/F: 0,00



2 Pitney Bowes "Simplex" (LV-25). Rectangular frank with simulated perforation outer border and double straight-line inner border in corners. "CISKEI" at top. Spacing between TM and frank very wide. M# with "SA" prefix. TM: DC \$ Value seen: 11c



3 Pitney Bowes "6300" (MV). Very similar to Type 2 but much narrower spacing. M# with "P.B.L." prefix. TM: DC.....\$
V/F: 0.00, 00.00

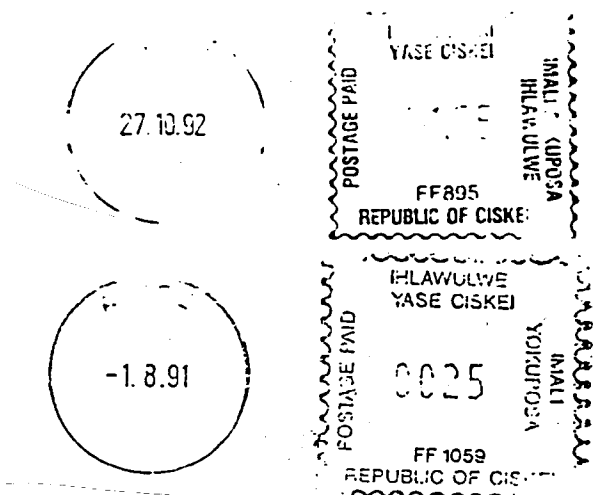


4 Postalia (MV). Large rectangle with simulated perforation border. Inscribed 'IHLWULWE / YASE CISKEI' (Xhosa) at top and "REPUBLIC OF CISKEI" at bottom. M# with "FF" prefix. TM: SC

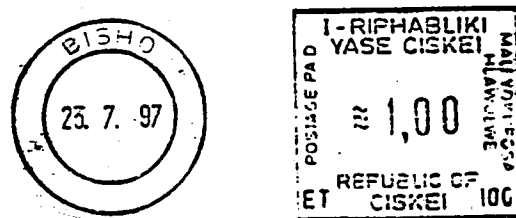
Right vertical inscription:

A. "IMALI YOKUPOST / IHLAWULWE" \$ B. "

IMALI / YOKUPOSA" \$ V/F: 00.00, 0000



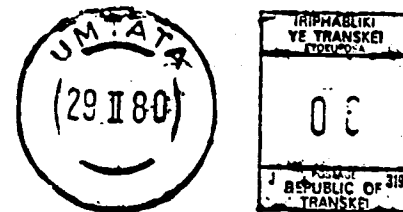
5 Neopost "Electronic" (MV). Large rectangle with single straightline border. Inscribed "I-RIPHABLIKI / YASE CISKEI" at top. M# with "ET" prefix in lower corners. TM: DC.....\$
V/F: =0,00



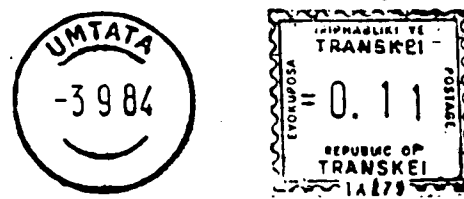
Transkei

Located entirely within South Africa, racially created Transkei gained nominal independence in 1976. After the racist government of the mother country was defeated, Transkei was reintegrated back into South Africa in 1994. Some Transkei meters continued to be used for years after reintegration.

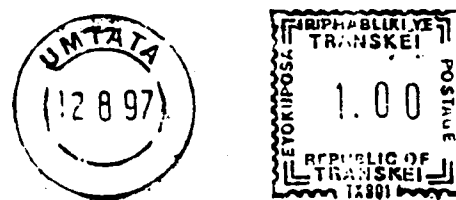
1 Neopost "205" (MV). Upright frank with single straight-line frame. "IRIPHABUKI / YE TRANSKEI" (Xhosa) in top panel. M# with "J" or "JH" prefix in bottom panel above "REPUBLIC OF / TRANSKEI". TM: DC, BIC\$
V/F: 00,000



2 Satas (MV). Rectangular frank with simulated perforation outer border and single straight-line inner border. Inscription in Xhosa at top and English at bottom. M# with "TX" prefix breaks bottom frame lines. TM: BIC\$
V/F: =0.00



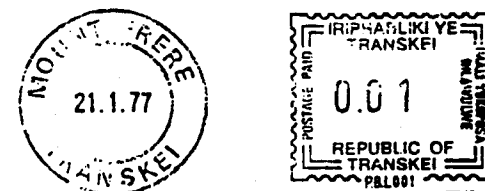
3 Satas (MV). Similar to Type 2 but frank squarer with double straight-line inner border in the corners. M# with "TX" prefix breaks bottom frame line. TM: DC\$
V/F: 0.00



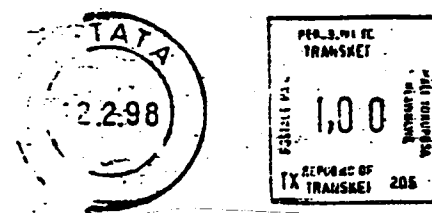
4 Pitney Bowes "Simplex" (LV-25). Similar to Type 3 but frank horizontal rectangle and with much wider spacing. M# with "S" prefix breaks bottom frame line. TM: DC\$
V/F: 00.00 , 0000



5 Pitney Bowes "6300" (MV). Very similar to Type 4 but much narrower spacing. M# with "P.B.L" prefix breaks bottom frame line. TM: DC\$
V/F: 00.00, 0000



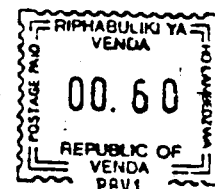
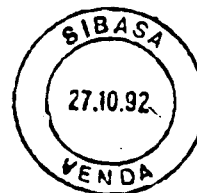
6 Satas (MV). Square frank with single straight-line border. M# with "TX" prefix flanks inscription at bottom. TM: DC.....\$
V/F: 0.00



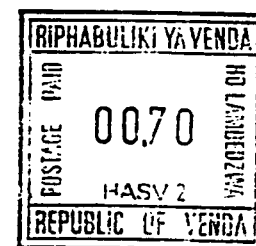
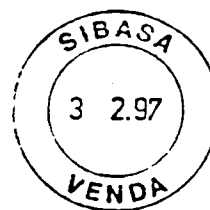
Venda

Located entirely within South Africa, racially created Venda gained nominal independence in 1979. After the racist government of the mother country was defeated, Venda was reintegrated back into South Africa in 1994. Some Venda meter continued to be used for years after reintegration.

1 Pitney Bowes "6300" (MV). Rectangular frank with simulated perforation outer border and double straight-line inner border in the corners. "REPHABULIKI YA / VENDA" at top. M# with "PBV" prefix breaks bottom frame line. TM: DC\$
V/F: 00.00



2 Hasler "Mailmaster" (MV). Large frank with double straight-line border. "RIPHABULIKI YA VENDA" in top panel. M# with "HASV" prefix above bottom panel. TM: DC.....\$
V/F: 00.00



Postage Dues

Jan Stolk/The Netherlands, Editor

Reader comments, examples of marks and guest author installments are welcomed.
3005 EE Rotterdam, The Netherlands or e-mail at janstolk@uni-one.nl

Send yours to Jan at P.O. Box 33223,

After publication of "The Centime Markings of South Africa in *Forerunners*, No. 36, a few additional centime markings were discovered by yours truly. Most of all, I was pleased with the response of Kalman V. Illyefalvi who has sent me a large number of Photocopies of covers from his collection. Giving additional information on dates and places of use of the pictured markings, as well as a number of previously unknown centime markings. I hope that other members will take some time as well to go through their collection and supply addition information as did Kalman.

The following illustrations are provided for this issue's installment: Figure 1 - drawing of a hexagon marking explaining the letters and size in the listing; Figure 2 - the B4c

Type; Figure 3 - marking Types D2a, D3b, D6a, D9b, D10b, D20a and D25a; Figure 4 - marking Types E21a and E40a; Figure 5 - marking Type F6b; and Figure 6 - marking Type 15b and 16b.

~ Figure 1. Drawing of the hexagon marking.

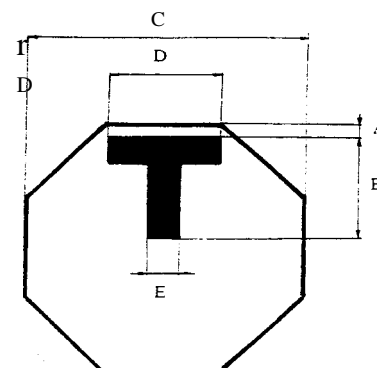


Figure 2. The Type B4c marking.

 B4c	A=1.2mm B=6mm C=20mm D=7mm	Johannesburg	14-Feb-35	14-Feb-35
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Figure 3. The D2a, D3b, D5b, D6a, D9b, D10b, D20a and D25a marking types.




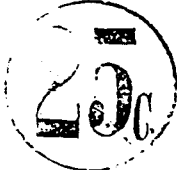
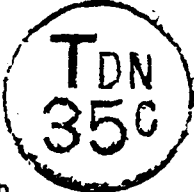
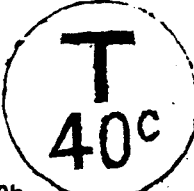
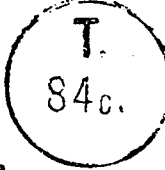
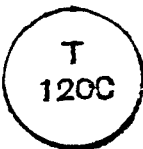
Type	Size	Used At	Earliest date	Latest date
 D2a	D=27mm	Ladismith	Feb-00	Mar-00
 D3b	D=30mm	Vryburg	May-49	May-49
 D5b	D=26mm	Kokstad	13-Dec-20	13-Dec-20
 D6a	D=25mm	Durban	13-Oct-97	13-Oct-97
 D9b	D=28mm	Durban	02-Jun-37	02-Jun-37
 D10b	D=28mm	Port Elizabeth	30-Dec-37	30-Dec-37
 D20a	D19mm	Durban	20-Aug-52	20-Aug-52
 D25a	D=20mm	Capetown	11-Nov-48	11-Nov-48

Figure 4. The E21a and E40a marking Types.


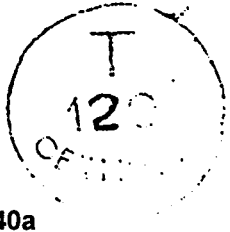
Type	Size	Used At	Earliest date	Latest date
 E21a	D=29mm	Potgietersrus	22-Jul-48	22-Jul-48
 E40a	D=28mm	Springs	22-Dec-33	22-Dec-33

Figure 5. The Fb6 Type marking.


 F6b	D=27mm	Bloemfontein	1938	1938
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Figure 6. The I5b and I6b Types of markings.

T 16 CENTIMETRES I5b		recorded by Allen		
T. 20 CENTIMETRES I6b		Bloemfontein	23-Oct-61	23-Oct-61

The Rhodesias

Alan J. Hanks/Canada, Editor

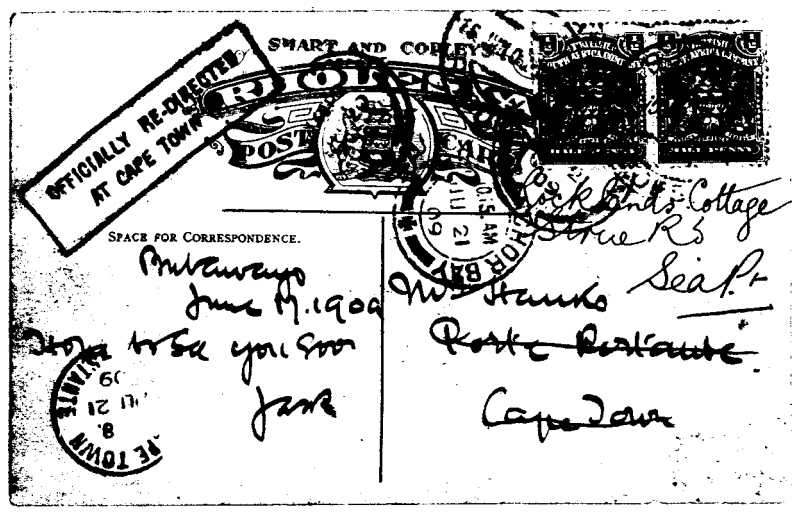
Comments and updates to this column are invited, as are installments for future columns as a best author. Send yours to Alan at 34 Seaton Dr., Aurora, Ontario, Canada L4G 2K1, or e-mail him at a.hanks@aci.on.ca

The card illustrated in Figure 1 appeared in an auction in 1998 and when I saw the name on the address (Mrs. Hanks), naturally I had to have it! The card was sent from Bulawayo on June 16th, 1909 (although it is dated June 17th!) to

name Walter, he certainly did not write the card. My father did have a brother. However, I do not believe his name was Jack; and I have not succeeded yet in tracking down information on the people involved with the card, and if any

Capetown, arriving at 9:39 a.m. on June 21st; thence to the Poste Restante in Capetown, also on June 21st. It received an "Officially Re-Directed" rubber stamp and a new address in Sea Point was written in red ink. There is a (presumably) transit mark dated June 20th (7:30 p.m.?) and a Three Anchor Bay (?) mark at 10:15 a.m. on the 21st. I have no references for South African markings, so if anyone can enlarge on the information, I would appreciate it.

Figure 1. Card from Bulawayo purchased at auction



member can offer suggestions as to how I might go about it, I would be very appreciative.

This column installment is very short, and probably too personal to satisfy anyone looking for information on the Philately Rhodesia, but I make the excuse of being heavily involved in the the NTSS-2000 show in Buffalo for the American Topical Association. I had hoped have some input for the column from other members, but nothing has been received to-date. If any member has a Rhodesia subject on which they would like more information, please let me know. Until next time

Next, we get to the intriguing part, by observing the handwriting on the address part, in particular the formation of the letters in "Hanks", and then comparing it to the handwriting on the cover illustrated in Figure 2, sent to me by my father in 1966, in particular the formation of the letters in "Hanks". The resemblance between the two words is uncanny, but since my father was born in 1898, and had the

Figure 2. The 1966 "Hanks" cover sent by the author's father.



South West Africa/Namibia

Hans Ulrich Bantz/South Africa, Editor

Reader comments, updates and installments for future columns are invited by contacting the Editor at P.O. Box 6913, Westgate 1724, South Africa or by e-Mail at ulib@mweb.co.za

Summary: The Nama/Herero uprising against the German authorities, lasting from 1903 until 1907, necessitated special arrangements to cater for the troops brought from Germany to fight rebellion. The number of people requiring postal services surged from 4,500 in 1903 to 22,500 in 1905. This installment deals with the arrangements made to serve the troops sent out from Germany.

Our last installment looked at German South West Africa's postal and communication facilities in existence at the turn from the 19th to the 20th century. More and more workers arrived in the country with the improvement of the transport facilities, especially the completion of the Swakopmund jetty, the opening of the Swakopmund-Windhoek railway line on July 1, 1902 and the beginning of the construction of the Swakopmund-Tsumeb/Grootfontein railway in 1903. The prospects for further development looked promising, when at the end of 1903 the Nama rose in the South and the Herero during February 1904 against the German authorities. The reasons for the uprising were complex and the final suppression was, according to present day human rights standards, grim. It was for both sides a fight for space, resources and survival. We are not entitled to judge the principles and standards of those days when "colonial" thinking vindicated for example the slave trade, the annihilation of millions of native Americans, the butchery of the Maoris in New Zealand, the atrocities against the Aborigines in Australia, the almost total wipeout of the indigenous people of Latin America and so and so on. We cannot turn the clock back, but we can look at the field post arrangements made for the German troops taking part in this violent campaign. Field post items in some strange way become imbued with the life and the situation of those who once wrote them and exert, at least to me, an uncanny fascination as objects associated with those turbulent times and dramatic events.

The uprising started on 25 October 1903 with the killing of the Warmbad District Commander, Lieutenant Jobst, who attempted to have firearms in the hands of the Bondelswarts tribe registered and stamped. The revolt spread to the Hereros, north of Windhoek, who killed, in a well-coordinated action during the 12th of January 1904, 123 farmers, soldiers, officials, dealers and other white persons in an area stretching from Swakopmund to the Waterberg and to Outjo. The German Parliament reacted to the killings and voted to send troops to reinforce the standing "Schutztruppe" which consisted of 770 soldiers at the outbreak of the hostilities. The first consignment landed at Swakopmund on the 9th of February

1904. The number of serving soldiers increased in the territory to 18,000 in 1905. The contingent was subsequently reduced to 10,000 in 1906 and then dropped to 4,000 at the end of the campaign in December 1907.

Postal Arrangements

Soon after the outbreak of the hostilities the soldiers were allowed to send mail "postage free" within South West Africa and to Germany using the existing postal network. The troops were initially issued with the German postal stationary card "C.154" which had been endorsed for official use with the seal of the issuing post office and "Feld" written or rubber-stamped in front of the printed "Postkarte". These 'provisional field postcards' were in use from November 1903 until August 1904.

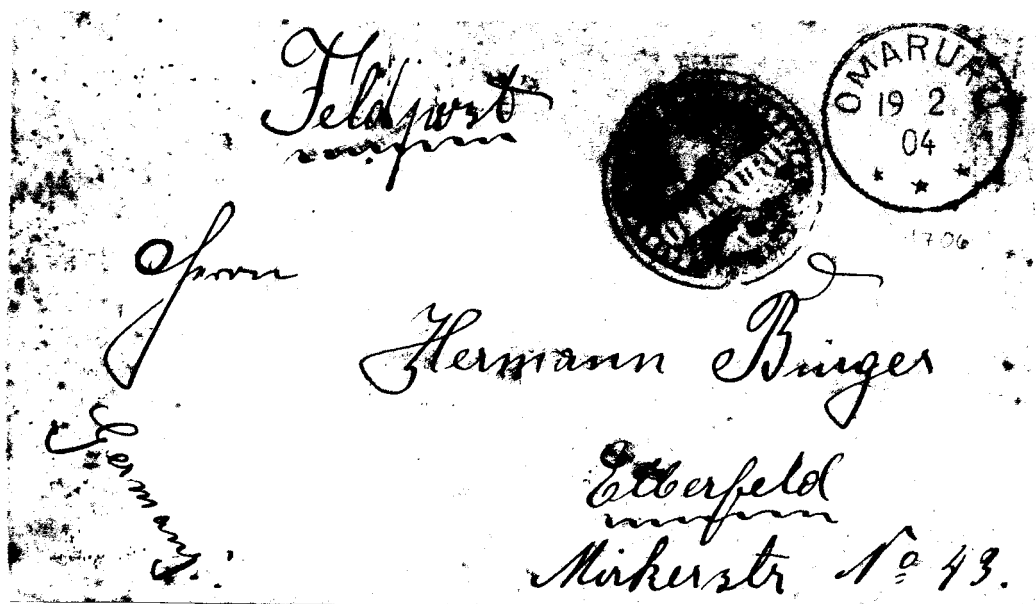
The earliest date recorded for a provisional field postcard is 19.11.03 from Keetmanshoop to Tsingtao/China and the last date: 11.8.04 from Ukamas to Berlin (Vogenbeek 1999, pp. 126 and 131, respectively). Any earlier or later dates?

The use of provisional field postcards became obsolete with the arrival of the 'Marine Expedition Corps' at Swakopmund on 9. 2.04 on the steamer Darmstadt'. This ship brought the first supply of printed field postcards (Fig. 1) which were held in stock in Germany by the various Regional Directorates of Posts (*Oberpostdirektion*) for the event of any war involving German troops. Some of the cards had been printed, at the time of the delivery, over 30 years ago! As a result, various types of cards are distinguished by the specialists, but the three basic types are: "Feld-Postkarte" (single hyphen), "Feld=Postakarte" (double hyphen), and "Feldpostkarte" (without hyphen).

Soldiers were allowed to send the following private matter free-of-charge: postcards, ordinary letters, parcels up to 2.5 kilograms, postal money orders and field telegrams either at a reduced rate or free in the case of wounding or sickness. The items had to be verified before being handed to the postal authorities as soldier's mail by the regiment or by the administrative center or office. This was done with a 'Soldier's letter cancel' (*Soldatenbriefstempel*), which forms its own specialized study field.



Figure 2. Field post cover with Omaruru postal agency seal, mailed Omaruru 19/2/94 (Vogenbeck #DS37, last recorded date), Backstamped on arrival: "Elberfeld 3.4.04".



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Journal Contributors Needed!

- *Specialty area column Editors:* If you specialize in an area not currently appearing in one of our specialty columns, why not consider starting one of your own.
- *Features Articles-* Your journal's feature article archives of original works is empty! In that the readership's scope of interest is extremely broad, any original work will be eagerly read and enjoyed.
- *Installment contributors:* Our current specialty editors would welcome material for future columns. The range of choices includes: "A Philatelic Favorite", "Aerophilately", "The Bechuanalands", "The Boer Republics", "The Bookie Reports", "Cover with a Story", "Fakes, Forgeries & Facsimiles", "Modern Times", "Postage Dues", "The Rhodesias", "South West Africa/Namibia" and "Back of YOUR Book".

The Back of YOUR Book

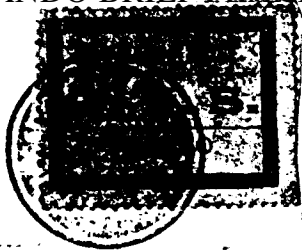
Tim Bartshe/USA, Editor

Reader feedback is invited as are contributions for future installments as a guest author. Send yours to Tim at 13955 W. 30th Golden, CO 80401 USA or e-mail him at timbartshe@aol.com.

Orange Free State: Commando Brief Frank, 1899-1900 - Part IV (Final entry from 16-page exhibit)... Tim Bartshe

COMMANDO BRIEF FRANK

LATE USAGE: COMMANDO RETREAT



R.P.K. NOORD negative cancel normally used as a bag sealing device on railroad mail sacks.
Only recorded example.

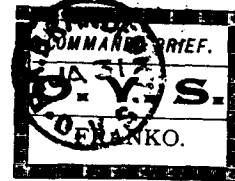
SOUTH AFRICAN REPUBLIC (ZAR)



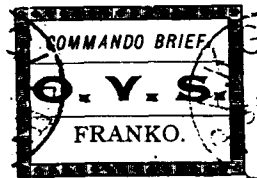
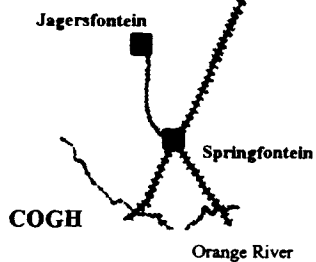
16-bar numeral 6 of Kroonstad



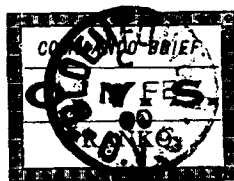
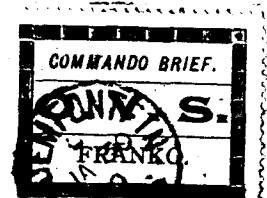
Heilbron cancel MR 8



P.K. (Post Kantor) Brandfort JA 31



P.A.K. (Post Agent Kantor) Glen



Bloemfontein

MR 15 usage 2 days after fall of Bloemfontein possibly by British on captured stamps

Scarce dual franking example on piece Types 1 and 5

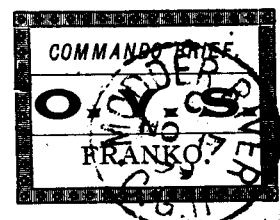
COMMANDO BRIEF FRANK

FORGERY: TYPE I

First type of forgery is typeset and similar to authentic in color and appearance. Border pearls with dots only, not curves and greater total number of pearls. Perforations 12.75 rather than 12 in originals. All examples seen with forged cancels of Modder River or Barkley West. Unknown forme setting.

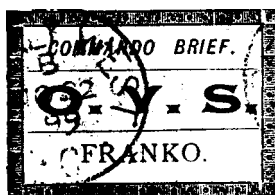


Type 1a: 18x13 pearls, no stop after **BRIEF**, canceled with forged Modder River cds 22 nun in diameter, original is 24 mm with C.G.H. at base. Only recorded example

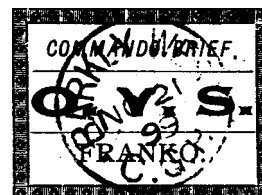


Genuine Modder River cancel

Type 1b: 17x12 pearls, comma after **BRIEF**. Bottom border made up of single then 7 doublets of pearls. Two recorded examples seen each with forged Barkley West cds dated 22 NO 23mm instead of 22mm.



Type 1ba: 17x12 pearls, full stop after **BRIEF**. Bottom border made up of 7 doublets of pearls then a single. Three recorded examples seen each with forged Barkley West cds dated 22 NO, 23mm instead of 22mm.



Genuine Barkley West cancel

FORGERY: TYPE 2

Most commonly encountered forgery existing imperforate or roughly perforated 11. It appears to be lithographed. Central lines thick, small dots of color in pearls, no stops **BRIEF** or **FRANKO** and **O.Y.S.** of different font. Printed on yellow buff gumless paper.

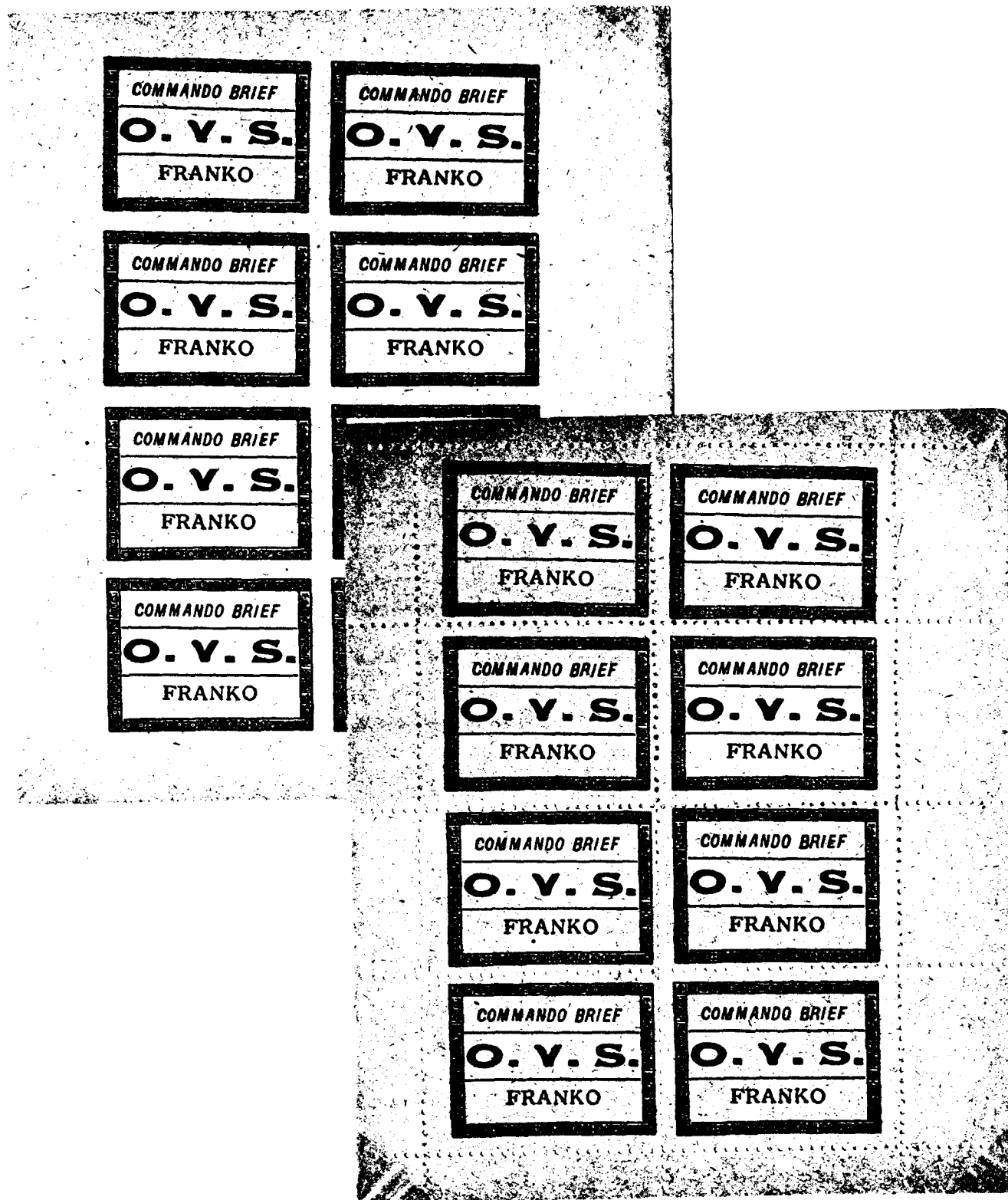


Used with BONC 195 attributable to Brandvleil located some 400 km west of De Aar in NW Cape Province. Only known used example.



COMMANDO BRIEF FRANK**FORGERY: TYPE 2**

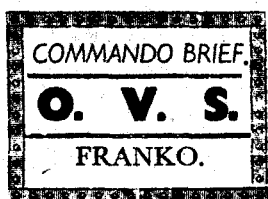
Commonly found in sheetlets of eight. Minor varieties exist to distinguish one from another in pane. Virtually all recorded examples occur in these sheetlets. Only recorded perforated example.



COMMANDO BRIEF FRANK

FORGERY: TYPE 3

Typeset using different fonts. Borders with pearls similar to original, two to each unit. Separating lines in central design are of different thickness pointing to at least three distinct settings in forme. Five different papers recorded, extremely scarce with various colored papers pale green, violet, brick red and rose having only a single recorded example.



Type 3a: Thick lines above/below **O.V.S.** with damage to lower line on left, lowered oval stop after **BRIEF**, square stop after **S.** Perf and imperf on pale yellow buff paper.



Type 3b: Thick lines above/below **O.V.S.** with damage to lower line on left, level rectangular stop after **BRIEF**, square stop after **S.** Imperf on rose paper.



Type 3c: Thick line above **O.** **V.S.** thin below with damage to upper line on right, lowered rectangular stop after **BRIEF**, all stops rounded **OVS.** Perf and imperf on pale yellow



Society Affairs

A Few Words From Your Board

From The Archives... Tim Bartshe, Director/Library

Exhibiting: What's in it for me?

Ok, just when you thought it was safe to read this column again, he's back with that exhibiting thing. Since I started out this series by telling you basically how to do it, I felt it might be very important to explain WHY do you want to exhibit, the "what's in it for me?" aspect of exhibiting. What follows, in no particular order of importance, though somewhat prioritized by my own prejudices, are a few reasons why someone SHOULD put together an exhibit.

Exhibiting forces organization

Once a collection expands beyond the "box" of the preprinted album pages of our youth, this amalgamation begins to grow in all directions. As we accumulate material, we not only lose sight of the big picture, but also the little details that get lost in the mass. Creating an exhibit forces organization through the goal of showing a story. Putting together a display on postal cards causes one to look at the literature to figure out what IS out there and what IS NOT in your collection. Firstly, this creates a want list of items you need/want. Secondly, you no longer are buying things that are very similar to what you already have, saving precious monetary resources you need for another purchase. Lets face it, how many Id covers from Cape Town to London does one need?

Exhibiting encourages research and knowledge

Putting together an exhibit requires understanding what the story is all about. A thorough search is required of the past knowledge printed about your subject from rates and issues to varieties and postmarks. Who knows, not only will you learn new things, you might find out you have things that no one else has ever written about or better yet, what others say do not exist! Without others sharing their studies and findings, we all would be in a dark room constantly re-inventing a philatelic wheel. Each time we compare items in our collection with what others have written, we will come away knowing more about the thing we chose to spend our valuable spare time with.

Exhibiting gets the creative juices flowing

Have you been to a show and noticed that one exhibit really draws you to it more than another of almost identical subject matter? How one presents the material on the page DOES matter, regardless of how many "points" are attributed to the information presentation. The main features of an exhibit that

will draw attention from the viewers (and if you care, the judges) are how the material is presented on the page, how the information pertaining to the material is written up and is there an easy-to-follow and cogent story; a beginning, a middle and an end. All three of these points require creativity. All right, so you say that you flunked stick person art class. That is what computers are for; you don't have to be able to draw a straight line, just know what is appealing to your eyes. If you were viewing an exhibit about something you knew little about but were interested in, what would you like to see information-wise? What kind of a story will keep your attention, causing you to want to know more, not less, about a subject? See what I mean? This is creativity in the making. It takes practice, but is really fun once you get started.

Meeting new people/making new friends

You will not believe how many really NICE people there are out there! No kidding, most exhibitors and, yes, even judges, are really enjoyable people; people you want to talk to and get to know better. You might not see them all that often, possibly not even once a year, but when you do, your life has been made richer, your temperament that much milder, and you have found someone to share what is one of the most important and relaxing things in your life. I can't count all of the people that I have met over the last 3 years, many of them I would consider good philatelic friends, by just being around the shows, sharing exhibiting tips, learning about some new aspect of our hobby. Hey, medical science says we live longer if we interact frequently with family and friends. If you wish, view stamp shows as one big warm fuzzy puppy! Go ahead, its good for you!

Advancing your own self-interests

Here's your chance to tell the rest of the keyed-in philatelic world that you are looking for that rare Upper Bongoland imperf pair on cover used to Panama. All of those people you are meeting now know what it is that you collect along with what you might need. Recently an auction was held in London with material that I have been looking to acquire for 20 years. I didn't receive the catalog from the auction house, but did from no less than 3 other people and I can't remember how many others inquired as to whether I was aware of the sale. These were not just dealers or people from the local Collectors Club, but fellow exhibitors who know me, including the president of the APS! You will get a head's up on many items in obscure catalogs or E-bay listings and even the occasional little thematic cover saved by someone with you in mind. Altruism is fine for monks and nuns (no offense intended), but a little

a little bit of self interest is not so awful and what goes around, comes around: you help someone out in something, the likelihood is you will receive the same back.

Adding value to your collection

I put this last not for reasons of importance to us today, but the importance to those who might remain behind. Trust me when I say that a collection that has been exhibited and won gold medals will fetch a far better price than just a lump of stamps in boxes, glassines and file folders. All of those things listed in numbers 1-5 above will add to the cash value of your collection when you wish to dispose of it or when your estate must do it. That knowledge and research you did, all of those friends you made that will help make contacts and the creativity you poured into the pages will make the customer break his/her arm trying to write a check. Besides, most dealers don't have the knowledge or the time to correctly identify the material's importance or scarcity unless you tell him. If a dealer is forewarned that there are only 3 known of this, it the only recorded example of that marking on a postal card, the items are less likely to end up in a \$5 lot. Bad for future buyers/bottom feeders but good for you and/or your estate.

Well, there are six good reasons to put together and exhibit. Next I will delve into the mysteries of the title page and the synopsis.

Regarding the Society library, we now have a number of different exhibits on file. As mentioned before, we have an excellent study on the postal markings of Swaziland, Rhodesia double heads, the late Athol Murray's pre-stamp cover collection and some 320 pages of Orange Free State material, VRI surcharges and postal cards. This just arrived from the Natal and Zululand Study Circle. John Dickson has edited a "complete" *Bibliography of the Philately and Postal History of Natal and Zululand*. As is normal, it is sorted by author and by subject and comprises of 24 pages on folded A4 paper. More information can be gained from the Society's website www.nzsc.demon.co.uk or by contacting John Dickson at Lismore House, Shepton Beauchamp, Ilminster, Somerset, England, TAI 9 OLJ. Any serious student should have this as well as becoming a member of the Society.

From The Program Chair. . Bob Taylor, Director/Programs

As in the past, the annual PSGSA meeting will take place at APS's Stampshow - this year in Providence, Rhode Island. Guy Dillaway will present a program on Cape postal rates and will have an exhibit at the show. He has proposed a "walk through" of the exhibit after the presentation which should add greatly to the interest. The date and time have yet to be determined but I urge all attendees at the show to check the show program and come to the meeting.

Following Guy's presentation, there will be a short business meeting and members are urged to bring any interesting items for a "show-and-tell".

Views on Philatelic Literature and Scholarship...

Peter Thy, Director/Publications Program

The most recent postal sale list from one of the world's largest philatelic literature sellers reflects in its introduction on alleged problems facing philatelic literature. We reproduce parts of this 'editorial,' not because we agree with the views expressed, but simply because we cannot disagree stronger.

The 'editorial' goes like this: "We have been musing recently on how difficult it is to fathom out the current commercial and collecting situation with regard to philatelic literature. On the one hand more and more titles are being produced, too many in our and other views, many of which offer virtually nothing new ... Many are now so specialized, focusing on a very narrowly defined target, of interest to the few other specialists in that field, or so abstruse that their appeal is extremely limited, and often relates to material that is unobtainable to the ordinary collector in any case. This tendency can be seen in works written in most of the main languages, but particularly those in German. Very few titles, as most are produced in very limited quantities, can ever be profitable to their publisher".

"(An) aspect is the extraordinary reluctance ... of most collectors to buy more than the general or specialist catalogues on their chosen topics, with perhaps the odd extra handbook. Out of the millions of collectors round the world, a very small percentage buys philatelic literature and a tiny percentage of these actually form a library. So why are so many titles produced, when so few people are buyers and so little commercial profit can be made ... Clearly many books are produced as genuine 'labors of love', or as part of the writer's contribution to philately..."

The above views most likely express correctly the sentiments among the established philatelic booksellers and publishers. It undoubtedly is correct that few, if any, philatelic books are profitable. It is also correct that few collectors buy philatelic literature and build libraries.

However, this is not at all what philatelic scholarship and literature are about. Let me explain, using my own literature buying, collecting, and writing habits as an example. My philatelic interests are within a few narrow fields, not all related to southern Africa. I will buy the literature related to these interests if given an opportunity. To build a reasonable library of literature, related to the Bechuanalands, for example, can easily be achieved and will probably amount to less than 30 major monographs of which only a small handful includes Bechuanaland in their titles. Monographs published perhaps 50 years ago and only printed in a

50 years ago and only printed in a few hundred copies can still be found for a fair price from second-hand literature dealers like Harry Hayes'. I buy my catalogues the same way general collectors buy specialist monographs - only once in several years, if even that frequent. Collectors buy specialist monographs - only once in several years, if even that frequent.

There are only a limited numbers of collectors interested in buying specialist literature. A fair estimate in my area of main interest is that probably 20 active collectors are interested in the Bechuanalands and willing and indeed likely to buy literature. It has always been so and this is how it hopefully will continue. The majority of philatelic literature is not being published by commercial publisher. It is being published by their authors or affiliated specialist societies on a nonprofit basis or with financial losses. The recent years have seen a larger amount of such nonprofit publications. I see this as a sign of good health of the hobby and philatelic scholarship and not a problem needed to be addressed.

Monographs are only a small part of my literature needs. More than anything, I consume printed articles in journals and newsletters. It can be a challenge to obtain such information and perhaps copies of these. I rely on personal subscriptions to the most important newsletters, in addition to help from philatelic correspondents and friends. If these methods fail, philatelic libraries may be able to help. Specialist philatelic journals are mainly distributed to a small group of society members. The major philatelic libraries may hold near complete runs of some major journals; however, many smaller specialist society newsletters are not always or perhaps rarely found in philatelic libraries. The reason is that the rather few philatelic libraries world-wide rely on donations. Specialist journal editors do not always see it in their interest to supplying the major philatelic library with their respective newsletters. As an example, the American Philatelic Research Library only owns a few random numbers of the most important newsletter in my major specialist field: *The Runner Post*, published by the Bechuanalands and Botswana Society. The consequence is that a few years after publication of a specialist newsletter, the information it contain is virtually lost to the collecting community. This situation is particular damaging to our efforts to recruit new collectors to specialist areas and societies. In my opinion, this is the major problem that need to be addressed.

I write for specialist newsletters and an occasional monograph. I do this not as a "labor of love" or as a "contribution to philately", but simply as a way to collect my information and my thoughts. Most of my writings will only be of interest to a small group of like collectors and will be profitable to nobody. I still flatter myself with the information and perhaps understanding that my various contributions are adding to

philately's collective knowledge. It is of little relevance how this information is distributed: a monograph published in a few copies and mostly given away, a feature article in a society newsletter, a letter to the editor, a deposit on a website, or an email message distributed to a few interested friends. It is all philatelic literature and may one day tickle down to the general catalogue and the general collector. It is irrelevant how many people read it as long as it reaches the right five collectors. It is also irrelevant what language it is written in. This is literally an explosion in philatelic scholarship that is brought about by the development of the personal computer and the internet. And this is the change or the problem that literature sellers in my opinion need to address.

There would be no philatelic literature if this 'gray' exchange of information do not occur and is healthy. There would also be no philatelic literature dealers. None of this literature will never be profitable. It is not clear how literature dealers ought to respond to this change in philatelic scholarship and literature. Perhaps in the same way that philatelic libraries have responded by increasingly assuming the role of philatelic archives.

Reference: Quotes appearing in this column came from H. H. (Harry Hayes) Philatelic Literature Sale No. 140, April 2000. The postal address is H.H. Sales, The Barn, Heaton Royds, Shay Lane, Bradford, West Yorkshire, BD9 6SH, England

The Society Publications Program

Through this activity, PSGSA is available to provide assistance to first-time writers and seasoned writers in the development and/or publication of occasional papers, monographs, books and multi-volume works. Authors submitting written drafts receive valuable technical support in all phases of publication development. This is accomplished through the Publications Program Committee. Inquiries, submissions of drafts, etc., are to be made to Peter Thy, Committee Chairman, P.O. Box Box 73112, Davis, CA 95616 or [email: thy@jade.ucdavis.edu](mailto:thy@jade.ucdavis.edu).

Works In Progress

"To research in isolation with a view towards publication is akin to reinventing the wheel." - the late Alec Page, FRPSL
Researchers/author are encourage to "advertise" for collaborators and/or additional information through this feature. If you are researching an area and yet to use *"Works...."* please consider doing so. You might be pleasantly rewarded at the response you receive.

Entries submitted to the Editor will be run for two consecutive issues (and may be renewed if a written request is submitted).

No entries were received this publication cycle.

News of the Membership

Welcome Aboard. . **Erich Hamm**/South Africa, **Vic Hasselblad**/USA, **Mark Blum**/USA, **Valerie Neer**/USA, **James Radar**/USA

The Honor Roll. . The feature acknowledges Society members for notable achievements such as exhibit awards (in any area), philatelic judging, published and assuming positions of responsibility in organized philately. Society publications receiving literature awards are also noted. Members are encouraged to notify the Editor of their achievements.

Tim Bartshe - Large Vermeil at The Stampshow 2000 for "Orange Free State, Early settings of the VRI overprints"; **Guy Dillaway** - Gold at The Stampshow 2000 for "The Postal History of the Cape of Good Hope - 1853-1866"; **Alan Roy Drysdall** - Gold at The Stampshow 2000 for "Transvaal 1869-1885"; **Forerunners** - Silver Bronze at The Stampshow 2000; **Regis Hoffman** - Large Vermeil at The Stampshow 2000 for "Allied Forces in East Africa, World War I"; **Richard Knight** - Gold at The Stampshow 2000 for "The Rhodesias: The history of mails services to 1924"; **Frederick Lawrence** - Gold and the Arizona Philatelic Federation Award

for best exhibit by a resident of Arizona, at ARIPEX 2000 for "Scouting on Stamps 'Classics': The Three Earliest Issues"; **Peter Thy** - Vermeil at SACAPEX 99 for "Bechuanaland and Botswana Postal Orders".

Member Biographies. . **Richard Lee**/USA - Born in Ohio, birthday March 28. Has been collecting for 10 years with a primary philatelic interest in Africa and Asia with an emphasis on the former British Empire. This came about when his sister had a pen-pal exchange relationship with girls in a school in Johannesburg. In addition to collecting, Richard enjoys gardening and music. **Richard D. Winn**/USA. Born in Pennsylvania, birthday February 24. Richard is married to Kathleen and they have four children - Robert, Christine, Gail and Lynn. He is a retired postal supervisor and businessman. He attended Cal Poly University. Richard describes his collecting habits as worldwide postally used with a concentration on southern Africa since visiting there when he brought his new wife back from RSA. He enjoys travelling which includes trips to RSA, Swaziland and Lesotho. He is planning trips to Botswana and Zimbabwe, Malawi and Zambia. As an adjunct he trades stamps with over 300 people worldwide.

The International Scene

Collectors upset over collecting's portrayal in TV series...

In an episode of NBC's *Law & Order: Special Victim's Unit*, the script made the point over and over again that "the creepy pedophile", who police suspected of murdering a young boy, was a stamp collector. Later on in the episode, a woman is crying out that "he used his stamp collection to lure my daughter in there!" The matter was taken up on the Internet newsgroup "rec.collecting.stamps.discuss". Several collectors encouraged others to contact the show's producers. Others preferred to write companies who supported the show with advertising. *Linn's* was unsuccessful in reaching Wolf Films who produces the series in association with Studios USA Television.

Lost, recovered, lost again. . As reported in *Linn's*, the June 1999 issue of *International Stamp News*, published by Stanley Gibbons, told a remarkable story of a stamp collection that was lost and recovered and then lost again. Ante Pavelic was head of the wartime Nazi state of Croatia and collected its wartime issues. Two of his albums contained complete sets, large blocks, proofs, provisional issues as well as a number of varieties. In May of 1945, his daughter fled to Austria and took the albums with her. In 1947 the albums were stolen. Now we go 19 years into the future - 1966 - where we find the two albums being offered as a single lot by a Frankfurt auction firm. A Madrid dealer who knew Pavelic's widow who had

been living in Spain since the end of the war. She contacted the Spanish police and the albums were returned to her. They have not been seen since.

Some tips regarding on-line bidding. . If you are thinking about bidding on material appearing in Internet auctions, an article titled "On-line Bidding Tips" which can be found through a link in the stamp newsgroup at rec.collecting.stamps.discuss. As the article points out one should do a fair amount of research before plunging into the on-line bidding wars. One needs to be especially careful when dealing with a general auction site, rather than a stamp dealer's site. Also, one should check on the seller's shipping, handling, postage and insurance policies. And by all means, where applicable, the bidder should be aware of the current catalog value. Higher priced items should have an illustration posted on the Internet auction site. If not, the potential buyer should request a scan and have it e-mailed. If a scan cannot be provided, DO NOT BID on the item. Also, review each auction site's rules. Set a maximum price that you are willing to pay and do not exceed the amount. One should also become aware of the growing number of "dirty tricks" that are played upon unsuspecting buyers: shilling, bid shielding, fake photos and misleading descriptions, high shipping costs, failure to ship merchandise, selling reproductions, improper grading techniques, loss and damage claims, and the old switch and return.

The Marketplace

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Adlets

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