



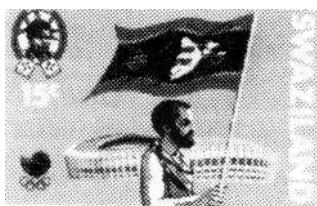
******FORERUNNERS******

Journal Of The Philatelic Society For Greater Southern Africa

Affiliated with The American Philatelic Society & Philatelic Federation of Southern Africa

Volume XIV, Number 1, Whole #38

July/October 2000

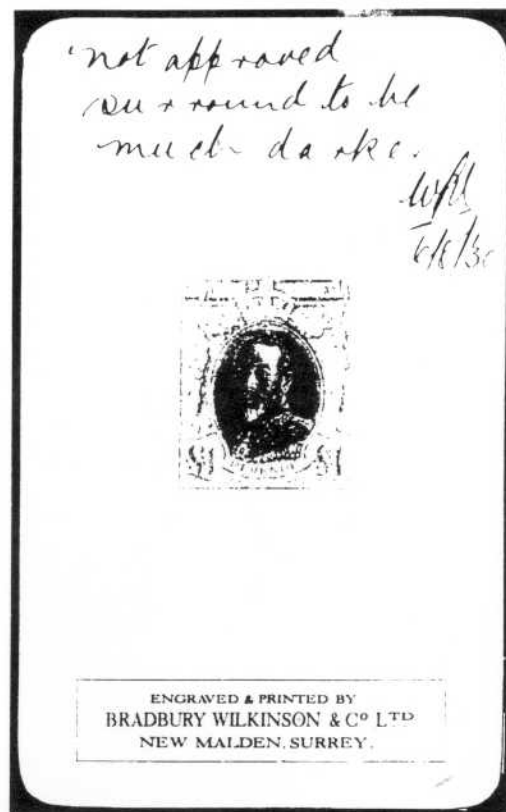
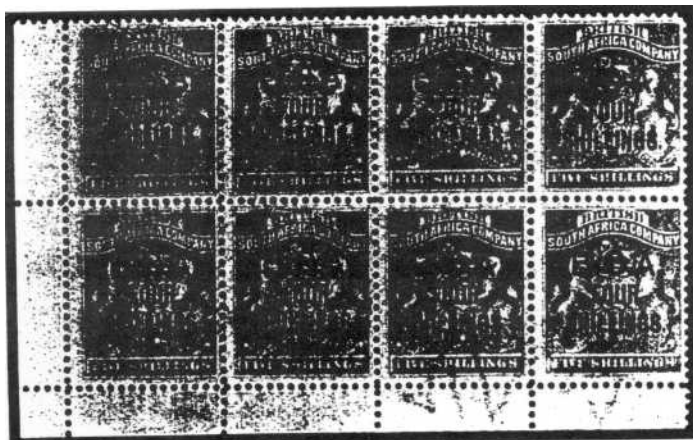


Swaziland Revisited

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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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 Zululand - Tony Davis, 41 Karen Street, Thornhill, Ontario IAJ 5L5, Canada

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 also invited to join the Panel. Contact the Panel Chair for additional information.

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Silver-Bronze at LONDON 2000, Silvers at JOPEX 99, STaMpsHOW 99 & COLOPEX 99. Silver-Bronze's at PACIFIC 97. Vermeil/Certificate of Merit at OKPEX 96, Large Silver at New Zealand National Philatelic Literature Exhibition 96, Silver awards at SESCOAL 95, CAPEX 96, WAPEX 93, IIAFNIA 94, and Silver-Bronze at ESPAMER 96, SINGAPORE 95 and PHILAKOREA 94.

ISSN N-16-261:

FEATURE ARTICLES

Swaziland Revisited International Encyclopedia of Stamps, UK This is the second of several excerpts from an excellent general reference work, serially published during the 1970's. As told, Swaziland has an interesting history in that it was settled by people of both Dutch and British origin. This is reflected by the fact of history that the territory was jointly ruled by both Britain and the South African Republic at one time. The latter's contemporary stamps were overprinted and used during the initial postal service period. As the reader will see, a number of interesting overprint errors resulted therefrom. It was not until 1933 that Swaziland had its own distinctive stamp issues. During the Elizabethan era, the decimal surcharges came into being. The text indicates that obtaining a complete set with all varieties is extremely difficult and expensive... 4

The Postal History of Graaff-Reinet: Part V the late Ken Baker This fifth of eight parts covers the period from 1861 through 1869. Sub-topics include mail routes, issuing of mail cart contracts and a little history related thereto, a published newspaper account of what it was like to go by mail cart from Grahamstown to Graaff-Reinet, postage rates. PMG reports, postal divisions, mail volume and divisional posts... 6

The Botswana Radio Communications Issue of 1996 Peter Lodoen, Botswana Once again the reader is exposed to the interesting story behind one of the commemorative sets of Botswana by its designer. The initial concept for the issue was actually the result of a letter to Botswana from the city of Bologna. Italy. The reader will have to explore the article herein to learn the rest of the story ...11

SPECIALTY COLUMNS

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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.

Copyright Policy: Material appearing herein may be photocopied for reference purposes. Use of journal contents in other publications is acceptable as long as proper source and authorship credits are given. *FORERUNNERS* is published three times per year for the periods Jul/Oct, Nov/Feb and Mar/Jun. A sample copy is available from the Editor for \$5US (surface mail) or \$7US (air mail). Advertising rates and payment options are listed at the beginning of "The Market Place" journal section.

PSGSA's scope of coverage includes: Anglo-Boer War, the Bechuanalands, British Central Africa, Cape of Good Hope, Griqualand West/East, 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 in 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 class worldwide* - \$25US, *1st class North America* - \$30US, *Europe air mail* - \$38US, *Africa/Pacific air mail* - \$40US. Payment options: (1) **Credit Card** - please contact Treasurer as indicated below; (2) check drawn **on a US bank**, payable to "PSGSA"; (3) £Sterling bank drafts at current exchange equivalent with **"payee" left blank**; or (4) SUS, 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

Join the Journal Team - Please do read this note in its entirety as a favor to me...Yes, I am going to once again appeal to the membership for one or two of you to please step forward - I NEED YOUR HELP!! Increasing professional and personal demands preclude me from being able to handle the advertising management function as I once did.

For most of you who have read my past appeals, you have probably said to yourself "What do I know about the subject? I have no experience, even if I wanted to help." I experienced the same type of trepidation some 10-12 years ago when I started thinking about having paid ads appear in the journal. However, at that time PSGSA was growing and so were our expenses. It occurred to me that advertising revenues would help support the journal, thereby, if nothing else, delaying the need to raise dues because of increased expenses, i. e., printing and postage. So, I decided to "dive in" and see what I could do about appealing to advertisers and generating additional Society income.

The first challenge was to come up with a rate schedule. I analyzed the rate structure of a number of philatelic journals, newspapers and magazines. Taking a rough average, a draft rate schedule was developed and sent to dealer members of the Society for their reaction. The rest is history. The only major modification has been the offering of a 20% discount for ads placed for two consecutive years or more.

We now return to the heart of this appeal for assistance - Just what does the journal Advertising Manager actually have to do? What work is actually involved and how much time does it take? When I am done describing the job, I think most of you will be surprised; it is not complicated by any means.

Actually, the boiler plates have already been created. First, as Advertising Manager, you will not have to worry about the rate schedule and ad discounts - those are already in place. Second, ad solicitation letters have been designed and are ready for use. Third, we already have reader "buying habit" data (very important to the potential advertiser), e.g., how much readers spend on the average per year for philatelic purchases, number of auctions participated in annually.

So what actually remains for our Advertising Manager to do? First, there is the mailing out of ad solicitation packets to dealers and auctions houses who offer stamp materials and literature our readers are interested in. How are these firms identified? They are found by reviewing ads in the publications of our sister specialty groups. *Limns, Stamp Collector, Scotts, The American Philatelist, Stanley Gibbons* and so on. Once the Advertising Manager compiles a list of prospective advertisers, it is simply a matter of mailing out a solicitation packet.

Second, the Advertising Manager receives the camera ready ad copy and payment. He maintains a log for the recording of the

advertiser, size of ad, and period for which the ad is to be run.

Third, the payment is sent to the Treasurer and the camera ready ad copy sent to the Editor.

Fourth, the Advertising Manager sends out the ad renewal notice to each advertiser. This is done 6-8 weeks prior to the expiration of the ad placement period for each advertiser.

Lastly, the Advertising Manager is considered a part of the journal editorial team and is invited to share his ideas and suggestions when it comes to *Forerunners*.

To assist the Advertising Manager, I will provide the following:

- (1) master copies of materials for the solicitation packets;
- (2) billing invoice master;
- (3) existing list of potential advertisers to solicit; and
- (4) a renewal notice master.

As far as postage costs go, the Advertising Manager can either assume that expense as an in-kind contribution to the Society, or request reimbursement from the Treasurer.

As a final note in this appeal: Anyone taking on the responsibility of Advertising Manager is free to revise forms and procedures, as well as to create additional ways to increase the number of paid advertisements appearing in the journal. That being said, I look forward to one of you stepping forward to help us out. Interested readers please write to Editor, Post Office Box 4158, Cucamonga, CA 91729-4158; or [e-mail: bbrooks@dpss.co.san-bernardino.ca.us](mailto:bbrooks@dpss.co.san-bernardino.ca.us).

Due to lack of response. . . Our "Fakes & Forgeries" specialty column editor, Dr. Frederick Lawrence, wrote that there will be no installment in this issue. The reason is that he has received no response to his request of the readership - especially those on the Question & Answer Panel - to send in examples of forgeries and/or facsimiles for the column.

Yours truly is about to run into the same dilemma for the "A Philatelic Favorite" column. I only have a couple more items from my own collections before I run out of material should nothing be received from the readership.

I do not want to believe that this is a portent of things to come.

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FEATURE ARTICLES

Receipt of articles is accepted on an ongoing basis. The individual issue submission deadlines are the 15th of January (Mar/Jun issue). May 15th (Jul/Oct issue) and September 15th (Nov/Feb issue). Articles are to be submitted in double-spaced, typewritten form. Maximum length should be held to five pages, NOT including illustrations. Lengthier works should be submitted in serialized form. Each illustration must be titled and properly referenced in the text. Authors are encouraged to include references, footnotes and a list of suggested reading for readers who may be interested in pursuing the subject of the article further. Whenever possible, black/white photographs are recommended for illustration purposes. In the case of photocopies, they need to be the clearest copy possible. Photocopied illustrations should show a black border around covers and individual stamps. Illustrations which copy poorly will be excluded by the Editor. Originals of charts, graphs and tables are preferred.

Swaziland Revisited

The International Encyclopedia of Stamps

Editorial Note: This is the second excerpt from this excellent general reference publication (IPC Magazines, Ltd., UK) which appeared in the early 1970's. The Swaziland installment appeared on pages 1794-95, Vol. 6, Part 5, No. 75.

Swaziland - Independent kingdom located in southern Africa which has issued its own stamps since 1933.

Stamps with a distinctive overprint had already been used in the area between 1889 and 1894 while the area was jointly controlled by Britain and the South African Republic.

Swaziland, which is bounded by the Republic of South Africa and Mozambique, was settled by people of both British and Dutch origin in the latter part of the 19th century. In 1889, Britain and the South African Republic (Transvaal) assumed joint control over the area. This is reflected in the postal service which was established about this time.

The contemporary stamps of the South African Republic overprinted "SWAZIELAND" were used for a few years. Examples of Swaziland's first 10 stamps, ranging in denomination for halfpenny to 10s. are comparatively rare and those in fine used condition are worth a premium. The issue contained inverted overprints and a constant variety showing the D omitted. The "WAZIELAND" and "AZIELAND" errors are much harder to find.

The Transvaal assumed sole responsibility for Swaziland in 1894. On November 7th of that year, the country's distinctive stamps were withdrawn and replaced by ordinary issues of the South African Republic.

Distinctive stamps were reintroduced in January 1933. They were recess-printed by De La Rue in a design whose principal subject was the profile of King George V surmounted by a crown. However, there was a trellis-work composed of native spears behind the central medallion, and two warriors' shields flanked the portrait. The value tablet at the foot consisted of an outline map of the country and behind the inscription "POSTAGE AND REVENUE" at the foot there appeared a

typical Swazi landscape of thatched huts and high mountains.

The strokes of the letter "W" in the inscription "SWAZILAND PROTECTORATE" were incorrect: the first and third parts of the letter - the down-strokes - were thin instead of thick as is normal typographic practice. This was repeated in the George VI series of 1938. but the letter "W" was correctly cut on the Elizabethan recess-printed series of 1956.

Swaziland released a number of commemorative issues, most of which conformed to the colonial omnibus types. A short omnibus series was released in 1947 for the royal visit, and overprinted South African stamps were released to celebrate Victory in 1945.

Bradbury Wilkinson produced the series released in July 1956 which was the first to include a £1 stamp. There were six designs one of which was used for two values.

Most modern Swazi stamps are easily procured, but it is more difficult to assemble a full set of the decimal surcharges of 1961. Some of the type variants are now extremely expensive.

The pictorial series was reissued with the values redrawn in South African cents and rands in 1961 as an interim measure before the release of a new series in April 1962. This set, produced in photogravure by Enschede of Holland, showed, among other things, primitive musical instruments and weapons, ceremonial head-dress and rock-paintings. Flowers and birds were included also and some stamps publicized irrigation and malarial control.

The above set was released with an overprint to commemorate the grant of full independence on September 6, 1968. The watermark was upright on these stamps but the 50c and 2R denominations are known also with watermark sideways. A new definitive series, lithographed in multicolors by De La

Rue, was introduced in August 1969. The stamps showed the varied wildlife of Swaziland and included an inset portrait of the King. Most of Swaziland's recent commemorative stamps have been in the colonial omnibus design, but several distinctive issues have indicated the country's rapid political and economic development. The inauguration of the railway, for example, was marked in 1966 by a set of four featuring a map of the route.

Swaziland participated with Lesotho and Botswana in an issue commemorating the first conferment of degrees at the new University of Roma which serves the three countries. In April 1967 a set of four stamps portraying King Sobhuza II was issued with the inscription "SWAZILAND - PROTECTED STATE." This was followed in January 1968 by a set of four featuring traditional dances and ceremonies of Swaziland.

Full independence was celebrated by four stamps featuring industry and agriculture of the country with a portrait of the King inset. These stamps were also released in miniature sheets of 20 containing five strips of each value. Swaziland's admission to the United Nations was marked in September 1969 by a set of four stamps in two designs featuring the flags of Swaziland the the United Nations, and the UN Headquarters building in New York. King Sobhuza's portrait was included in both designs. The stamps were lithographed in multicolors by Perkins Bacon.

Postage due labels, typographed by De La Rue to the standard

colonial design, were introduced in 1933. Provisional postage due labels were created in 1961 by overprinting corresponding values of the postage series and surcharging them with the equivalent value. A decimal series, in denominations of 1, 2 and 5c was released in 1961.

A sample of the stamps of Swaziland, 1933-1970, are shown below (see Fig.). They are: 1 - 1933 ½d King George V definitive, 2 - 2d definitive of 1956 overprinted for use as a postage dues stamp in 1961, 3 - 1970 25c to mark the Commonwealth Games, and 4 - 1961 4c depicting a Swazi warrior.

Brief Stamp History: 1889 stamps of South African Republic (Transvaal) overprinted "SWAZIELAND", 1894-1933 ordinary stamps of Transvaal or South Africa used, and 1933 to present day, own stamps inscribed "SWAZILAND".

Currency: 1889 sterling, 1961 100 cents = 1 rand (South African)

Collectors' Items (*Editorial Note - The catalog values of the items listed are from the early 70's*) : 1889 Transvaal stamps overprinted, errors of spelling "SWAZIELAN" to £50 mint, £30 used; inverted to £44 mint, £40 used; 1933 10s, £5 mint, £7 used; 1936 Silver Jubilee set, "extra flagstaff" variety to £6 mint; 1961 currency change surcharges, double to £200 mint; inverted to £150 mint; Type II surcharge to £55 mine, £60 used; Type III surcharge to £140 mint, £150 used.

Figure. A sampling of Swaziland stamps, 1933 - 1970.



The Postal History of Graaff-Reinet: Part V

The late Ken Baker

Editorial Note: This is the fifth 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 2, Number 2, pages 17-20. A few very minor grammatical edits have been made.

The Graaff-Reinet Division: 1861

The five post office agents in the Division were appointed as Field Cornets without salary in 1861. The offices and respective agents were as follows: *Zwarte Ruggens* - Mr. N. Smit. *Voor Sneeuwberg* - Mr. P. Loots, *Achter Sneeuwberg* - Mr. J. Naude. *Camdeboo* - Mr. J. Cloete, and *Buffels Boek* - Mr. J. Parkes. These five Field Cornets were now responsible for the mails between Graaff-Reinet and the places noted above as Post Office Agencies and Cornetries. Unfortunately I have no information as to the mail routes. However, by this time, or shortly thereafter, these mails were put out to tender. Foot runners were employed to carry the letters.

The post office locations, mail delivery schedules, Deputy Postmasters and salaries remained as before with the exception of Aberdeen. It was here that Mr. Heugh was succeeded by a Mr. D. van der Berg on the 15th of November, with a salary of £10 per year.

The Graaff-Reinet/Port Elizabeth Mail Routes

In either late 1861 or early 1862, 66 proprietors, merchants and other inhabitants of the town and district of Graaff-Reinet decided to make their views again known to the Government regarding the postal route between Graaff-Reinet and Port Elizabeth. The memorial signed by these individuals noted that, for several years past, they had memorialized the executive and Parliament of the necessity for a twice weekly mail between the towns.

During the parliamentary session of 1860, a special committee of the House of Assembly contemplated and recommended only what the memorialists had previously petitioned for - the establishment of a second mail route by the direct route over the new Paarde Poort Road. Over this road, according to the Committee in June 1860, it was possible for a mail cart with the post to make the journey, then, in 27 hours and ultimately 25 hours whereas on the present route 34 hours or more were required for completion.

The petitioners had reason to believe that this postal route could have been immediately established except for the non-availability of funds, but suspended for the time being until provision could be made. This was so accomplished in the legislative session of 1861.

Now the petitioners learned with surprise that the second

weekly mail between Graaff-Reinet and Port Elizabeth would be routed via the circuitous route Port Elizabeth/Grahamstown/Bedford/Somerset and Graaff-Reinet in 43 hours. While there might be certain reasons in favor of this proposal, the petitioners pointed out that as the House of Assembly sanctioned this route, they were of the opinion that they were entitled to use of the Paarde Poort route.

They further gave additional reasons in support of their view; that the postal business of Graaff-Reinet was considerable and rapidly increasing, and the number of letters received and despatched at the Graaff-Reinet Post Office in 1859 was more than the total number passing through the offices of Cradock, Uitenhage and Beaufort West: the number of letters and papers passing through this office increased from 136,792 in 1859 to 162,747 in 1860, an increase of about 19% in one year.

They then pointed out that by taking the route through Grahamstown, inconvenience and delay might arise from the fact that the Fish River must be crossed twice, where there were no bridges; that the weekly post at present Uitenhage to Paarde Poort at an annual cost of £245 might be abolished. Therefore, the petitioners requested His Excellency to direct that tenders be called *for by* the new and shorter line now in process of construction through Paarde Poort.

In reply to the above, His Excellency communicated on 30 November 1861 that he readily admitted that the reasons given were entitled to much consideration. He went on to say that although the route was not yet open there was every reason to believe that when open the travelling distance between Port Elizabeth and Graaff-Reinet would be considerably lessened.

His Excellency was naturally desirous of carrying into effect the recommendation of the House had there not appeared to him to be sufficient cause for delay. It was incumbent for him not to overlook the interests of less important communities. It was the very consideration of the needs of lesser important communities in the area which led His Excellency to defer the establishment of the Paarde Poort line. While giving Graaff-Reinet bi-weekly communication with Port Elizabeth, it enabled the government to confer equal advantage on Somerset and other intermediate places. Further, the income likely to be derived by way of postage owing to the mail, passing through well populated country, would be higher than if the route passed through comparatively unoccupied territory.

If, after opening the Paarde Poort Road for general traffic, the establishment of a postal line was found to be expedient, the question would not fail to receive his attention.

1862

In 1862 the Port Elizabeth *Telegraph* of 30 April reported that "the mail between this town and Graaff-Reinet is conveyed very unsatisfactorily". The *Telegraph* was quoting from a report in the *Graaff-Reinet Herald* which had stated that the mail from Port Elizabeth due at Graaff-Reinet 10:00 a.m. on Thursday, did not arrive until Friday morning - 20 hours late. A detention of nine hours at Bedford had resulted from the absence of horses. A further delay had occurred outside Somerset. It appears that the horses broke down with the cart being out of order. The mails had to be taken back to Somerset by a Dung Cart with the passengers walking. The paper then made the claim that the mails had not once arrived on time since the service started.

But even worse was to be written, the paper stating later that the mail due Sunday morning last had not arrived until 4 a.m. Tuesday. It seems that the cart had been left in the veld with the mail having been brought in on the back of a horse.

Also, to show the difference between the Cape Town/Beaufort mail route and the Port Elizabeth route, the paper noted that the former route, leaving Cape Town on Fridays, arrived on time 12 hours before the Algoa Bay post which left Port Elizabeth in the afternoon of the same day. As the text read "Comment upon this is useless".

Graaff-Reinet Postal Division 1862

No doubt because of the 19% increase in the number of letters despatched and received at the Graaff-Reinet Post Office as discussed above, the increase of £25 per year given to Mr. Hurford - the Graaff-Reinet Deputy Postmaster this year - was entirely warranted. However, he must have had one worry to contend with as to the dismissal of J. Hurford, the Lettercarrier, at the end of January 1862. The reasons for the termination were not given. A Mr. H. Smit was appointed in his place with the same salary as before - £24 per year.

The Blaauw Water and Aberdeen Post Office with Mr. Fouche and Mr. van den Berg respectively remained as before, as did the five Field Cornets/Agents.

Mail Carts

Before commenting on the following letter, the *1856 Report* of the Postmaster General on "Mail Carts" is worth noting. He had inspected a number of mail carts and did not find one "agreeable to the terms of the contracts", the boxes and wells not being waterproof, unprovided with lamps, locks and keys for securing the mail boxes. "In addition to these items the carts had to be light but strong", the lamps provided with

strong reflectors, the carts large enough to carry one man in addition to the driver; however, the contractors were not allowed to carry passengers before 1856.

The PMG had received representatives from Burghersdorp which had complained of the delay and irregularity in the conveyance of the northern mails. The delays were mainly attributed to the contractors who were not providing proper post stations for stabling and feeding the horses on dry forage. He also stated that horse sickness, which occurred on the northeastern routes, resulting in delays and irregularities, was the fault of contractors who did not properly feed and stable their horses which were principally grass-fed.

The PMG proposed that if the contractors were allowed to carry passengers "in the event of having to supply new carts. and to agree among themselves as to a regular tariff or fare" a stipulation he inserted into the Contract Bond with reference to the points noted above. This would enable contractors to accommodate travellers and to contract at a more reasonable rate than on horseback. But, provided that contractors supply waterproof bags for enclosing and securing the mail packets "I would not insist upon their furnishing such vehicles as are required between Cape Town and Grahamstown. but leave it to them to act with discretion".

New Mail Cart Contracts

Shortly after 1856, the contracts affecting mail carts were amended to allow for passengers and for certain new regulations to be applied.

The tender outlined below is listed as between the post offices at Grahamstown and Cradock via Bedford and between Beaufort and Fraserberg, but would no doubt equally apply to one between Port Elizabeth and Graaff-Reinet. Tenderers were required to:

1. List the number of relays of horses to be used and the stations at which they are kept.
2. The contractor will be required to enter into a bond executed in the presence of two competent witnesses, together with two good and approved sureties, for due fulfillment of contract with written engagement from sureties to bind themselves as such. He would require confirmation from the Civil Commissioner or Resident Magistrate of the District in which he resides as to the sufficiency of such sureties.
3. The contractor will be required to provide his own means of crossing rivers without detention, and all penalties for delay will be rigidly exacted. He will be required to specify the means to be adopted for crossing or avoiding swollen rivers or leaving the usual line.
4. The contractor will be required to state whether he uses open covered carts, in either case necessary to provide waterproof

bags for securing mail packets.

5. Contractor bound at own expense to provide the means of protecting mail packets from the weather, the transfer of packets from one cart to another and will be held responsible for any damage.

6. The vehicle used must be on springs, no less than two horses leaving contractor to provide vehicles of such description as he may consider as best adapted to all the circumstances of the road.

The Graaff-Reinet Herald: 26 July 1862

This letter has been abridged and edited.

The writer tells of his journey from Grahamstown to Graaff-Reinet by mail cart. In writing the letter, he wishes to give praise where due and to prevent the public from being treated as shamefully as he was.

"The Cape Mail was three hours late on the morning leaving Grahamstown". (The writer and three other passengers were waiting for the post cart at 11:00 a.m.) "A neat commodious cart it was and the driver quite a swell". The horses evidently knowing they were three hours behind were determined to "make it up".

"We reached Somerset at 1 a.m. the following morning and the Postmaster kindly gave me some refreshment ... and now my troubles really began". Three hours later they were at the Drift (was this Cookhouse?). "Five hours more and we were in Bedford without a check and at a rattling pace". Charges were stiff at £3 10s for eight hours.

The writer did not say when they left Bedford but he mentions: "The Somerset post is horsed by mules, to use an Irishism". He has a few words to say about the way the "wretches" behaved, with the cart running into a furrow. He claimed it was hard lines "changing from a well appointed turn-out with luxurious seats to a shaking little affair. I sat alone in my glory on a pinnacle of letters.

"Eventually we reached Somerset, one little mule in the absence of his successor performed the whole journey". After, according to the writer, a "frightful pace" he reached Cookhouse Drift.

On leaving Somerset "we were horsed by a mule and a mare" and "after some three hours bitterly cold travelling" reached Brintjes Hoogtel. The cart changed horses at a tree, no house near. "Presently we saw a fire on the veldt and on pulling up saw a wretched native and two even more wretched horses waiting our arrival". The mare and the mule reeking with perspiration were turned adrift on the bitterly cold night.

On the move again "about four miles from Pearston just at dawn we met one solitary horse with the mail for Somerset

which should then have been at Bedford" and on inquiry the Post Boy informed our traveller that arriving the previous night one of the horses had died on the veldt.

At Pearston after some breakfast, the writer, on being told the cart was ready, exclaimed "'Do you call these horses?'" You could see every bone in their poor emaciated bodies ... the harness taken in to the last hole, hung about them like a coat on a stock ... small, thin and weak".

He wrote that "Of course they knocked up long before we came to Mr. Bolleurs' farm, so from there to van Edens we had to creep along at a funeral pace. Here we outspanned and as a private speculation. I treated the poor wretches to a bundle of forage"

The traveller "after a walk of about 20 miles, reached the next stage on this side of Milks River and there took a fresh pair", taking them on to Graaff-Reinet. After a further paragraph on the treatment of horses allowed to starve on the veldt, his letter ended with a final word: "The English mail was more than 30 hours late and the Post Boy told be he was 24 hours instead of 6 coming from Pearston - that he was in the flats all night - that whenever there was a wet place the horses slipped - where they slipped they fell down, and that on every such occasion he had to get out and pick them up.... I enclose my card and am, your obedient servant 'Sufferer'".

True, false, exaggerated, or understated - travelling on a post cart on a cold winter's night on the veldt was surely of little comfort to both horse and traveller and Post Boy. As the *Cape Almanac* put it "This species of conveyance is only resorted to by travellers in cases of emergency, the rapidity with which they are necessarily driven under them neither very convenient nor very safe".

Graaff-Reinet Division: 1863-64

Not many changes in the Division this year with the exception of the Deputy Postmaster at Aberdeen, Mr. D van den Berg. who was appointed Field Cornet for the area. He received an increase of £10 per year to £20 annually. In addition, he was granted £6 per year "For free delivery of letters". What this "free" means is a little difficult to understand: it may perhaps suggest that recipients of letters were not required to pay for delivery. However, I have not seen any GPO reference to this.

At the Zwart Ruggens Agency, a Mr. A. van den Berg took Mr. Smit's place as Post Office Agent and Field Cornet.

Two other Field Comet/P.O. Agencies were also added to the five existing agencies: Hops River with Mr. P. Terblans being appointed as Assistant Field Comet/Post Office Agent on March 1, 1863; and at Petersburg, a Mr. Engles was appointed as Assistant Field Cornet/Post Office Agent. He resigned on June 1. 1863 and was replaced by Mr. Dyason - salary of £6.

There were no changes in 1864 with the exception of listing Mr. Smit in the *Blue Book* as the Letter-carrier for Graaff-Reinet.

Graaff-Reinet Division: 1865

The following Post Offices and Post Office Agencies comprised the Division for this year: Graaff-Reinet *Post Office* - Mr. Hurford, Deputy Postmaster, *Blaauw Water Post Office* - Mr. F. Fouche, Deputy Postmaster, *Aberdeen Post Office* - Mr. D. van den Berg, Deputy Postmaster & Field Cornet, *Zwart Ruggens Agency* - Mr. A. van den Berg, Agent & Field Cornet, *Voor Sneeuwberg Agency* - Mr. P. Loots, Agent & Field Cornet, *Achter Sneeuwberg Agency* - Mr. J. Naude, Agent & Field Cornet, *Camdebo Agency* - Mr. J. Cloete, Agent and Field Cornet, *Buffalo Hoek* - Mr. T. Parkes, Agent and Field Cornet, *Hops River Agency* - Mr. P. Terblans, Agent & Assistant Field Cornet, and *Petersburg Agency* - Mr. J. Fouche, Agent & Assistant Field Cornet.

Graaff-Reinet/Port Elizabeth Mail Route - 1865

This route, as a bone of contention, came to the fore in 1865. On the 15th April of that year, Mr. Harry Bolus of Graaff-Reinet despatched a memorial from 124 inhabitants to His Excellency, Sir Philip Wodehouse. It was a strong request for the establishment of a direct, bi-weekly post between Graaff-Reinet and Port Elizabeth via the new (Paardepoort) main road mentioned above.

(The 1865 *Cape Almanac* gave the following times of the posts between Cape Town and Graaff-Reinet: The mails left Cape Town on Tuesdays at 11:30 a.m. and Fridays at 9:15 a.m., arriving back on Mondays on 4:30 p.m. and 10:00 a.m. on Thursdays. These times were enforced for several years.)

Returning to the memorial, the inhabitants of the town did not pull their punches, and pointed out that for the past four years "this post has been carried and managed in a most unsatisfactory manner", resulting in a great deal of suffering by the town; that the present route via Grahamstown had subjected the petitioners "to great and unnecessary delay"; that while the mail was carried nominally in 41 hours "such are constant delays that it is now barely received in less than 50 hours, and frequently takes 60 to 70 hours" while the down post to Port Elizabeth generally took six days.

The memorial then pointed out that "the direct route via Paardepoort (now nearly completed) is travelled in 27 hours". It also mentioned that placing the route in the hands of better contractors would make little difference, the number of contractors, the badness of the roads, the frequency of rivers, objections not existing in the case of the direct route.

The memorial again pointed out that the Legislative Assembly recognized the justice of its claim by twice passing resolutions

of support, but these had "never been carried into effect".

The petitioners urged that the new road, although not formally opened to traffic, be used in that it is so "nearly completed that private individuals with carts and transport wagons constantly use it". It went on to state that "Your Excellency cannot be aware of the true facts of the case or Your Excellency would not have delayed the promise of a direct post in answer to a former petition until this road should be completed..."

They asked His Excellency therefore "to withdraw advertisements calling for tenders between Graaff-Reinet and Somerset, and to establish in lie thereof weekly horseback posts to and from Somerset and Pearston respectively and to call for tenders without delay for a direct hi-weekly post between Graaff-Reinet and Port Elizabeth".

The memorial ended by asking His Excellency "to take some steps to have the post efficiently carried at the expense of the present contractor. Your Petitioners being convinced that the present miserable management ... will continue until some peremptory measure is adopted".

1865 Local Mail Routes

Routes 3 & 4: Graaff-Reinet and Beaufort West; *Routes 7 & 8:* Graaff-Reinet and Middelburg; *Routes 19 & 20:* Graaff-Reinet and Aberdeen.

Graaff-Reinet Division: 1866-1869

There were no changes in 1866 with the exception of the resignation of Mr. A. van den Berg as Agent at Zwart Ruggens. He was succeeded by Mr. J. Parkes on October 1, 1866, but not listed as the Field Cornet.

A few changes in the service took place in 1867. Aberdeen had a new Deputy Postmaster by the name of W. Meadway. However, Mr. Meadway was not listed as the Field Cornet; and he also received £2 less in salary than that paid to Mr. van den Berg. Mr. Meadway took over his appointment on the 1st of April, succeeding a Mr. Heugh who only lasted a short time after replacing Mr. D. van den Berg.

One other change occurred at Petersburg where a Mr. T. Collard replaced Mr. J. Fouche who resigned. For some reason the two Agents and Field Cornets at Camdebo and Hops River are listed as not receiving a salary from this year.

Graaff-Reinet's Postman (Letter-carrier) appears to have been dispensed with by 1867, the appointment disappearing from the establishment list. No reason was given, but it possibly stemmed from the fact that most residents preferred to call for their letters rather than having them delivered.

In 1869, many of the Deputy Postmasters in charge of Eastern Province towns had their salaries reduced. Mr. Hurford of Graaff-Reinet being one of them, suffered a reduction of £25

per year. I was unable to find a reason for this. The reductions, as far as I can ascertain, did not seem to effect the western post offices of the Colony. Amongst those offices affected were Middelburg, Somerset, Bedford, Oudtshoorn, Murraysburg, Fraserburg, etc., and some smaller offices. However, Mr. Hurford would still appear to be the highest paid Deputy Postmaster in the Eastern Province with the exception of Port Elizabeth and Grahamstown.

From the 1869 *Cape Almanac*:

Division of **Graaff-Reinet**

Postal Arrangements - **Graaff-Reinet (1868/69)**

1. Mails: Port Elizabeth, Grahamstown, Somerset, Cradock, Bedford, Frontier Districts and British Kaffraria. *Due:* Tuesdays, Thursdays and Sundays 12 noon. *Close:* Mondays, Wednesdays and Saturdays at 10 a.m.

2. Mails: Cape Town, Murraysburg, Beaufort West and Western Districts. *Due:* Tuesdays 6 a.m., also via Port Elizabeth on Thursdays & Sundays 12:00 noon. *Close:* Sundays 7 a.m., also via Port Elizabeth on Mondays & Wednesdays at 10 a.m.

3. Mails: (via Middelburg) Colesburg, Middelburg, Richmond, Burghersdorp, Aliwal, Smithfield, Bloemfontein (OFS) and Transvaal. *Due:* Saturdays at 9 a.m. *Close:* Thursdays at 10 a.m.

4. Mails: Via Murraysburg, Hope Town, Richmond, Hanover, Colesberg, Phillipolis, Fauresmith, Bloemfontein and Transvaal. *Due:* Tuesdays at 6 a.m. *Close:* Sundays at 7 a.m.

5. Mails: Aberdeen. *Due:* Wednesdays at 6 a.m. *Close:* Sundays 7 a.m.

Graaff-Reinet P.O. - Open daily except on Sundays from 9 a.m. to 3:00 p.m. Postage stamps obtainable anytime during hours, up to half an hour before closing of the mails.

On Sundays, if mail arrives before 12 a.m., P.O. opened after church for one hour for delivery of letters.

Inland Postage: Cape Almanac of 1868

All letters transmitted by post to places within the Colony or the O.F.S. are charged according to weight at 4d for letters not exceeding a half ounce in weight; above half ounce and not exceeding 1 ounce the rate was 8d; and so on, increasing 8d for every additional ounce or fraction thereof.

Letters from O.F.S., not covered by Colonial postage stamps (Cape Colony stamps), are charged at the unpaid rate of 6d the half ounce; 1/- above half ounce and not more than 1 ounce; and 1/- every additional ounce or fraction thereof.

The rate for newspaper delivery in the Colony is 1d each. (Note: Obviously before 1868 letters to the O.F.S. were

charged postage, but I have yet to see the postage advertised.)

Field Cornet Posts: 1869

Five Agents/Field Cornets, in charge of Post Office Agencies, were listed for this year in the Division:

Zwart Ruggens - J. Parkes, *Camdebo* - J. Cloete, *Buffels Hoek* - T. Parkes, *Hops Rivier* - P. Terblanche and *Petersburg* - T. Collard.

Mail Routes: 1869

Buffels Boek - weekly, due Thursdays at noon and closing on Wednesdays at 9:00 a.m., *Swart Ruggens* - due Thursdays at noon and closing on Wednesdays at 9:00 a.m., *Petersburg* - due Thursdays at noon and closing on Wednesdays at 9:00 a.m., *Camdebo* - alternate weeks due on Wednesdays at 6:00 a.m. and closing on Mondays at 9:00 a.m., *Achter Sneeuwberg* - alternate weeks due on Wednesdays at 6:00 a.m. and closing on Mondays at 9:00 a.m., *Voor Sneeuwberg* - alternate weeks due on Saturdays at 9:00 a.m. and closing on Thursdays at 9:00 a.m.

(Postal Agent/Field Cornet, Mr. F. Loots was not listed in the 1869 *Blue Book*.)

Field Cornet Posts Postal Charges: 1867/68

Letters transmitted by post between the chief town in each Division and any Field Cornet post office agency in those divisions were charged 1d on each letter of not more than a half ounce in weight, 2d on letters above a half ounce but not more than 1 ounce, and so on, increasing 2d for each additional ounce or fraction of an ounce.

The above would suggest that letters from all other parts of the Colony outside the Graaff-Reinet Division to the above Field Cornet Postal Agencies would be charged at the 4d rate (see above) plus the 1d Field Cornet's posts charge.

(To be continued)



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The Botswana Radio Communications Issue of 1996

Peter Lodoen, Botswana

Editorial Note: This is the seventh in a series of articles authored by one of the premier designers of the stamps of modern day Botswana. Once again, our thanks to my journal Coeditor, Peter Thy, for having Mr. Lodoen's grace the pages of Forerunners..

Most of those of us who live in Africa have no access to a daily newspaper; and many of us who do would be unable to read it if we did. We do, however, have the radio, the mainstay of Africa's informational rigging, and we listen incessantly. Only dead batteries can stop us from tuning in.

I do not know if the city of Bologna, Italy, had this in mind when it sent a letter to Botswana Postal Services in 1995. The letter, in fact, covered an informational packet on Bologna's native son Guglielmo Marconi. The idea behind the letter was that Botswana should issue stamps commemorating Marconi's invention of the wireless radio 100 years ago.

Mrs. Segoe of the Philatelic Bureau thought it a splendid idea, for her philatelic perceptions coincided perfectly with the means by which her life, and the lives of her compatriot Botswana, were informed. Therefore, she subsequently proposed the idea of a set of postage stamps showing the development of radio communications to me.

Emphasizing the concept of development, Mrs. Sejoie enthusiastically paged through the packet from Bologna and pointed out important events from the birth of radio in Italy to the birth of radio in Botswana. She said that four, five, even six designs might be necessary.

I literally started from square one, sketching Marconi (Fig. 1) and the apparatus by which he conducted his first backyard experiments at Pontecchio, near Bologna; and I continued to square 64, as it were, picturing the modern transmitter and mobile broadcasting unit of present-day Radio Botswana. My initial search for subject material led me to the Gaborone offices of Radio Botswana, and an interview with director Ted Phenyio Makgekenene; as well as to Radio Botswana's transmitter and aerial field at Sebele, nine kilometers to the North.

As a result of my research efforts, five oil-on-canvas designs were submitted: (1) Marconi as a young man (Fig. 1) - he was only 22 when he was granted his first patent in 1896; (2) Marconi's rudimentary apparatus and his first international radio transmission across the channel from England to France in 1899; (3) Empire Service transmissions from London to English-speaking Africa (initial broadcasts in 1932); (4) the birth of Radio Botswana in 1966 - this design was accepted and became the 20t stamp (Fig. 2); (5) the Radio Botswana mobile unit in front of the transmitter at Sebele - this design was accepted and became the 50t stamp.

The Philatelic Advisory Committee reviewed the designs, and opted for a localized rather than a globalized issue. The committee requested designs showing the daily use of radio in Botswana. They rejected most of my originally submitted designs.

Given this redefined mandate, I took my camera to work in my

Figure 1. Marconi as a young man when he was granted his first patent in 1896.



own village of Takatokwana. I took photos and made sketches at the police station, clinic and issued Kgotla. From these I prepared designs featuring the Botswana Local Police - which eventually became the 80t stamp - and the chief and his assistants at the kgotla - which became the P1 stamp.

The original concept of development of radio communications was rather lost in the process, yet I was pleased to picture some of the aspects and personalities of everyday life in my village.

The stamps were printed by Natprint, Harare, Zimbabwe. However, despite my specific requests for blue, violet, and red lettering, all stamps were lettered in black. The colored portions of the designs were printed unequal in size, and the printing itself did not rise to the standard of Harrison & Sons.

The above shortcomings were eventually to lead to the deletion of Natprint from the list of printers employed by Botswana Postal Services. For 1996, the radio communications stamps (Fig. 3) were truly an issue for Botswana as the portrayed, in postal format, the life that radio gives to this vast land.

Figure 2. Pencil sketch birth of Radio Botswana in 1966, design modified as it appears on th



Figure 3. The issued stamps.



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

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 may require an extended period for research and/or collaboration with other scholars, so please be patient.

Panel members are presently being sought for the following areas: Natal, Union/SA, and Republic/SA. If interested in serving on the Panel for one or more of these areas, please contact the Panel Chair, Dr. Frederick Lawrence, RPSL, 5016 South Kenneth Place, Tempe, AZ 85282 USA; or e-mail him at: ieconsultingC:earth link.net

*No Questions & Answers were received this publication period. **

* *

Unanswered Challenges

This feature lists: (1) questions for which the Panel has indicated it has no definitive response; or (2) questions about a subject for which there is no coverage on the Panel. The listed "Challenges" begin with the latest received and remain until solved. Responses to a "Challenge" are to be sent directly to the Editor.

Challenge #1 (NEW!): I would welcome some assistance from readers about a World War II cover. It is a South African envelope (brown in color), with bilingual O.H.M.S. legend across the top, and a bilingual "use paper sparingly" legend across the bottom. There are two bilingual official-overprinted South African stamps used for postage - the 2d Union buildings and 1d Van Riebeeck ship definitives, postmarked 8 January 1945. The envelope is addressed to: "British Army

Staff, R.A.C. Branch, 801 Ford Buildings, Detroit 26, Michigan USA." And, in red ink, the following is handstamped across the front of the envelope: "Received // March 8, 1945 // British Ministry of Supply Mission". One could safely assume that there was a British military mission based at Ford where they were likely involved in arranging for military vehicles, such as tanks or armored personnel carriers for Allied forces. Do any readers know more about the history behind this cover? - Tony Davis/Canada

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

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.

Our first entry for this issue was written by Society founding member and US International Representative, Ralph M. Myerson, M.D. It was actually published in a recent issue of *The American Philatelist*. It goes like this: As a collector of Anglo-Boer War philately, I particularly enjoyed Gerald J. Gallagher's article in the October issue of the *AP* ("The Call of South Africa", page 962) reminding us of the War's centennial and the important role played in it by volunteers such as Blake's Brigade.

It reminded me of a group of "volunteers" in the war who were greeted with mixed feelings. The Anglo-Boer War was unique in many ways, but one of the more remarkable aspects was the access civilians had to the combat area. The Cook Tourist Agency even sponsored tours to battlefield sites. The Ladies Committee was comprised of a group of women who went to South Africa and acted on behalf of the soldiers and of the

Boer women, to children, and non-combatant men who had been displaced from their homes and placed in concentration camps. The Ladies Committee visited twenty-one of these internment sites in an effort to improve the conditions within them. Thousands of civilians lost their lives in the camps due primarily to typhoid fever. It is estimated that 16,000 Boer children perished in these camps (Source: R.M. Myerson, "Medical Care in the Anglo-Boer War", *Forerunners* 18 [19951: 59-63]).

Women also were allowed to visit the men in their own families who were stationed in South Africa. Many set up residence in Cape Town or even closer to the scene of hostilities. For example, General Roberts' wife and two daughters were housed in Bloemfontein. Unfortunately, this happy arrangement soon came to an end. Many women, politely referred to as "camp followers", had, to quote Lady Violet Cecil, "mischievous motives". The ensuing embarrassment led to an edict from no less than Queen Victoria banning women visitors to the war area. The pro-Boer, anti-British French press took advantage of the "petticoat war" and published many full-page propaganda cartoons (see Ill.) belittling women's "visitations to wounded soldiers". This edict forced the men to return to the ranks (of celibacy, of course). War is hell!

Illustration. A propaganda cartoon.



African 2d postage due stamps (SG D3a), franked "HEIDELBERG // TRANSVAAL" with cds of "18 Mr 20".

The second item (111. 2 - next page) is a 1952 cover from the British Virgin Islands (very scarce) with a 6c stamp canceled a "ROAD TOWN // JA 3 // 52 // TORTULA.W.I." cds. The is a manuscript "T" Tax Due mark and three denominations the 1950-58 South Africa postage due stamps - Id, 2d (thi 2d variety), and 3d (SG D39, D40a, and D41), cds can reading "MALMANI OOG TRANSVAAL // 15 Mr 52".

Illustrations 1. Hotel Hollywood cover from the United States to Heidelberg, Transvaal.

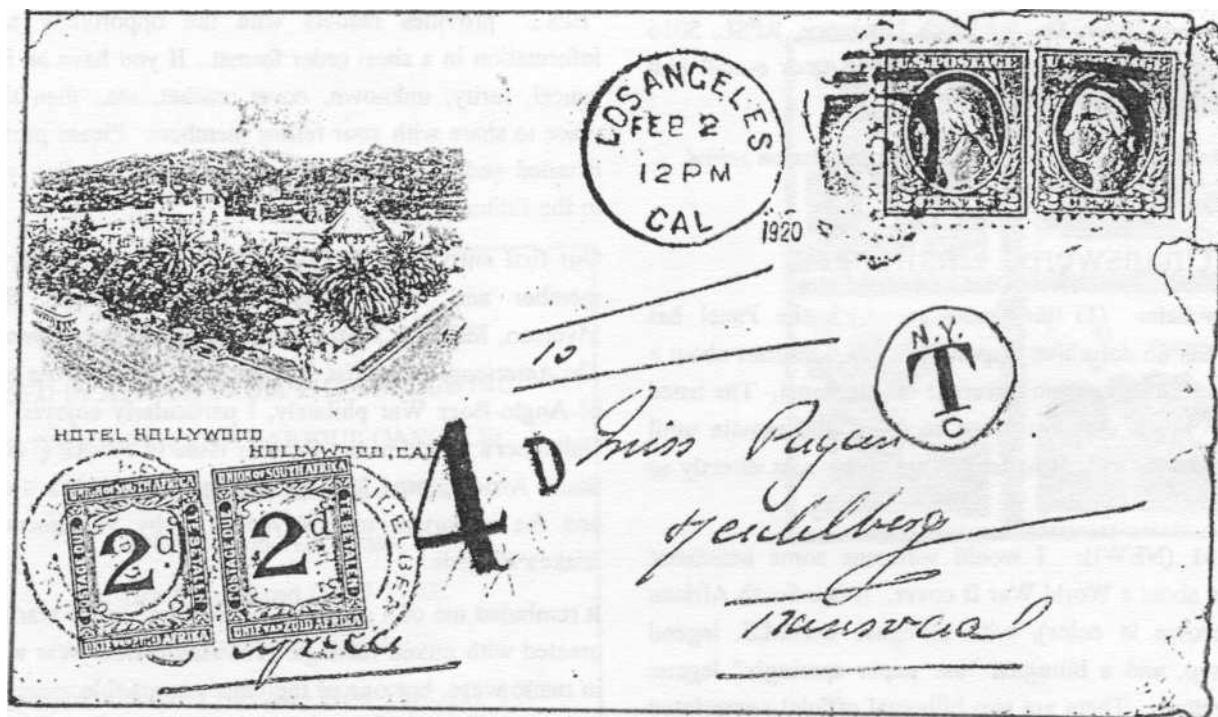
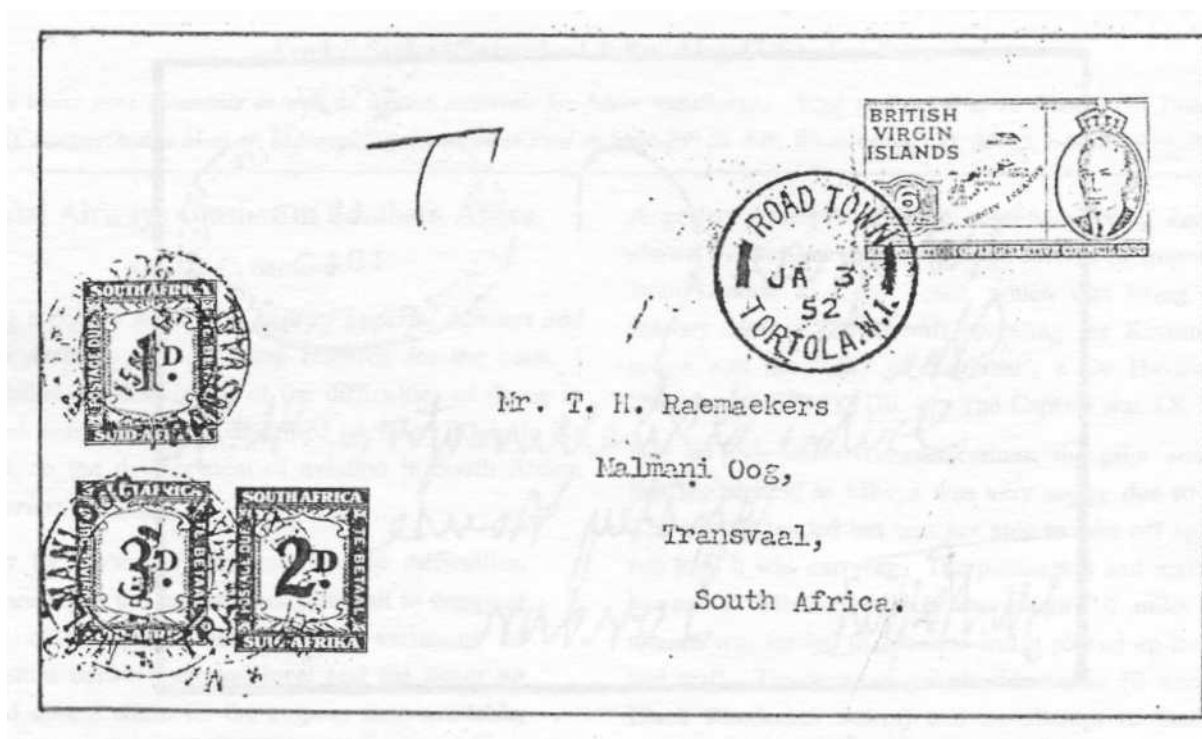


Illustration 2. A very scarce 1952 taxed cover from the British West Indies to Malmani Oog, Transvaal. South Africa.



...And Other Stories

This feature presents short entries which do not fit the feature article mold; yet, they are more than "Bits & Pieces". Items of an anecdotal nature are especially invited. Send yours to the Editor.

Out of the archives comes a cover (Ill. - next page) and a short biographical note about Sir George Thomas Napier who served as a Governor of the Cape Colony during the first half of the 19th century.

Napier was born in London on June 30, 1784, into a distinguished military family. He fought in the Napoleonic wars and lost an arm in Spain. In 1837 he was promoted to the rank of major-general. He was subsequently appointed successor to Sir Benjamin D'Urban as governor and military commander at the Cape.

When Napier arrived in the Cape early in 1838, he found that his main challenge was to devise a policy toward the Great Trek which would be deemed acceptable to the British government while at the same time maintaining peace on the eastern frontier. The task was to be complicated by limited funds and an inadequate military force. However, he was expected, in conformity with British policy, to protect the natives against the whites.

On a visit to the frontier, Napier soon saw that the whites also needed protection against the natives which resulted in his organizing a few punitive expeditions against the Xhosa.

While he was at the Cape there was, however, no full-scale warfare on the eastern frontier. Be that as it may, he failed in his attempts to check the Great Trek and to get the Voortrekkers to return.

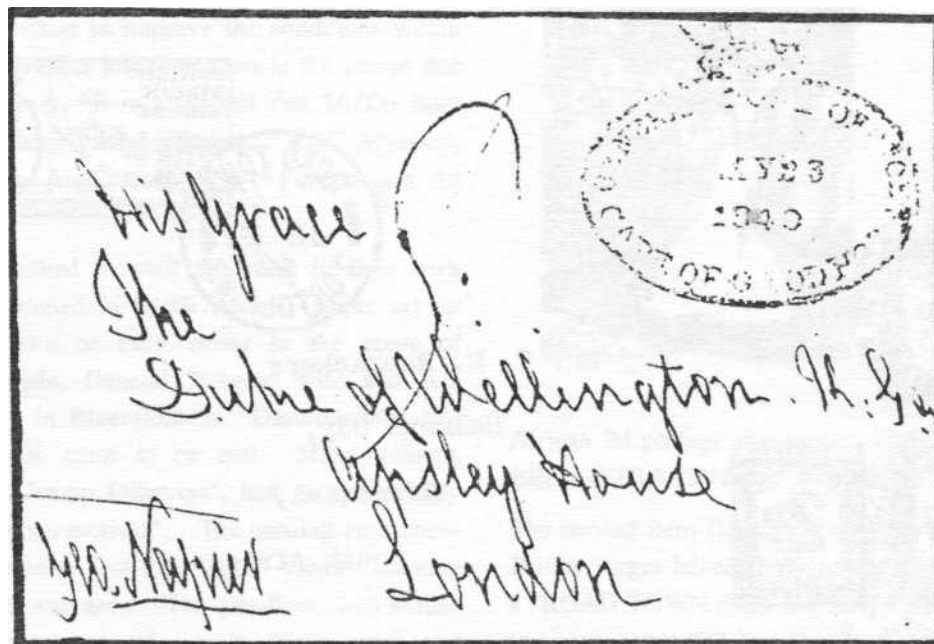
In Transorangia (later the Orange Free State), Napier followed a policy of pacification and non-annexation. In line with this approach, to the Republic of Natalia he sent a military force which occupied Port Natal on 3-4 December 1838, which subsequently left during December of the following year. However, in May of 1842, he found it necessary to send another force to that area.

In December of 1842 the Imperial Government finally decided, after Napier had made repeated representations to this effect, to annex Natal which culminated in the issuance of a proclamation in May of 1843 whereby Natal became British territory.

Om 1844, Napier returned home where he was promoted lieutenant-general in 1846 and general in 1854. He was a level-headed soldier who, generally speaking, developed a reasonably objective view of South African affairs. Under somewhat trying and difficult circumstances, during an important period of transition, he was a fairly successful, though not brilliant, administrator.

In the Cape Province, located between Caledon and Bredasdorp, one will find a town named after him in the Bredasdorp district, 177 km southeast of Cape Town.

Illustration. An 1840 cover to London with good strike of the Crown Oval for the Cape Town general post office, addressed to the Duke of Wellington signed by George Napier, Governor of the Cape.



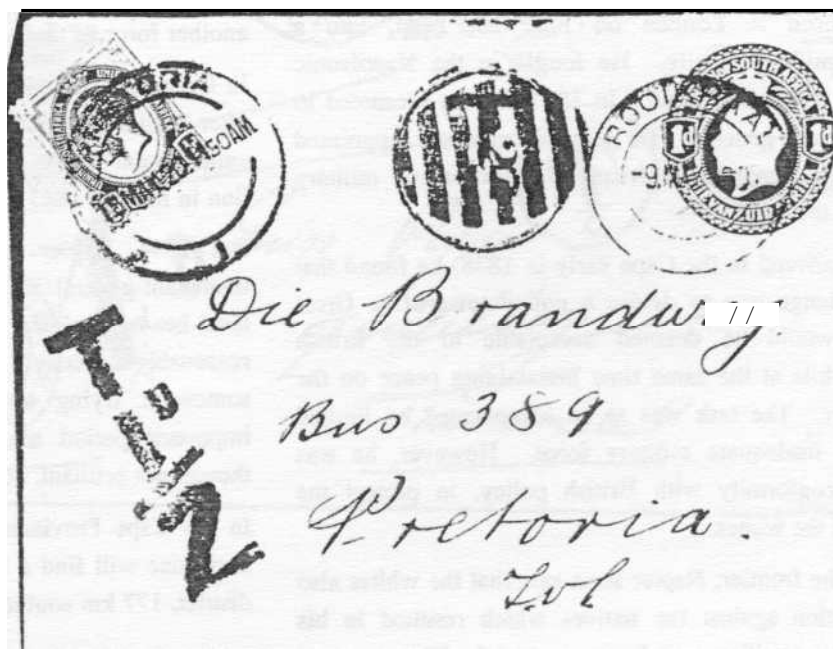
A Favorite Philatelic Item

Bill Brooks/USA, Editor

Eacfarawient/zas one or more 'favorites" in his/her respective collections - perhaps a cover, ephemeral material, a hack-of-the-book, a particular stamp, cachet, etc. Please share yours by sending it to the Editor.

This issue's favorite comes from our "Postage Dues" columnist, a BONC "2" at Pretoria and a "%D" Tax mark was adde Jac Stolk. It is a 1d Union postal stationery envelope (Ill. - see Pretoria. The reason was that the inland rate changed c below). It was mailed from ROOIKRAAL on May 9, 1920, May from 1d to 1½d. Only the deficiency had to be paid I arriving at PRETORIA some three days later on May 12, 1920. the 1st to the 10th of May. After the 10th the tax was do The original tax mark of "1d" was cancelled with BONC "2" deficiency.

Illustration. The 1 d Union postal stationery envelope.



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 at: kaerophilCcs.com or to Paul at 532.1 28t" St. NOV, Washington, CD, 20065, e-Mail: magid&rols.com.

Imperial Airways Crashes In Southern Africa

Kendall C. Sanford

I am writing a book - *Air Crash Mail of Imperial Airways and Predecessor Airlines*. When doing research for the book, I found the following description of the difficulties of flying in Africa, which was graphically described by Harry Klein in his classic book on the development of aviation in South Africa, *Winged Courier*:

"Mainly by reason of inherent climatic difficulties, the Africa route did not as readily submit to conquest as did other world routes. The variations of temperature between ground level and the upper air imposed severe strain on the engines then available, and flying conditions in central Africa were peculiarly liable to violent storms and atmospheric upheavals. Ground services were primitive, mostly nonexistent, and the threat of death and disaster that faced aviators in the event of a forced landing in the dense tropical forests and immense stretches of bush country, which afforded no natural landing grounds, presented a strong psychological hazard.

"

A perfect example of these conditions being encountered is shown by the first regular through service of Imperial Airways from London to Cape Town, which was being operated in January 1932. The aircraft operating the Kisumu to Mbeya sector was the "City of Baghdad", a De Havilland DH 66 Hercules (G-EBMY) [III. 1]. The Captain was J.S. Sheppard.

Due to poor radio communications, the pilot was not aware that the airfield at Mbeya was very soggy due to heavy rain. The aircraft landed but was not able to take off again with the full load it was carrying. The passengers and mail were taken by car to Mbalezi, which was about 10 miles away. The aircraft was ferried to Mbalezi and it picked up the passengers and mail. The weather got steadily worse (it was a so-called Black Rhodesian Storm) and an attempt to land at Mpika, Northern Rhodesia was not possible. The aircraft was diverted to Shiwa Ngandu, 50 miles away, where a forced landing was made. On the next day, it was necessary to use native labor to cut a runway to allow take-off. The aircraft was able to take-off at 10:00 a.m. on the 30th, landing at Broken Hill.

As the "City of Baghdad" (111.2) was used to search for the lost "City of Delhi" (operating the first northbound service), the

Illustration 1. Two views of a De Havilland 131166 6 Hercules aircraft type in flight.

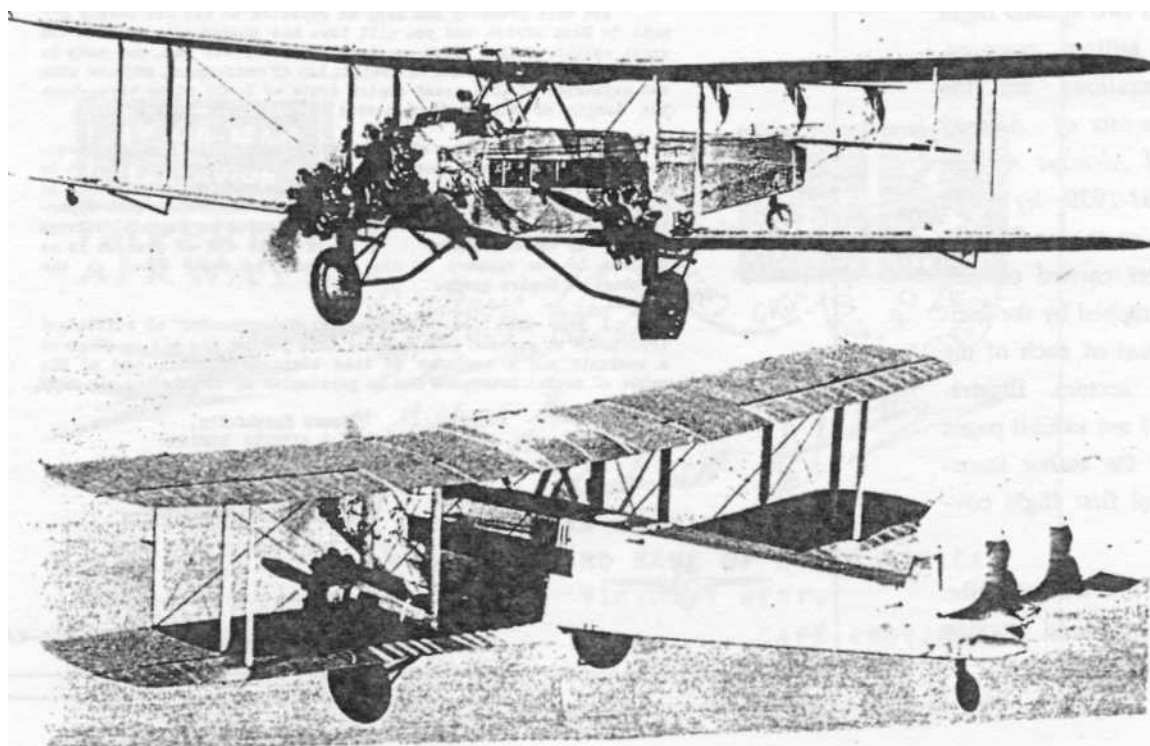
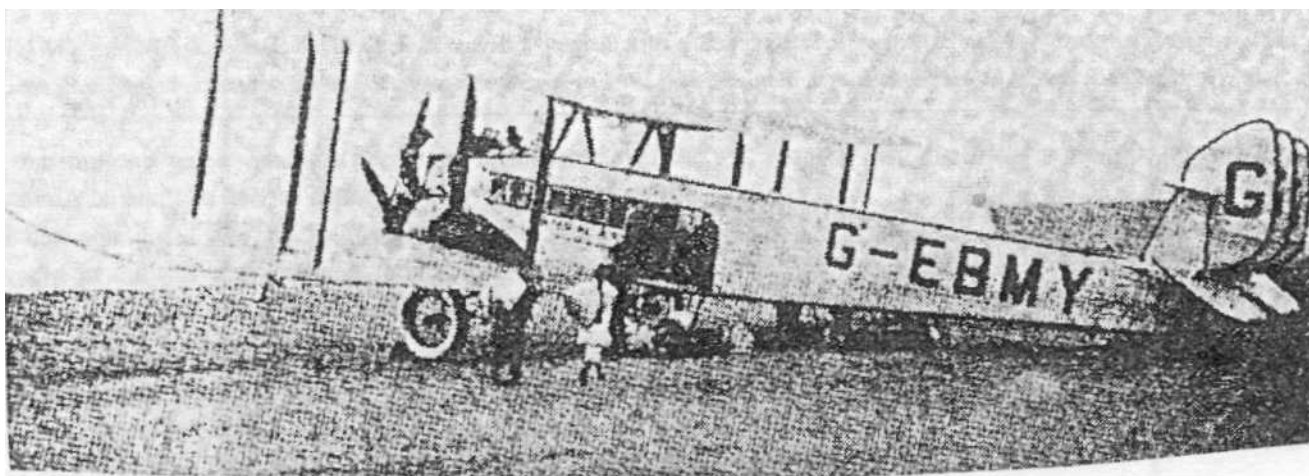


Illustration 2. De havilland DH-66 "City of Baghdad" - G-EBMY, which operated On the Kisumu-Broken Hill sector of first southbound flight.



mail was carried onward by a Puss Moth of Rhodesian Aviation Co., Ltd., and arrived in Salisbury on the 31st. The covers have the special flight cachets, and some of them were special Imperial Airways envelopes. However, no delay markings were applied.

Shown opposite is a copy of the publicity letter (111.3), which Imperial sent to various commercial companies to promote the new service. Illustration 4 shows two special flight covers the airlines prepared. These illustrations are the book *Movements of Aircraft on Imperial Airways African route - 1931-1939*, by Peter Wingent. Also shown (111.5) is another cover carried on this flight, autographed by the individual captains of each of the three route sectors. Illustrations 6 and 7 are exhibit pages provided by the author showing additional first flight covers.

Next issue, we will describe the first northbound service which had two mishaps.

Illustration 3. Publicity letter prepared by Imperial Airways.

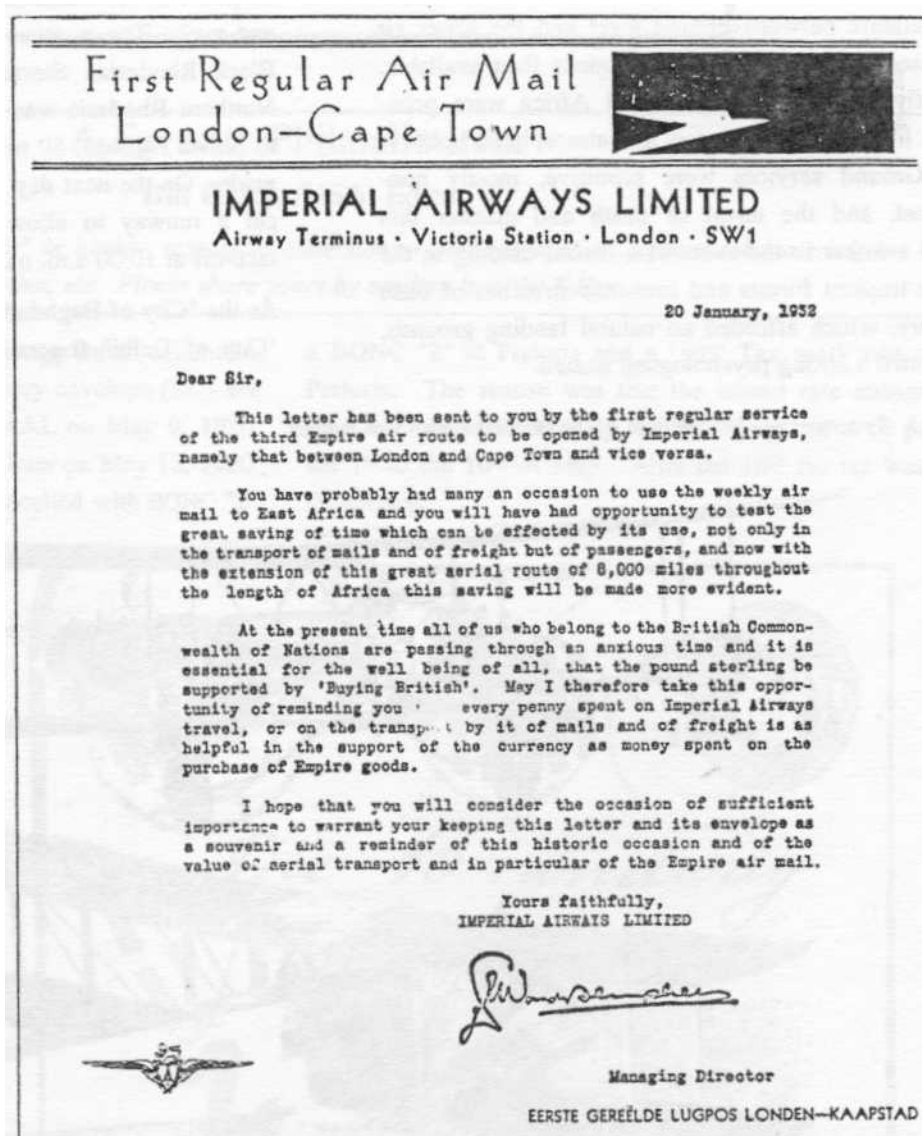


Illustration 4. Examples of two covers associated with the first Imperial Airways service between England and South Africa.

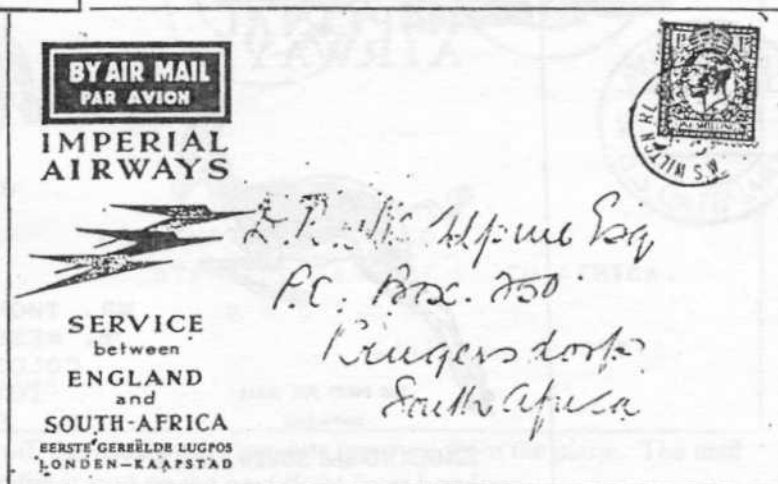
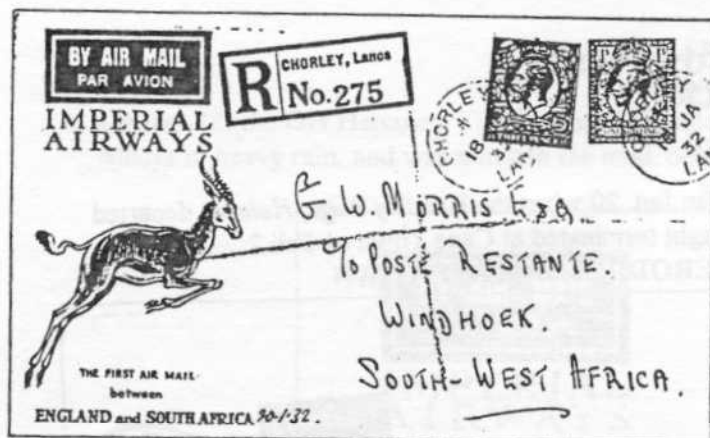


Illustration 5. Cover from first Southbound flight autographed by the pilot of each flight segment: J.S. Sheppard - Kisumu-Broken Hill sector, M.H. Pearce - Broken Hill-Johannesburg sector and R.F. Caspareuthus - Johannesburg -Cape Town sector.



Illustration 6. Imperial Airways first flight covers: Croydon Aerodrome - Cape Town (top) and London - Cape Town (bottom).

**LONDON-CAPE TOWN SERVICE
FIRST FLIGHT
JAN. 20, 1932**

Imperial Airways regular weekly service to the Cape began Jan. 20 when the Handley Page, *He/ena*, departed from Croydon to Paris with 20,000 pieces of mail. The flight terminated at Cape Town on Feb.2.



Only 504 covers were carried from Croydon. Of these, only 143 were sent to Cape Town.



Cover with Imperial Airways' *Speedbird* logo, the official cachet for the flight, and franked at 1' air mail rate to South Africa.

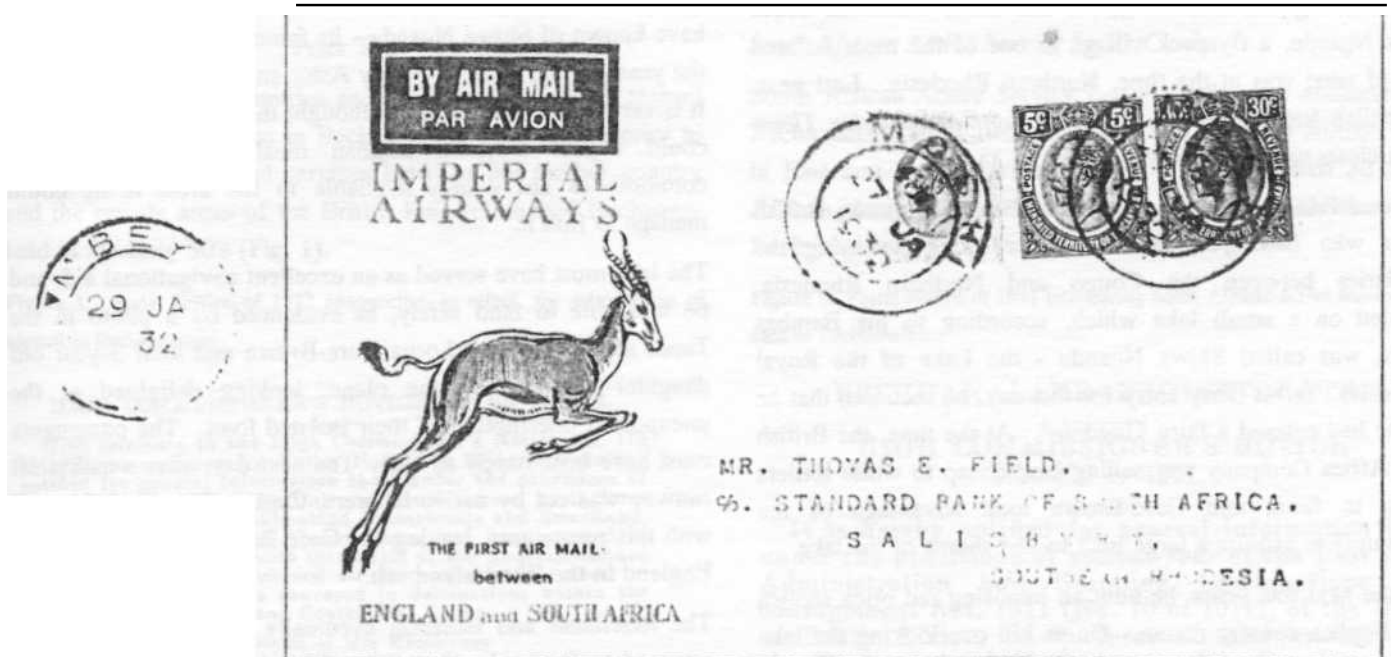
Illustration 7. Imperial Airways first flight covers from bags that had to be off-loaded to lighten craft for take-off purposes: Moshi (top) and Dodoma (bottom).

LONDON-CAPE TOWN SERVICE TANGANYIKA

On Jan. 28. the DH Hercules. City *Of Bagdad* called at Moshi and Dodoma.
Mbeya in heavy_ rain, and was mired in the mud_ delaying the flight by a day

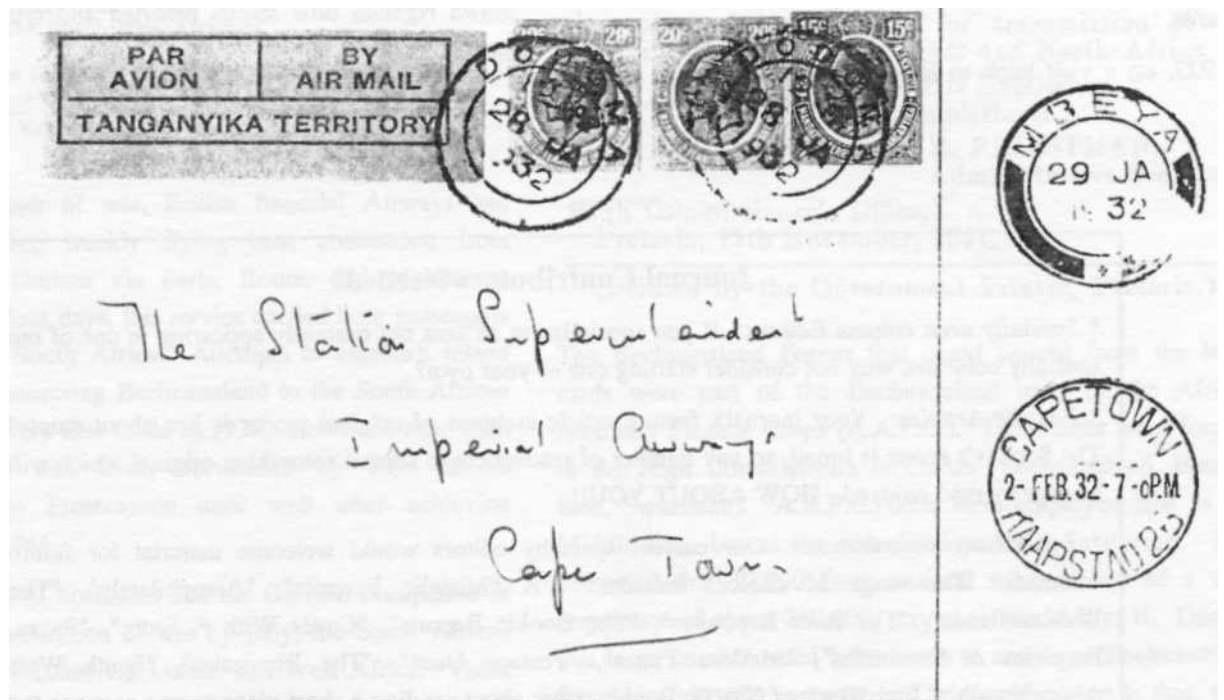
Un the 29th, it landed at

.MOSHI- SALISBURY



To lighten the load for take off, the Moshi mail bag was removed from the plane. The mail was backstamped, and later dispatched on the next flight from London.

DODOMA - CAPE TOWN



Dodoma mail, too was off-loaded, but was apparently reloaded prior to take-off.

An Unscheduled Landing

Paul Magid

Ken's article on the delays suffered by the "City of Baghdad", on the first regular southbound service to Cape Town, mentions in passing that when storm weather made a landing at Mpika impossible, the plane was diverted to Shiwa Ngandu. When reading about the flight, I had often wondered about Shiwa Ngandu, a flyspeck village in one of the most isolated parts of what was at the time, Northern Rhodesia. Last year, an English friend sent me an article from the *Sunday Times* which clears up the mystery.

On Good Friday, 1914, Stewart Gore-Brown, a young British officer who had spent the last three years surveying the boundaries between the Congo and Northern Rhodesia, stumbled on a small lake which, according to his Bemba porters, was called Shiwa Ngandu - the Lake of the Royal Crocodiles. In his diary entry for that day, he recorded that he "felt he had entered a fairy kingdom". At the time, the British South Africa Company was selling land cheap to white settlers willing to farm, and Gore-Brown took advantage of the opportunity to acquire a large tract by the shores of the lake.

Over the next few years, he built an imposing red brick replica of an English country manor. On a hill overlooking the lake he equipped it with a wine cellar, a huge dining hall, and a paneled library. Here he lived in lonely splendor, valiantly experimenting with a series of failed crops, and dining formally each night, usually alone, waited on by liveried servants.

In 1927, on a visit back to England, he met and fell in love

with the orphaned daughter of his first sweet heart, Lorna Bosworth Smith. Somehow, he managed to convince young Lorna, 25 years his junior, to marry him and live with him in Shiwa Ngandu.

And, she was still there in late January 1932, when the "City of Baghdad" landed in the front yard. Sheppard, the pilot, flown for Imperial Airways in Africa for some time and not having heard of Shiwa Ngandu - its fame had drawn visitors like flies by the likes of Nancy Astor and Denys Finch Hatton. It is very likely that Sheppard thought that, at the very least could expect a good English meal and a clean 1st class cabin not widely available in the area, if he could manage to find it.

The lake must have served as an excellent navigational aid, for he was able to land safely, as evidenced by a photo in the *Times* article showing Lorna Gore-Brown and their 3-year-old daughter standing by the plane, looking delighted at the unexpected interruption of their isolated lives. The passengers must have been happy as well. The next day, after a makeshift runway was cut by native laborers, Captain Sheppard flew with this passengers, leaving the Gore-Browns to their slice of England in the Rhodesian bush.

The loneliness and isolation eventually defeated Lorna, and she returned to England. Gore-Brown lived on at the house until his death in 1967, failing in all of his agricultural endeavors to the end. His daughter and her husband tried to continue the effort, but were murdered by gunmen in the house in 1981. Shiwa Ngandu now stands deserted and crumbling, a monument to colonial hubris.

* * *

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?
- *Feature Articles:* Your journal's feature article archives of original works is just about empty! The Society's scope is broad, so any number of readers could submit something original which will be eagerly read and enjoyed. HOW ABOUT YOU!!
- *Installment contributors:* Our current specialty editors would welcome material for future columns. The range of choices includes: "A Philatelic Favorite", "Aerophilately", "The Bechuanaland", "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". How about sending a short piece to one or more of the columnists?

The Bechuanalands

Peter Thy/USA, Editor

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

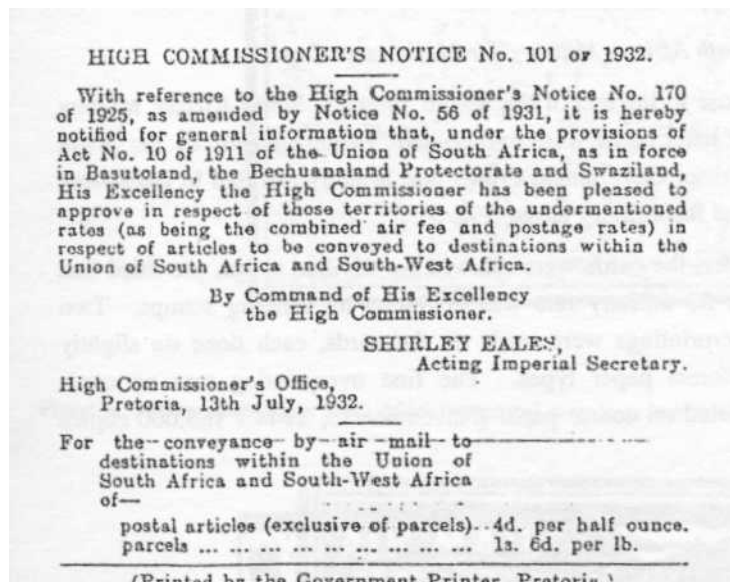
Send to Peter Thy, 581 9't St. Davis, CA 95616

The Aerogrammes of Bechuanaland

Peter Thy

Like so many other countries and dependent territories, airmail services were introduced in Bechuanaland Protectorate prior to World War II. Airmail services between the mother country and the remote areas of the British Empire reached Bechuanaland in the early 30's (Fig. 1).

Figure 1. Postal Notice of 1932 announcing, in effect, the introduction of airmail in Bechuanaland.



Before the outbreak of war, British Imperial Airways had established a twice weekly flying boat connection from Southampton to Durban via Paris, Rome, and Mombassa, Kenya. In about four days, this service carried both passengers and the mails to South Africa. Attempts to establish inland feeder services connecting Bechuanaland to the South African inland air routes were first made in 1938. However, most mail to Bechuanaland was likely forwarded by train to its destination in the Protectorate until well after achieving independence in 1966.

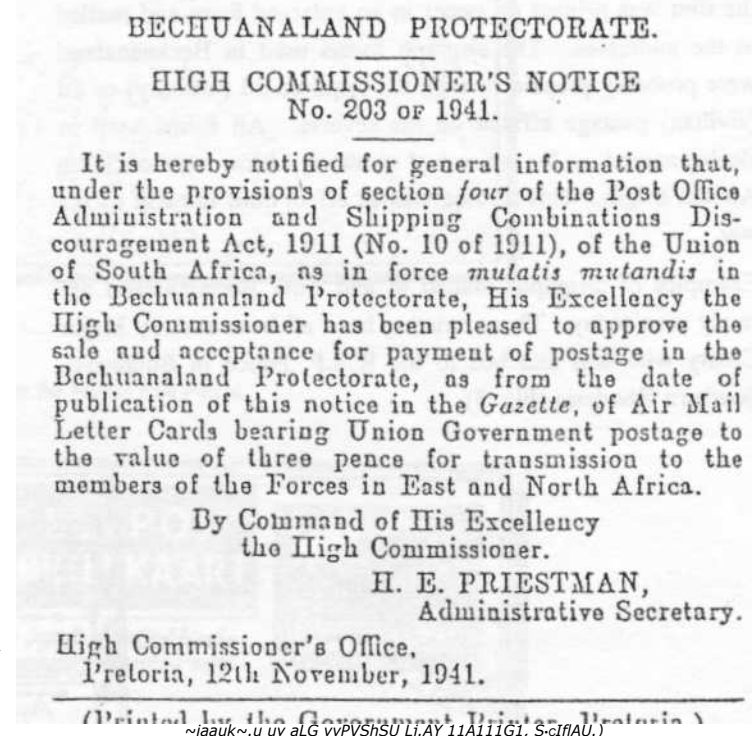
With the outbreak of hostilities and the German occupation of France and the declaration of war by Italy, the South African mails had to be rerouted via Lisbon and West Africa. These developments no doubt led to the introduction of aerogrammes in order to reduce the weight of the mails on the sparse and overloaded fleet of cargo and passenger planes. This happened in Bechuanaland as early as 1941, although the usage of

aerogrammes first became important in the 60's and 70's.

South African Active Service Letter Cards

South African Active Service Letter Cards were authorized in Bechuanaland from 1941 for use to and from the Allied Forces in East and North Africa (Fig. 2). The imprinted 3d South African stamp on these sheets was not overprinted for use in Bechuanaland as was the case for the later issues.

Figure 2. Postal Notice of 1941 introducing South African active service letter card in Bechuanaland.



The Bechuanaland Forces that could benefit from the letter cards were part of the Bechuanaland units of the African Auxiliary Pioneer Corps (A.A.P.C.). These units were formed in the High Commissioner's territories (Bechuanaland, Basutoland, Swaziland). A.A.P.C. units were employed first in the Middle East, but as the war developed also in Europe. It is estimated that 10,000 Bechuanaland soldiers, out of a total population of about 250,000, served in World War II. Despite this large number, used letter cards to and from Bechuanaland forces are virtually unknown. The simple reason is that, with the exception of a few commissioned British officers, the Bechuanaland soldiers were largely illiterate. Used letter cards can only be recognized by A.A.P.C. in the addresses and can

be expected to have been mainly mailed from the Middle East Forces to either the southern Africa area or to the U.K. Alternatively, the cards have been used from Bechuanaland to allied forces in any areas where war activities were taking place. It must be assumed that the cards were made available at the Bechuanaland postal offices, although this is not known for certain. Genuine used cards are probably the rarest of Bechuanaland postal stationery items.

Airgraphs

Airgraphs were introduced in Bechuanaland during 1942. Airgraphs were another war time development, also with the purpose of reducing the weight of the mails. The sender wrote a letter on a preprinted form obtained at postal offices. The form was forwarded to a central airgraph facility (Nairobi or Johannesburg) where it was microfilmed and dispatched to either London or Melbourne in rolls of 1500 airgraphs. Here the film was printed on paper in an enlarged form and mailed to the addresses. The airgraph forms used in Bechuanaland were probably prepaid or with the required 3d (military) or 8d (civilian) postage affixed on the reverse. All forms used in Bechuanaland, as for the rest of southern Africa, were of South African origin. This service was in effect until the end of the war.

Examples of airgraphs mailed to and from Bechuanaland are rarely seen today. Those existing have all been sent by Major Creasy who was attached to the R.A.F. Police in Bulawayo, Southern Rhodesia (Fig. 3).

Major Creasy appears occasionally to have also visited Francistown and used the Bechuanaland airgraph service (he simply mailed his completed and stamped airgraph forms to the Postmaster Francistown). Bechuanaland airgraphs can only be recognized by the return addresses, since postal cancellations may not normally have been applied to the front of airgraph

South African Civilian Air Mail Letter Card

The first aerogramme overprinted for use in Bechuanaland was a South African air letter card with two 3d imprinted stamps (total 6d. the civilian aerogramme rate to the British Empire). During 1944, the card was overprinted "BECHUANALAND" and "BETSIJOEANALAND" in two lines, by the South African Government Printer (Fig. 4). Only 10,800 copies were made. Serial numbers exist on the unoverprinted South African cards. However, the serial number has yet to be reported on the overprinted cards.

South African Military Air Mail Letter Cards

Close to the end of the war in 1944-45, South African military air letter cards were overprinted "Bechuanaland" by the South African Government Printer and initially released in Bechuanaland for military usage (Fig. 5).

Later, the cards were allowed for civilian usage, provided the 3d military rate was upgraded by affixing stamps. '1944' overprintings were made on the cards, each done on slightly different paper types. The first overprinting was on coarse, printed on coarse paper (November 28, 1944 - 165,000 copies).

Figure 3. South African Christmas and New Year 1944 airgraph used from Francistown to York, England.

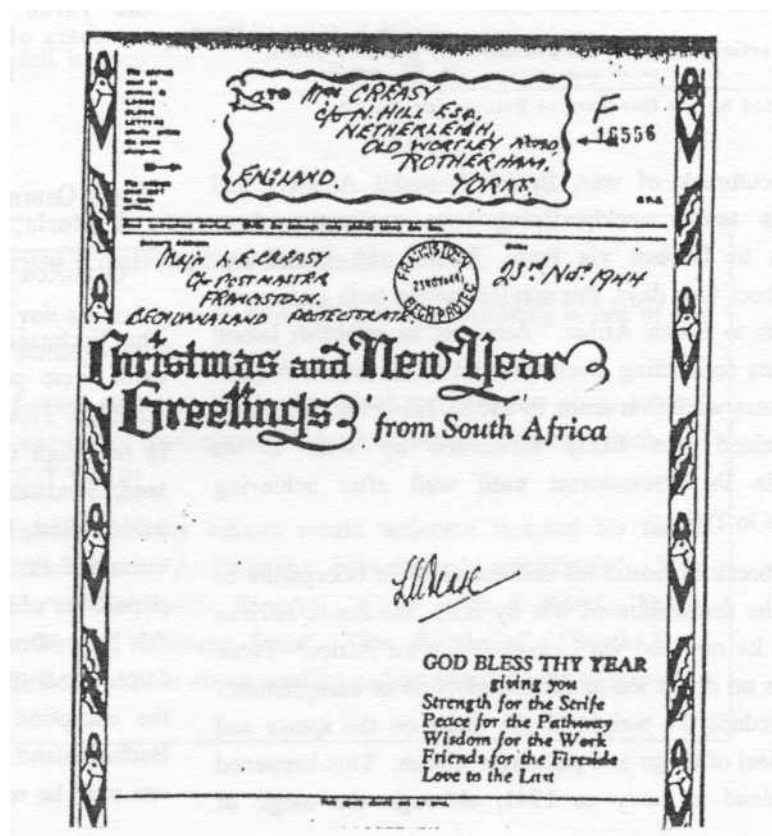


Figure 4. South African 1944 civilian 6d air letter card overprinted for use in Bechuanaland.

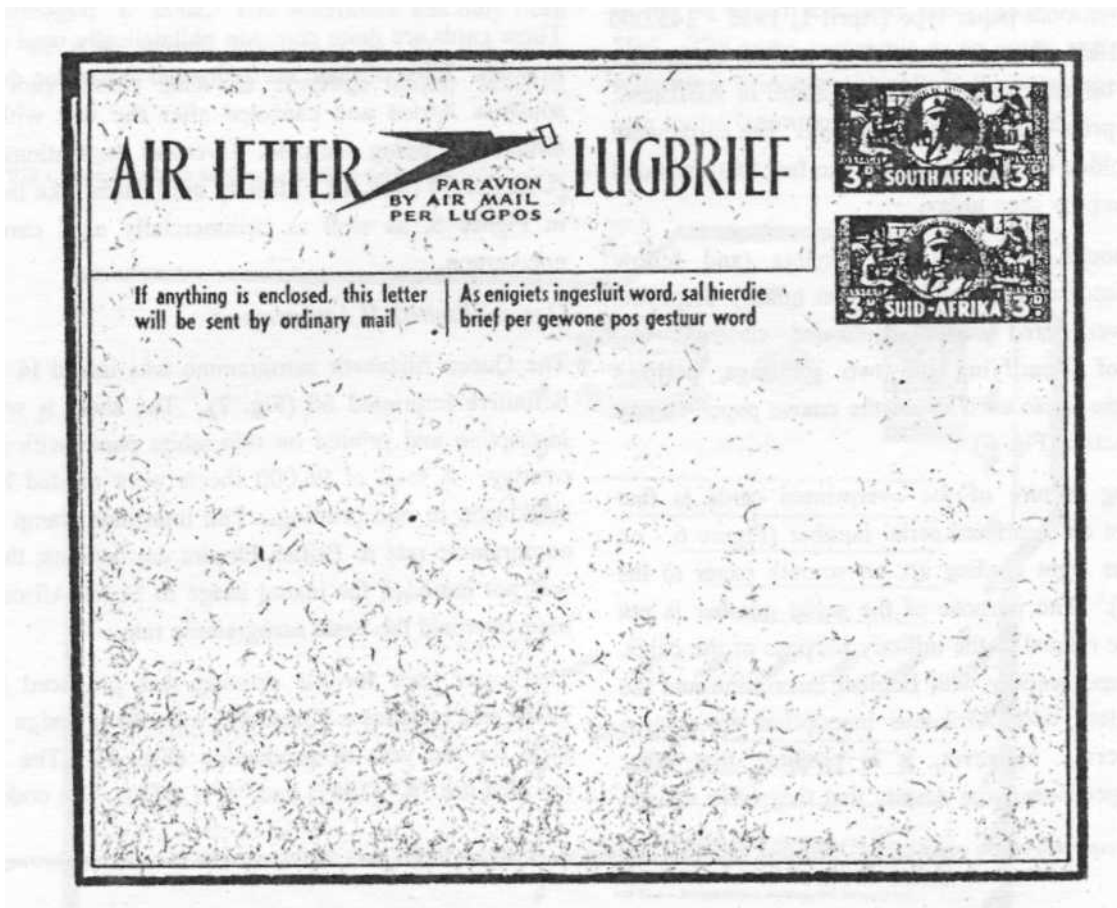
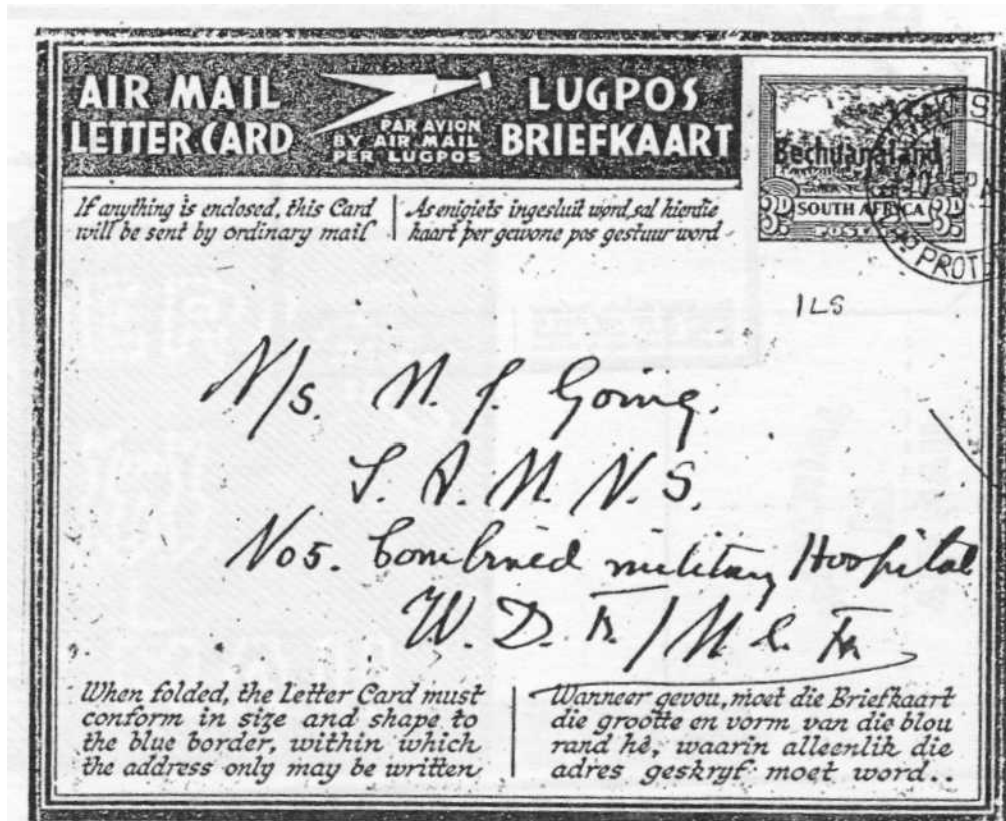


Figure 5. Military usage of the South Africa overprinted cards from Francistown to the Middle East Forces.



printed). The second of the two overprints was done on cards printed on a fine, smooth paper type (April 1, 1945 - 143,000 copies printed). Half of each overprinting was on cards with English and half on cards with the inscriptions in Afrikaans; however, the overprint was always in English. The cards were likely sold in unfolded condition, despite the fact that unfolded cards are not commonly seen today.

The collector should be aware that dealers (and fellow collectors) often incorrectly identify the two quality of papers used for the overprinted cards mentioned earlier. An alternative way of identifying the two printings, perhaps foolproof, is that the knife used to cut the coarse paper variety is distinctly asymmetric (Fig. 6).

Another interesting feature of the overprinted cards is that some of them have an imprinted serial number (Figure 6 - on coarse paper to the right reading up, on smooth paper to the left reading down). The purpose of the serial number is not known, but may be related to the military purpose of the cards. Only the coarse paper variety with English inscription and the smooth paper variety with Afrikaans inscription are known with serial numbers. However, it is possible that other combinations and positions exist despite that they have not yet

been documented.

These cards are quite common philatelically used and canceled to order. Most of them are addressed to civilian destinations in southern Africa and canceled after the war with the inland airmail rate being overpaid. Overseas destinations required 6 (U.K.) or 9d (U.S.A.). Military used cards, like the one show in Figure 5, as well as commercially used cards are quit uncommon.

Queen Elizabeth II A erogramme

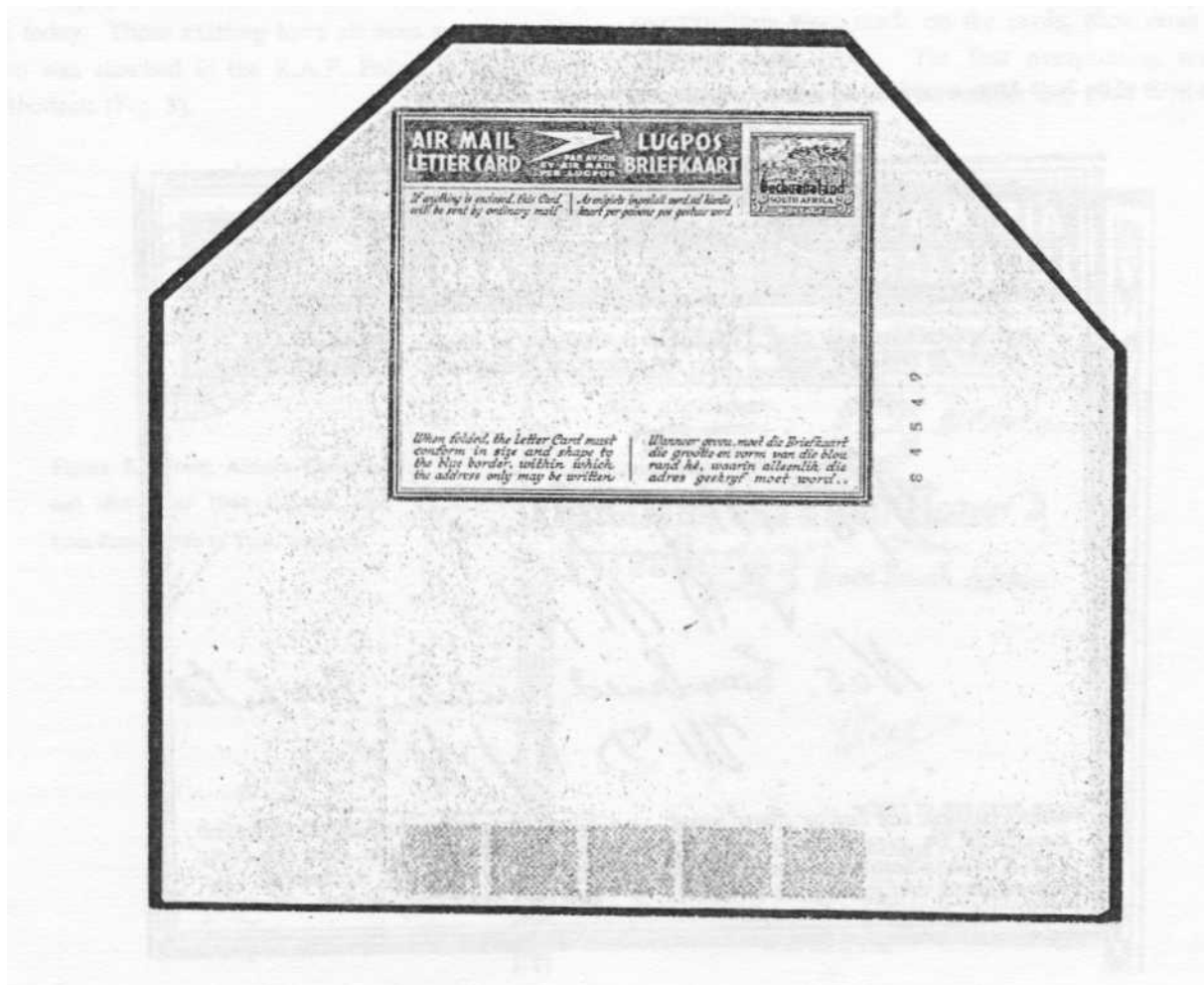
The Queen Elizabeth aerogramme was issued in 1958 with definitive imprinted 6d (Fig. 7). The sheet is with bilingual

inscription and printed on thin white paper with grayish blue overlay. A total of 96,000 sheets were printed by Bradbury Wilkinson in one printing. The imprinted stamp covered aerogramme rate to British Empire destinations: thus the she was not intended for inland usage to South Africa and would have overpaid the basic aerogramme rate.

The paper used for the printing was produced by Wiggins Teape and includes a "Gateway" watermark design with a letter code for the year of production (Fig. 8). The letter code reported are "K" (1957) and "L" (1958). The code "1" (195

6)

Figure 6. The 1944 overprinted coarse paper airmail letter card folded out showing serial number (to the right reading up) with gum patches showing at the base.



has been reported, but has not been definitively documented. With the currency reform in 1961, half of the original printing not to be a damaged "L" code. The watermark has only been of the 6d Queen Elizabeth sheet (48.000) was surcharged with seen with a sidewise normal position (Fig. 9), but other "5c". The same comments as to usage, watermark codes, and orientations may occur such as reversed and/or inverted watermark orientations apply to the surcharged sheet. We now varieties. turn to the "stampless" aerogramme type.

Figure 7. The 19-58 Queen Elizabeth aerogramme sheet folded out.

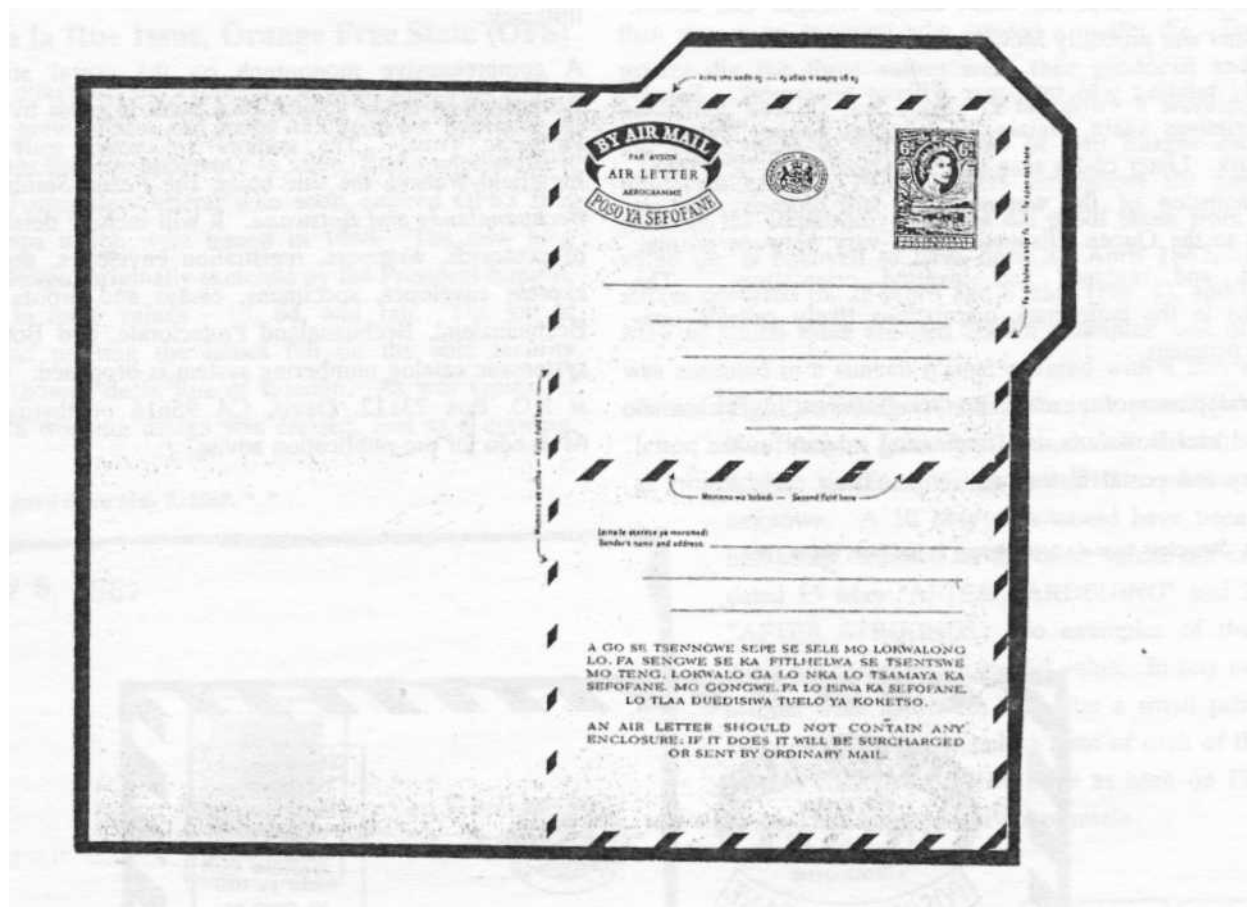
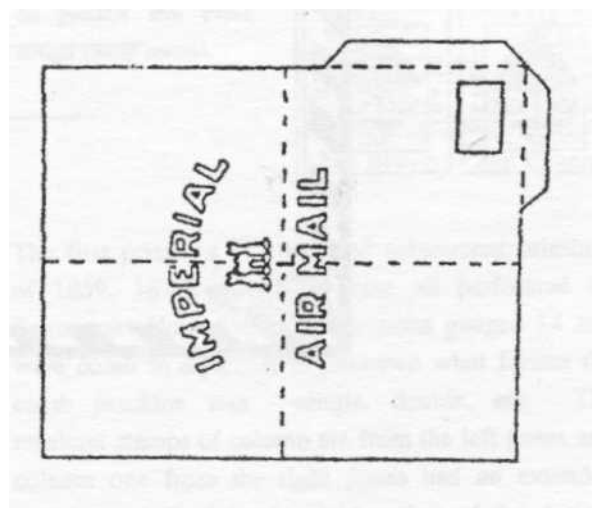


Figure 8. The Gateway watermark with letter code (here "L").



Figure 9. Schematic illustration of the normal sidewise watermark orientation.



Stampless Aerogramme

The surcharged sheet was the last stamped aerogramme to be issued by Bechuanaland. Probably around 1963, a stampless aerogramme became available at the post offices (Fig-10).

The stampless sheet is generally similar to the previous stamped sheet, except for small design changes and colors.

The printer was probably McCorquodale.

An early printing was on paper without watermark. Subsequent printings again contain the Wiggins Teape "Gateway" watermark. Letter codes seen are "Y" (1965) and "Z" (1966). The orientation of the watermark is still sidewise, but in contrast to the Queen Elizabeth sheets vary between normal, reversed, and reversed and inverted orientations. The variations in the watermark orientations likely reflects nonsecurity printings.

The development of airmail and aerogrammes in Bechuanaland, and later Botswana, is a fascinating subject for the postal stationery and postal history collector. Their early history is

closely related to the military and aviation history of southern Africa. Despite being in use for most of the war, very few used examples exist today of both military and civilian aerogrammes. The usage of aerogrammes becomes more common in the 60's as a result of the opening up of Bechuanaland and a significant reduction in the rate of illiteracy.

A comprehensive monograph on the postal stationery of Bechuanaland is the subject of a book in press by the British Philatelic Trust. The authors are yours truly and John Inglefield-Watson, the title being *The Postal Stationery of the Bechuanalands and Botswana*. It will include detailed listings of postcards, wrappers, registration envelopes, aerogrammes, express envelopes, specimens, essays and proofs of British Bechuanaland, Bechuanaland Protectorate, and Botswana. A systematic catalog numbering system is proposed. Contact me at P.O. Box 73112, Davis, CA 95616 or thy@geology.ucdavis.edu for pre-publication advise.

Figure 10. Stampless formula aerogramme in use from about 1963.



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. Send to Tim at 13955 West 30th, Golden, CO 80401 USA or e-Mail at timbartshe@aol.com

The 6d de la Rue Issue, Orange Free State (OFS)

Under the direction of President Brand, the post office organization grew in size and scope and soon the necessity of postage stamps became apparent. In 1866, Brand appointed H. Sybouts as Postmaster-General who soon ordered OFS's first postage stamps which were issued in 1868. The now long recognized design, originally sketched by the President himself, was issued in three values - 1d, 6d, and 1sh. The job of designing and printing the issues fell on the able security printers of Thomas de la Rue of London. As was typical of that period, a working design was created, first as a drawing,

then sent to an engraver who created a master die. From the master die the three values were then produced and, after hardening, striking lead molds to lay down a working plate. For each value, a working plate of 240 images each was produced, creating 19,176 sheets throughout the remaining years of the Republic. The first die proof taken from the 6d value die is believed to have been 27 April 1867. Further strikes occurred on 28 April and 8 May (Fig. 1), and then 10 May of which there are two known examples, one of which was mounted in a sunken format covered with a thin window of mica (Fig. 2). Whether these sunken die proofs (which are

also known from the 1d and 1sh values) were a special presentation for the OFS representative is unknown. A 10 May date would have been before hardening. Known on the other values are examples dated 15 May "AFTER HARDENING" and 20 May "AFTER STRIKING". No examples of these two dates are recorded for the 6d value. In any event the stamps were approved, and after a small printing of color trials (probably only a pane of each of the three chosen colors) on the 6d plate as seen on Figure 3, printed and shipped to Bloemfontein.

Figure 1. Die proof dated May 8, 1867.

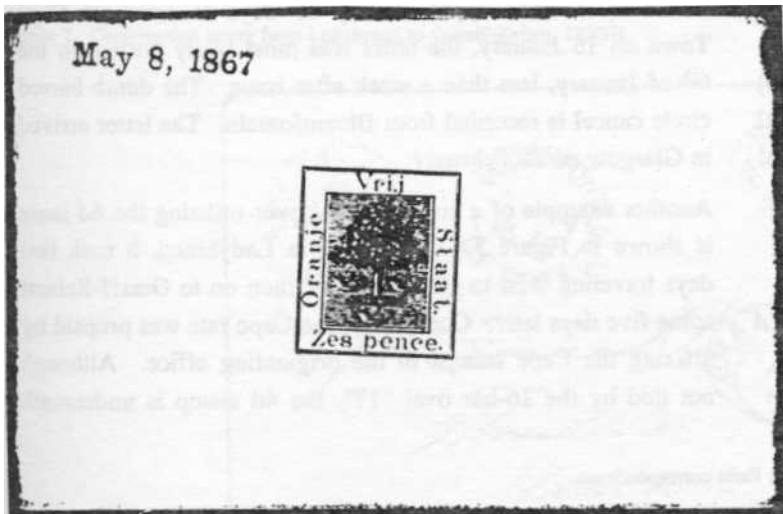


Figure 2. Sunken die proof with mica date May 10, 1867.

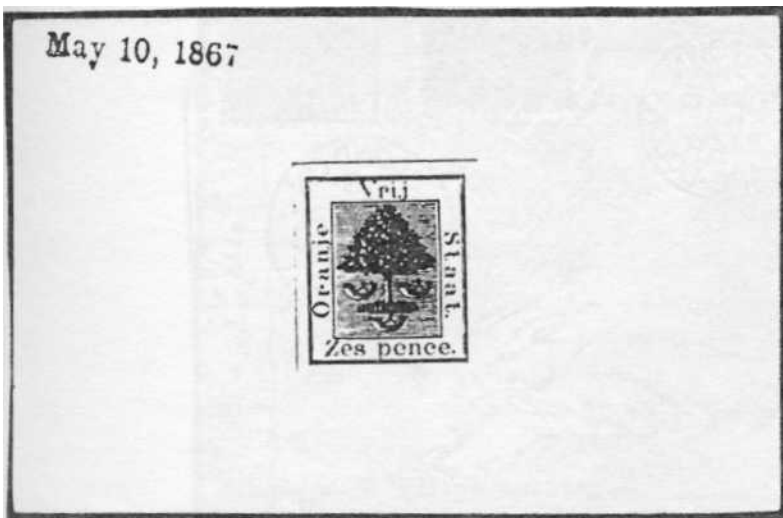


Figure 3. Imperforate block of four color proofs on gumless thin paper, design visible reverse.



The first printings of 1867 and subsequent printings of 1869, 1871 and 1875, were all perforated by Somerset House. The perforations gauged 14 and were comb in style. It is unknown what format the comb machine was - single, double, etc. The resultant stamps of column six from the left panes and column one from the right panes had an extended margin or "wing" to the right or left of the design, respectively. Registration with the Somerset machine was somewhat poor and frequently off-centered.

cutting into the design. This situation was altered when de la Rue acquired a new perforating machine that addressed the interpane margin problem. All subsequent printings were done with the new comb machine. An example of an interpaneau block of eight of the second printing is shown in Figure 4.

Figure 4. Interpaneau block of 8 showing wing margins, second printing.



"SPECIMEN" stamps were created for an unknown reason, considering they were invalid for postage anywhere else but apparently Natal. Posting to any other external destination required dual franking with Cape of Good Hope (COGH) stamps. They may have been produced for informational purposes for the post office at Pietermaritzburg or the local postal agencies and offices. An example is shown in Figure 5.

Figure 5. SPECIMEN overprint sans serif letters on first printing.



The 6d was produced expressly for the 1/2oz domestic letter rate. As the issues were only recognized within the borders of the Free State, transportation beyond required the addition of other stamps indicating proper payment of postage to its destination. This situation existed until 1 January 1881 when a postal agreement was made between the Cape Colony and the *Free State* whereby the postage issues of the latter were recognized as valid payment for the entire postage requirements. The three values were issued on 1 January 1868, most likely to the major areas of population and commerce. They would have included such places as Harrismith, Bethlehem, Winburg, Kroonstad, Boshof, Smithfield, Fauresmith, Bethulie and Philippolis. I know of no census of earliest recorded usage, but Figure 6 must rank as one of the earliest known uses bearing this value. This cover, from the famous Farie correspondence, originated in Bloemfontein and is addressed to Glasgow "Per Royal Mail Steamer" franked with a wing margin copy of the 6d paying the rate to the Orange River. The franking of 1sh COGH stamps pays the rate within the Cape and onwards to the UK. As the trip from Bloemfontein would have taken approximately 10 days to arrive at Cape Town on 16 January, the letter was most likely posted on the 6th of January, less than a week after issue. The dumb barred circle cancel is recorded from Bloemfontein. The letter arrived in Glasgow on 20 February.

Another example of a combination cover utilizing the 6d issue is shown in Figure 7. Originating in Ladybrand, it took two days traveling west to Bloemfontein, then on to Graaff-Reinett some five days later. Commonly, the Cape rate was prepaid by affixing the Cape stamps in the originating office. Although not tied by the 16-bar oval "17", the 4d stamp is underneath

Figure 6. Combination cover from Bloemfontein to Scotland from the famous Farie correspondence.



the 6d. Upon arrival, the 4d is struck with the BONC "18" of Graaff-Reinett. At this time the letter rate for the COGH was 4d. Figure 8 is an example of the internal usage of the 6d traveling from Bloemfontein to Ladybrand in 1874.

As previously mentioned, no combination franking was apparently needed for posting to Natal. Figure 9 is a very early example of a registered ½oz letter traveling from Bloemfontein to Pietermaritzburg. The registration number of "481" can be seen just above the addressee. The 6d paid the letter rate, the 1sh paying the registration fee. This journey took only five days.

In July (?) 1877, the Government decreased the inland postage rate to 4d. This was the death knell for postal usage of the 6d value. Its postal utility was virtually destroyed except for foreign rate demands. The supply was supplemented twice again 1891 and 1894, both in a new shade of carmine instead of the shades of rose. A final shipment was ordered in 1896 in the new color blue. The blue printing was never released for postal use, but was widely overprinted for telegraph purposes.

Figure 7. Combination cover from Ladybrand to Graaff-Reinett, COGH.

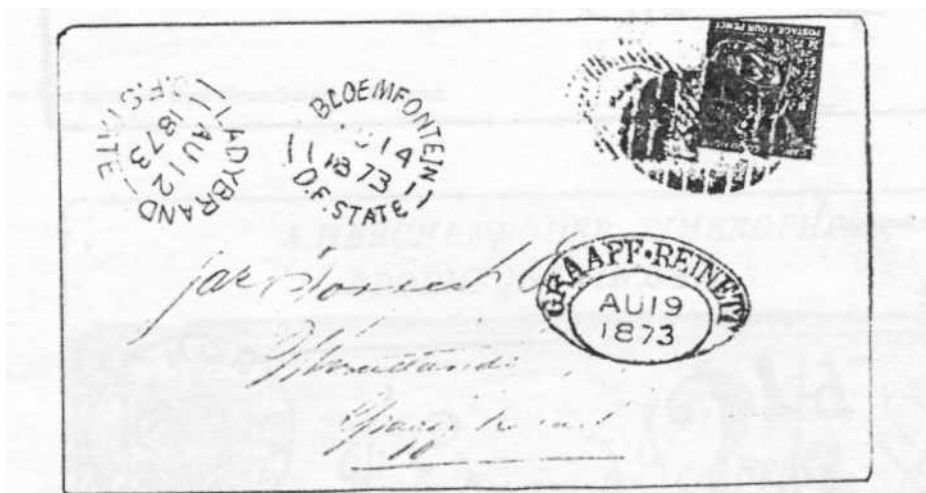
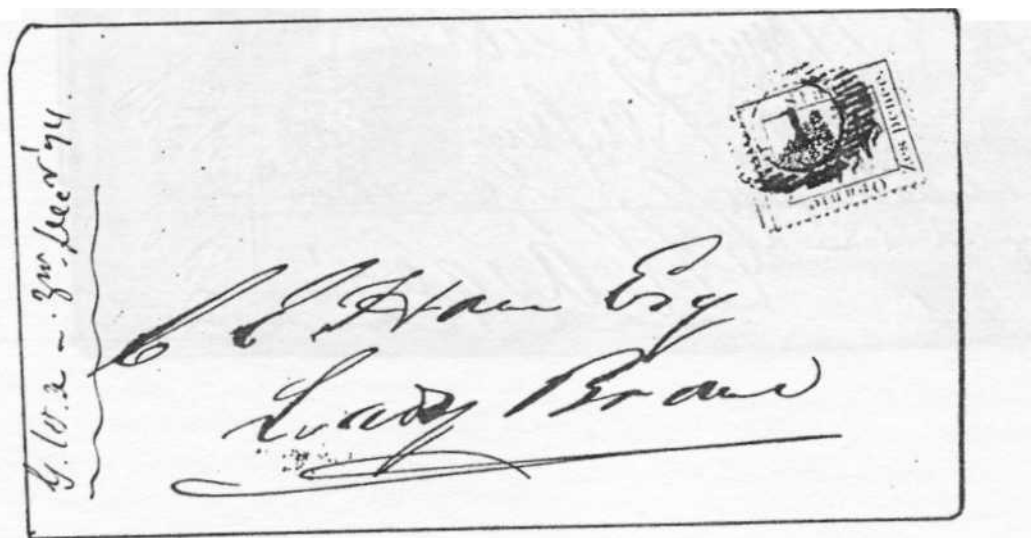


Figure 8. Local cover from Bloemfontein to Ladybrand.



Use in those intervening four years amounted to only 1.200 sheets, the British finding some 2.880 sheets of the original 4,080 in 1900. The 6d was widely used for telegraph and legacy duty overprint issues as well as the provisional surcharge utilized as a stopgap device prior to the arrival of the new 4d value in 1878.

The final examples of usage are shown in Figures 10-12. Figure 10 is an example of usage for the 6d rate to the UK, lasting from September 1882 to sometime in 1888. Canceled by the asterisk devise of Zastron, dated 25 April 1885, this letter arrived in Scotland on the 20th of May. The next two covers are examples of the 7½d rate to Europe during the same period of time. The first is from Bethulie, again with the asterisk canceller in use during the mid-80's, to Germany. The large red 2½d marking is an accountancy mark indicating the fee due to England for transportation to the Continent. Convenience overpayment is not uncommon with this cover being overfranked by ½d. The last is another example of the 7½d rate to Europe, this time utilizing the exact postage. The

letter to Copenhagen has the same accountancy marking in red. ½d. The VRI surcharged 6d is frequently found paying that rate from 1900 onwards. Similar fates awaited the 4d and 3d values as the efficient Free State Government continued to lower postal rates from 4d to 3d to 2d and finally to 1d.

Legitimate usages for this value are difficult to acquire during the Republic Period. Interestingly enough, a slight resurgence of use occurred after the UPU letter rate of 2½d came into effect in 1898. A registered letter to UPU countries now would cost 6½d. a perfect fit for the 6d in combination with

Figure 9. Registered cover from Bloemfontein to Natal.



Figure 10. UK 6d letter rate from Zastron to Scotland.



Figure 11. European 7½d letter rate from Bethulie to Germany.



Figure 12. European 7½d letter rate from Bloemfontein to Denmark.



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 a story of two. Forward your cover and story to me at P.O. Box 4158, Cucamonga, CA 91729-4158 USA.

This issue's entry comes from our founding member and U.S. International Representative, Ralph Myerson, M.D. His letter, accompanying the illustrated cover below, reads simply as follows: "Enclosed is a copy of a cover I came across in a

group of CGH covers and postal stationery. Unlike other tamperers with covers, this 'artist' made no attempt to disguise his/her 'hanky-panky'. The correct cancellation is "Hankey".



Modern Times

Will Ross/USA, Editor

Comments, updates and installments as a guest editor for future issues are encouraged. Contact Will at 4120 Schuylkill Drive, Calabasas, CA 91302 or e-Mail him at rosskwCearthlink.net.

The Homelands Back of the Book, Part I: Postal Orders

This issue's installment of "Modern Times" is the first of several that will cover the back of the book issues for the Homelands. It is a reprint of an article by fellow member, Jack Harwood, from *Postal Order News* (July, 1995, pages 7-14), the journal of the Postal Order Society. We appreciate their courtesy in allowing us to reprint it.

As we have stated before in these pages, though the rest of the world did not look upon the TBVC (Transkei, Bophuthatswana, Venda, Ciskei) countries as independent nation states, South Africa spent a great deal of time and money giving them the trappings of nationhood. Such a trapping would appear to be Postal Orders. And yet, the cash and carry economies of the Homelands seem a perfect place for such items. One wonders how much they were really used.

I hope readers enjoy Jack's article. Homelands Postal Orders may still be available for purchase through the Postal Order Society. For information, write Jack at P.O. Box 32015, Midtown Station, Sarasota, FL 34239. The Secretary of the Society is Mal Tedds at 1 Fairham Court, Wilford, Nottingham NG11 7EN, England. As always, I look forward to hearing from any of you with thoughts on the Homelands, or the postal history of modern greater southern Africa - my address and e-mail are listed above in the header. Until next time, keep smiling and happy collecting!

Current Issues Digest - Bophuthatswana and Ciskei.

... By Jack Harwood

In the 1960's, the white government of South Africa carved out ten black "homelands" as a method of enforcing apartheid. Of the ten, four subsequently elected to become "independent" (Transkei, 1976, Bophuthatswana in 1977, Venda in 1979 and Ciskei in 1981). However, only South Africa recognized the sovereignty of the countries.

Dramatic political changes in 1994 resulted in reincorporation of the independent homelands into South Africa. Subsequent to reincorporation, homelands postal orders, stamps and other items remained on sale for many months, and continued to be sold until supplies were exhausted.

Homelands postal orders were printed by the South African government Printers in Pretoria, and designs are similar to those of the Republic of South Africa. Even though serial numbers seen do not indicate widespread usage of many

denominations, a large number of printing varieties can be found. The earliest issues probably appeared shortly after independence in each homeland.

Bophuthatswana

Postal orders are payable in the Republic of South Africa (including the other homelands), South-West Africa/Namibia, Malawi and Zimbabwe, and in the case of the earliest issues, Botswana. Each contains 16 paragraphs of instructions on the reverse, eight in the Tswana language, eight in English. A further paragraph in each language is on the counterfoil. As this is being written (November 1994), Bophuthatswana has all postal order denominations still on sale except the R10,00 which has been sold out.

Eighteen denominations, from R0,05 to R100,00, are available. Seven different printing varieties have been identified thus far. All text is black, with a central security underprint in light blue on all denominations. The paper is white, unwatermarked. Denominations are South African Rand. Two types are noted:

Type 1 (Fig. 1): Block style "R" in denomination, with commission amount in upper left corner. Payable in South Africa, Bophuthatswana, Botswana, South-West Africa, Zimbabwe, Malawi, Transkei and Venda. (This indicates an issue date in 1979 or 1980, since Venda is included and Ciskei is not.) Denominations seen: R0,05, 0,10, 0,30, 0,70, 0,90.

Type 2 (Fig. 2): Block style "R", but commission removed from upper left. Small line of text added at top reading "Do not write in the space above". Payable in South Africa, Bophuthatswana, Ciskei, South-West Africa, Zimbabwe, Malawi, Transkei and Venda. First line of English instructions (on back) is 120mm. Denominations seen: R0,05, 0,10, 0,20, 0,30, 0,50, 0,60, 0,80, 0,90.

Type 2a: Same as Type 2, except revised text instructions on reverse. First line of English instructions now 128mm. (This type not pictured.) Denominations seen: 80,40, 0,60, 0,70, 0,90.

Type 3 (Fig. 3): "R" in denomination now has curved leg. Face text rearranged. Denomination placed toward left of available space. Instructions same as in Type 2. Denominations seen: R0, 40, 0,50, 0,80, 1,00, 5,00.

Type 3a: Similar to Type 3, but with changes in instructions on reverse. "Namibia" has replaced "South-West Africa" in first English line of instructions, and that line now measures

115mm. (This type not pictured.)

Denominations seen:

1,00, 2,00, 4,00, 5,00, 20,00

R2,00, 4,00, 10,00.

Type 4 (Fig. 4): Similar to Types 3 and 3a, but minor changes to face text. Denomination placed centrally in available space.

Instructions as with Type 3a. Denominations seen: R0,05,

Type 5 (Fig. 5): Similar to Type 4, but denomination now placed to right of available space. Instructions as with Types 3a and 4. Denominations seen: R0,30, 0,90.

Figure 1. Bophuthatswana Type I with commission at upper left.



Figure 2. Bophuthatswana Type 2 with commission removed - "Do not write in space above" added at top.

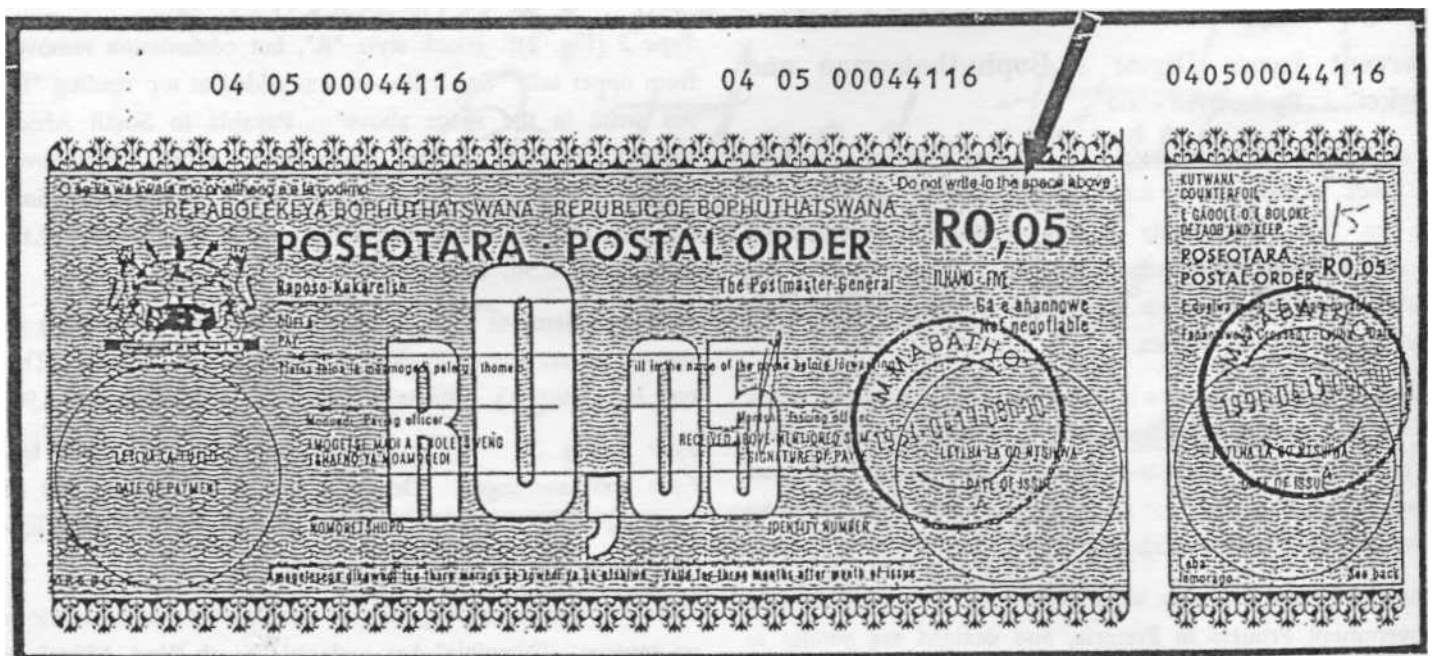


Figure 3. Bophuthatswana Type 3, "R" in denomination now has curved lee.



Figure 4. Bophuthatswana Type 4, similar to Types 3 and 3a, minor text changes on face.



Figure 5. Bophuthatswana Type 5, similar to Type 4, but denomination placed to right of available space.



Ciskei

Eight different printing varieties have been identified thus far, including many types not seen on the postal orders of Bophuthatswana. For Ciskei, all text is black, with a central security underprint in orange. Paper is white, unwatermarked. Denominations are South African Rand. Twenty values are available, from R0,01 to R100,00. The types are described below, and illustrated on the following pages.

Type 1 (Fig. 6): Small letters and numbers in denomination. No datestamp circles. "The Director General" on face. No commission shown on this or any other types. Denominations seen: 20c.

Type 2 (Fig. 7): "The Postmaster General" replaces The Director General, and other changes to text on face. Denominations seen: 30c, 40c, 50c, 60c, 90c, R1, R4.

Type 3 (Fig. 8): Block style "R" in denomination, with values now expressed in Rand with decimals. Payable in Republic of Ciskei, Transkei, South Africa, South-West Africa, Zimbabwe, Bophuthatswana, Malawi and Venda. Denominations actually

seen: R0,02, 0,10, 0,70, 5,00.

Type 4 (Fig. 9): Smaller block style letter and numbers in denominations. Instructions as in Type 3. Denominations seen: R0,20, 2,00.

Type 5 (Fig. 10): "R" in denomination now has a curved leg. Denominations placed to left of available space. "South-West Africa" replaced by "Namibia" in instructions. Denominations seen: R0,01, 0,05, 0,10, 0,20, 0,30, 0,80, 20,00.

Type 6 (Fig. 11): Same as Type 5, except denomination moved to right of available space, and a few minor variations to face text. Denominations seen: R0,05, 0,10, 5,00.

Type 7 (Fig. 12): Same as Types 5 and 6, except denomination now centrally placed in available space, and other minor text variations. Denominations seen: R0,60, 0,90, 2,00, 10,00, 20, 00.

Type 7a (Fig. 13): Almost identical to Type 7, except words under denomination are larger. Denominations seen: R0,01, 0,25, 1,00, 4,00, 10,00.

* * *

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Figure 6. Ciskei Type I - "The Director General".


08 20 00007783		08 20 00007783		082000007783	
 <p>IRIPHABLIKI YECISKEI, REPUBLIC OF CISKEI IPOSODA · POSTAL ORDER</p> <p>UMlawuli-Jikelele The Director General</p> <p>HLAWULA PAY</p> <p>Umnumeli makabhele igama khlawulwayo phambi kokuba ayitumele i-oda Fill in the name of payee before forwarding</p> <p>Iposa ekhulwayo Issuing officer NOYIFUMENE LE MALI INGENDELA SIGNITSHA YOKHLAWULWAYO RECEIVED THE ABOVE MENTIONED SUM SIGNATURE OF PAYEE</p> <p>UMHLA WENTLAWULO DATE OF PAYMENT</p> <p>OKUSISAZISI KUYEZWE IDENTIFICATION PRODUCED</p> <p>G.P.S. Ikhawula zingapheli inyanga ezintathu ukusuka mnta yathengwa Valid for three months after month of issue</p>		<p>20c</p> <p>AMASHUMI AMABINI TWENTY Ayitshintshiswa Not negotiable</p> <p>BISHO 1986-09-15 DATE OF ISSUE</p>		<p>ISIPHETHANA COUNTERFOIL MASHUKULUWE SIGNITSHA DETACH AND KEEP</p> <p>8</p> <p>IPOSODA POSTAL ORDER 20c</p> <p>Ikhawula ku To whom payable</p> <p>Khrophe? Crossed? Umhl. Date</p> <p>BISHO 1986-09-15 DATE OF ISSUE</p> <p>4</p> <p>Khangela ngemva See back</p>	

Figure 7. Ciskei Type 2 - "The Postmaster General", no decimals in denominations.

08 30 00006599		08 30 00006599		083000006599	
<p>Makungabhele a-oda kwalo moya Do not write in the space above</p> <p>IRIPHABLIKI YECISKEI, REPUBLIC OF CISKEI</p> <p>IPOSODA · POSTAL ORDER</p> <p>uPostmasi-Jikelele The Postmaster General</p> <p>HLAWULA PAY</p> <p>Umnumeli makabhele igama khlawulwayo phambi kokuba ayitumele i-oda Fill in the name of payee before forwarding</p> <p>Iposa ekhulwayo Issuing officer NOYIFUMENE LE MALI INGENDELA SIGNITSHA YOKHLAWULWAYO RECEIVED THE ABOVE MENTIONED SUM SIGNATURE OF PAYEE</p> <p>UMHLA WENTLAWULO DATE OF PAYMENT</p> <p>OKUSISAZISI KUYEZWE IDENTIFICATION PRODUCED</p> <p>G.P.S. Ikhawula zingapheli inyanga ezintathu ukusuka mnta yathengwa Valid for three months after month of issue</p>		<p>30c</p> <p>AMASHUMI AMATHATHU · THIRTY</p> <p>BISHO 1986-09-15 DATE OF ISSUE</p>		<p>ISIPHETHANA COUNTERFOIL MASHUKULUWE SIGNITSHA DETACH AND KEEP</p> <p>12</p> <p>IPOSODA POSTAL ORDER 30c</p> <p>Ikhawula ku To whom payable</p> <p>Khrophe? Crossed? Umhl. Date</p> <p>BISHO 1986-09-15 DATE OF ISSUE</p> <p>5</p> <p>Khangela ngemva See back</p>	

09 04 00034108		09 04 00034108		090400034108	
<p>Makungabhele a-oda kwalo moya Do not write in the space above</p> <p>IRIPHABLIKI YECISKEI, REPUBLIC OF CISKEI</p> <p>IPOSODA · POSTAL ORDER</p> <p>uPostmasi-Jikelele The Postmaster General</p> <p>HLAWULA PAY</p> <p>Umnumeli makabhele igama khlawulwayo phambi kokuba ayitumele i-oda Fill in the name of payee before forwarding</p> <p>Iposa ekhulwayo Issuing officer NOYIFUMENE LE MALI INGENDELA SIGNITSHA YOKHLAWULWAYO RECEIVED THE ABOVE MENTIONED SUM SIGNATURE OF PAYEE</p> <p>UMHLA WENTLAWULO DATE OF PAYMENT</p> <p>OKUSISAZISI KUYEZWE IDENTIFICATION PRODUCED</p> <p>G.P.S. Ikhawula zingapheli inyanga ezintathu ukusuka mnta yathengwa Valid for three months after month of issue</p>		<p>R4</p> <p>EZINE FOUR</p> <p>Ayitshintshiswa Not negotiable</p> <p>BISHO 1987-10-16 DATE OF ISSUE</p>		<p>ISIPHETHANA COUNTERFOIL MASHUKULUWE SIGNITSHA DETACH AND KEEP</p> <p>8</p> <p>IPOSODA POSTAL ORDER R4</p> <p>Ikhawula ku To whom payable</p> <p>Khrophe? Crossed? Umhl. Date</p> <p>BISHO 1987-10-16 DATE OF ISSUE</p> <p>5</p> <p>Khangela ngemva See back</p>	

Figure 8. Ciskei Type 3, block style "R" in denomination with values now expressed in Rand with decimals.

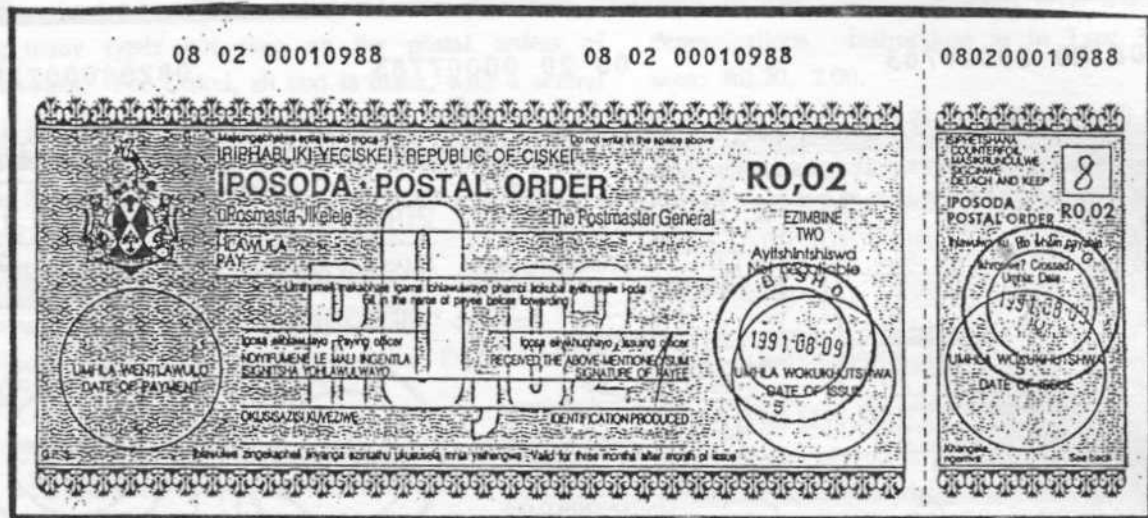


Figure 9. Ciskei Type 4, smaller block style letter and numbers in denomination.



Figure 10. Ciskei Type 5, "R" in denomination now has curved leg and is placed to left of available space.

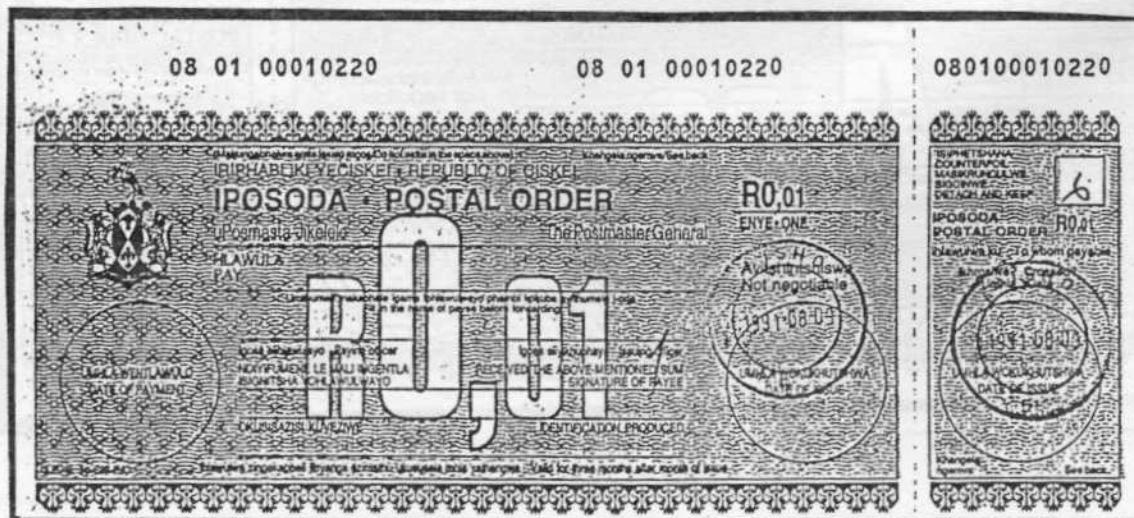


Figure 11. Ciskei Type 6. same as Type 5, except denomination moved to right of a available space.

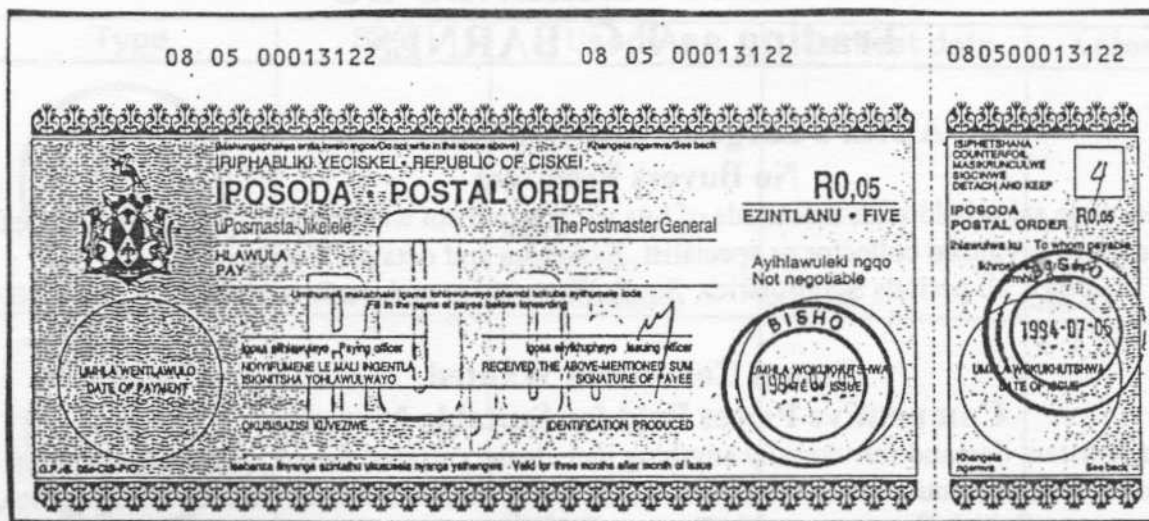


Figure 12. Ciskei Type 7, same as Types 5 and 6, except denomination now centrally placed.



Figure 13. Ciskei Type 7a, almost identical to Type 7, except words under denomination are larger.



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Postage Dues

JanStolk/The Netherlands, Editor

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The Sterling Postage Due Markings of South Africa

While working on this installment covering the Sterling postage due markings, Werner K Seeba and Kalman V. Illyefalvi sent me additional information. Kalman again supplied me with a large number of photocopies of Sterling postage due markings. Included was the addition of previously unknown markings like Type KJI to the listing, as well as dates and places of use.

In various UPU systems in effect during the pre-Union period, Sterling postage dues marks were used on inland mail, as well as incoming international mail. The Sterling system was replaced by the decimal based system in 1960. Marks of the former period can be divided into four marking type groups as follows: *a* - circular framed, *b* - oval framed, *c* - unframed and *d* - circular framed with Roman numeral.

This installment focuses upon the circular framed marking type group - *a*. The accompanying illustrations show the various sub-types discovered to-date and include the following:

Types KB8, KD8, KF8, K!l, KL1, KM1 and KP1 - *Natal postage due marks which were still in use during the Union period for many years.* (The reader will find these listed in *The Postal Markings of Natal*, by Hart, Kantey and Leon.)

Types KB7, KD7, KHS, KL2, KM2 and KO1 - *Transvaal postage due markings with a horizontal bar underneath the letter "D", used at Johannesburg.* (Some were still in use until the changeover to the decimal system.)

Types KD9, KF4, K113 and KM3 - *Transvaal postage due marks with a stop underneath the letter "D".* (These were still in use during the 1920's of the Union period.)

Types KB11, KD1, KH2, KL3 and KP4 - *Union markings used in Transvaal showing a break in the top of the frame, e.g., KB!l, KP4, used in Johannesburg.* (Perhaps the break was caused by the manner in which the Johannesburg Post Offices stored them.)

The next installment will cover marking type groups *b*, *c*, and *d*.

Illustration 1. Type KBa circular framed Sterling postage due markings.



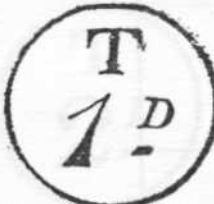
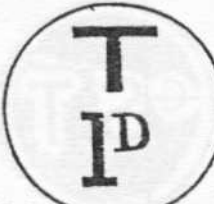



Type	Size	Used At	Earliest date	Latest date
 KB1	D = 26 mm	Irene Germiston Johannesburg	May-08	Jan-39
 KB2	D = 26 mm	Pretoria Johannesburg	Aug-17	Jun-52
 KB3	D = 25 mm	Cape Town Port Elizabeth	12-Aug-36	28-Aug-52
 KB4	D = 28 mm	Pretoria	01-Dec-06	01-Jul-11
 KB5	D = 28 mm	Hermanus	24-May-54	24-May-54
 KB6	D = 25 mm	Port Elizabeth	15-Aug-07	15-Aug-07
 KB7	D = 25 mm	Johannesburg	12 Aug 1898	01-Aug-02

Illustration 2. Types KBb and KC ircular framed Sterling postage due markings.

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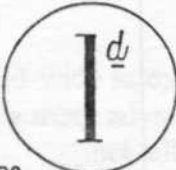







Type	Size	Used At	Earliest date	Latest date
 KB8	D = 28 mm	Pietermaritzburg	08-Jul-16	02-Jun-43
 KB9	D = 25 mm	Roodepoort Middelburg	23-Oct-08	11-May-20
 KB10	D = 25 mm	Potchefstroom	19-Dec-09	19-Dec-09
 KB11	D = 27 mm	Johannesburg	29-Mar-32	29-Mar-32
 KB12	D = 29 mm	Pretoria	18-Apr-02	12-Apr-37
 KC1	D = 27 mm	Johannesburg	01-Nov-22	07-Dec-22
 KC2	D = 27 mm	East Londaon	09-Jul-23	09-Jul-23
 KC3	D = 26 mm	Johannesburg	15-Oct-23	15-Oct-23

Illustration 3. Type KDa circular framed Sterling postage due markings.

Type	Size	Used At	Earliest date	Latest date
 KD1	D = 27 mm	Volksrust Pretoria Johannesburg	09-Jul-23	01-Oct-54
 KD2	D = 26 mm	Durban	01-Apr-54	01-Apr-54
 KD3	D = 26 mm	Cape Town Port Elizabeth King W. Town Ladygrey Ladismith	02-Dec-29	12-Nov-60
 KD4	D = 29 mm	Bethlehem	18-Dec-57	12-Dec-57
 KD5	D = 29 mm	Doonside Johannesburg	16-Feb-60	12-Aug-60
 KD6	D = 26 mm	Mooi Rivier	01-Apr-54	01-Apr-54
 KD7	D = 24 mm	Johannesburg	4 Feb 1898	23-May-00

Illustration 4. *Type* KDb circular framed Sterling postage due markings.

Type	Size	Used At	Earliest date	Latest date
 KD8	D = 28 mm	Durban Hilton Road	13 Dec 1899	16-Dec-08
 KD9	D = 23 mm	Pretoria	31-Oct-00	19-Aug-08
 KD10	D = 26 mm	Welkom Brakpan	20-Feb-38	22-Aug-58
 KD11	D = 26 mm	Eshowe		
 KD12	D = 26 mm	Recorded by Allen		
 KD13	D = 27 mm	Recorded by Allen		
 KD14	D = 26 mm	Recorded by Allen		

Illustration 51. Types KM, KO and KP circular framed Sterling postage due markings.

Type	Size	Used At	Earliest date	Latest date
 KE1	D = 29 mm	Recorded by Allen		
 KF1	D = 26 mm	Pretoria Heidelberg Johannesburg	12-Oct-22	17-Jan-48
 KF2	D = 26 mm	Krugersdorp	01-Jan-60	01-Jan-60
 KF3	D = 28 mm	Johannesburg Cape Town Port Elizabeth	17-May-38	01-Aug-54
 KF4	D = 25 mm	Pretoria		
 KF5	D = 26 mm	recorded by Allen		
 KF6	D = 28 mm	recorded by Allen		
 KF7	D = 26 mm	Johannesburg		

Illustration 52. Types KM, KO and KP circular framed Sterling postage due markings.









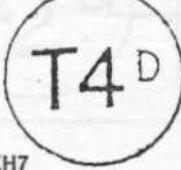
Type	Size	Used At	Earliest date	Latest date
 KF8	D = 28 mm	Natal (ex Hart)		
 KF9	D = 33 mm	recorded by Allen		
 KH1	D = 26 mm	recorded by Allen		
 KH2	D = 26 mm	Germiston Johannesburg Soekmekaar	12-Sep-51	Mar-59
 KH3	D = 25 mm	Pretoria	04 Dec 1894	03-Sep-23
 KH4	D = 29 mm	Capetown Pretoria	Mar-28	08-Aug-57
 KH5	D = 25 mm	Johannesburg	09-Oct-45	
 KH6	D = 25 mm	Boksburg	15-Aug-60	15-Aug-60
 KH7	D = 30 mm	Johannesburg	01-Dec-53	01-Dec-53

Illustration 53. Types KM, KO and KP circular framed Sterling postage due markings.


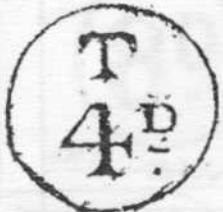

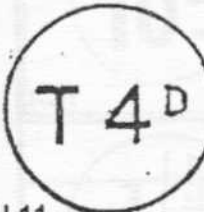
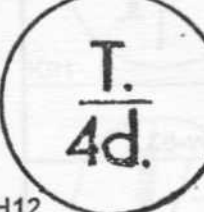






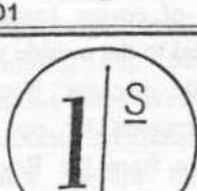
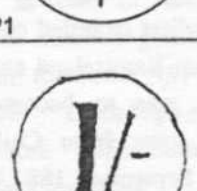
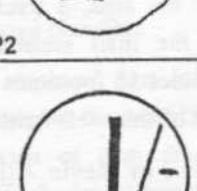

Type	Size	Used At	Earliest date	Latest date
 KH8	D = 28 mm	Natal (ex Hart)		
 KH9	D = 27 mm	recorded by Allen		
 KH10	D = 27 mm	recorded by Allen		
 KH 11	D = 28 mm	recorded by Allen		
 KH12	D = 30 mm	recorded by Allen		
 KH13	D = 25 mm	Pretoria		
 KH14	D = 27 mm	recorded by Allen		

Illustration 54. Types KM, KO and KP circular framed Sterling postage due markings.

Type	Size	Used At	Earliest date	Latest date
 KL1	D = 28 mm	Natal GPO	27 Sep 1893	
 KJ1	D = 27 mm	Johannesburg	29-Jul-57	29-Jul-57
 KL1	D = 28 mm	Natal (ex Hart)		
 KL2	D = 26 mm	Pretoria Johannesburg	01-Mar-11	Mar-11
 KL3	D = 26 mm	Johannesburg	07-Nov-52	09-Nov-53
 KL4	D = 25 mm	SA Philatelist '57		
 KL5	D = 25 mm	recorded by Allen		

Illustration 55. Types KM, KO and KP circular framed Sterling postage due markings.

Type	Size	Used At	Earliest date	Latest date
 KM1	D = 28 mm	Natal (ex Hart)		
 KM2	D = 25 mm	Johannesburg	17-Jul-37	Sep-57
 KM3	D = 25 mm	Pretoria	01-Apr-01	
 KO1	D = 25 mm	Johannesburg	2 Jul 1897	
 KP1	D = 28 mm	Natal (ex Hart)		
 KP2	D = 25 mm	Pretoria	29-Jul-08	29-Jul-08
 KP3	D = 25 mm	SA Philatelist '57		
 KP4	D = 25 mm	Johannesburg	14-Jun-49	01-Mar-60

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.hanksCaci.on.ca

Rhodesian Study Circle: Journal Review... Bill Brooks

Editorial Note: Alan has been extremely busy with his duties as editor of two other philatelic journals. Therefore, I have taken the liberty of filling in for him by providing the reader with a review of the December 1999 issue of RSC's excellent publication. Those readers who have even a passing interest in any aspect of Rhodesia philately are encouraged to consider membership. Membership/subscription queries should be addressed to the Hon. Secy., Richard Barnett, 2 Cox Ley, Hatfield Heath, Bishop's Stortford, Herts, UK CM22 7ER, or e-mail at secretaryCrsc.stamps.org.uk.

Cover-to-cover, the issue was some 52 pages in length beginning with a list of anticipated RSC meetings scheduled throughout 2000 - London, Manchester, South Africa, Zimbabwe, Australia, USA, Canada, New Zealand and Scotland. A sampling of programs being offered included: postal stationery, military and civilian censors, exhibit competitions and show-and-tells. The highlight of the year was RSC annual conference held in the UK on April 15 & 16. Programs offered during the annual event included: "UDI 1965-1980 - the stamps and postal history, political mail, flight covers, military mail and surcharges", "Postal Rates of the Federation of Rhodesia and Nyasaland", and "Postal Stationery - all periods".

The "Reports of Meetings" feature provided interesting insight into RSC events held during 1999 in Australia, South Africa, Zimbabwe, Kwa Zulu Natal, Manchester and London. The programs and discussions were quite varied and interesting.

The "Members Ask" feature is akin to our very own "Questions & Answers" in *Forerunners*. Question subjects responded to in the issue under discussion included: Double Head - A New Discovery, Stamps receiving Gwelo cancellations which were never sent out from there, and Cancelling to order of early BSAC stamps. A sampling of new questions arising in this issue concerned the following topics: Why re-issue of the Malawi 1987 Wattled Cranes? How and why parcel label or tags were used during the British South Africa Company period? Anyone have postal items to the Polish Camp in Lusaka, Northern Rhodesia? What is the location of the balancing rocks on the 10/ Southern Rhodesia 1953 definitive? Is the KGVI 1'/d "Batman & Robin" variety a constant flaw?

Next came an article by Colin Hoffman - *The History of Waterlows* - which is a reprint of a display paper presented at

the June 19, 1999 RSC meeting. As the author indicates "This thematic effort was put together over the years to illustrate some of the story of the Waterlow family". Beginning with a decision in 1810 to use lithography to produce legal documents, there is a fascinating twist and turn of events which included the long standing tradition of the division of stamp "production territories" between Waterlow & Sons and De la Rue.

The next article was titled *1910 Double Heads - The strange case of the first printings of the 'd and 1d King and Queen Issue*, by Stephen Reah-Johnson. The evidence discussed in this article leads inevitably to the conclusion that, for the ½d and 1d Double Heads values, those appearing in the "Specimen" set, were not produced during the first printing of the Double Heads. Detailed footnotes and references are provided to assist the researcher further. PSGSA member R.C. Knight contributed the third article of the issue - *A Missionary Cover From Barotseland*. His lead-in reads as follows: "The handful of covers known to have travelled via Zeerust in the Transvaal to the outside world from the territories which subsequently became Northern and Southern Rhodesia has been increased by one with the appearance at auction of an entire from the Rev. Francois Coillard at the Mission Station at Sefula, near Lealui in Barotseland, to France. It is the earliest recorded cover known to the writer to have emanated from Barotseland and possibly the earliest recorded from what was to become part of North-Western Rhodesia." (The letter from Coillard to a pastor, Mr. Vincent, is dated 27th September 1887.) Illustrations include the cover, a map of the area, a tracing of the triple circular canceller "7" and the mail steamer, R.M.S. Trojan. In addition, the author provides 18 footnotes at the end which enhances the value and detail of this well-written piece.

Other entries include: (1) A review, by Kevin Ashworth, of the Rhodesia UDI 1965 auction catalog which he describes as follows: "This Sale Catalogue produced by Alan MacGregor (PSGSA member) and Michael Deverell is probably the finest selection of stamps together with over a hundred lots of postal history of this period that I have ever seen for sale. It is something for everyone. (2) "10c Postage due Label Overprinted 25c" by Cecil Russell. (3) New Issues of Malawi for 1999, including FDC's. (4) Malawi postmarks, proofs and previously unreported varieties. All-in-all, an interesting and enjoyable read for the collector of the Rhodesias.

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 ulibCgmweb.co.za

Summary: The development of the postal service in and around Luderitzbucht is closely connected with the discovery of diamonds near Kolmanskop in April 1908. This column deals with the background to the discovery and with the arrangements made to serve the prospecting and mining community.

Introduction

Our last installment brought us up to the end of the year 1907 when the German government declared that the hostilities between the "Schutztruppe" and the Hereros/Namas had ended and peace reigned in the country once again. We did examine the effect of the military presence on the postal system and arrangements. The next event - namely the discovery of diamonds in April 1908 with the resulting mining activities and the increased influx of

diamond hunters, prospectors, fortune seekers and the general expansion of economic activities - had a significant effect on the provision of postal services and facilities. Some of the personalities and pictures of early and recent diamond mining can be found on various South West African and Namibian stamp issues, which should be looked up in one of the catalogs. The numbers given here are from the *South African Colour Catalogue* (SACC) whose millennium edition has just appeared.

Diamonds and Namibia

Namibia's southern part of her coast contains the world's largest deposit of gem diamonds. Zacharias Lewala found the first diamond near Kolmanskop in April 1908 (Fig. 1). His foreman, August Stauch (SACC 423), who was in charge to keep the Luderitz-Aus railway line free from shifting sand (SACC 309), recognized the

importance of this find and pegged the first claims. The discovery led to a diamond rush, scenes (Fig. 2) of which are depicted on the 10 and 20-cent Diamond Discovery stamps of 1983 (SACC 420-21).

Within a few months the German administration proclaimed the "Sperrgebiet" and forbade private prospecting and mining. Eighteen mining companies were formed and allowed to operate in the Sperrgebiet. Private individuals moved north around Empfangnisbucht where a postal agency was opened in 1910. The outbreak of WWI

halted all operations. After the war it became clear that the 18 companies were no longer viable and should amalgamate. Sir Ernest Oppenheimer (SACC 422) succeeded in 1920 to merge the various interests into the "Consolidated Diamond Mines of South West Africa" (CDM). Mining started initially around Luderitz/Kolmanskop, but it was soon realized that the size and quality of the stones improved towards the south. The southernmost point reached during German times was around the Bogenfels, a magnificent rock arch positioned at the edge of the sea (SACC 105 and SACC Namibia 140).

The 1920's and 30's "Great Depression" brought diamond mining to a virtual halt. The workings were abandoned and taken over by the desert. Once thriving mining towns became ghost towns, like Kolmanskop (SACC 283). Today

Figure 1. Diamond Area No. 1 map showing post offices operating in the area.

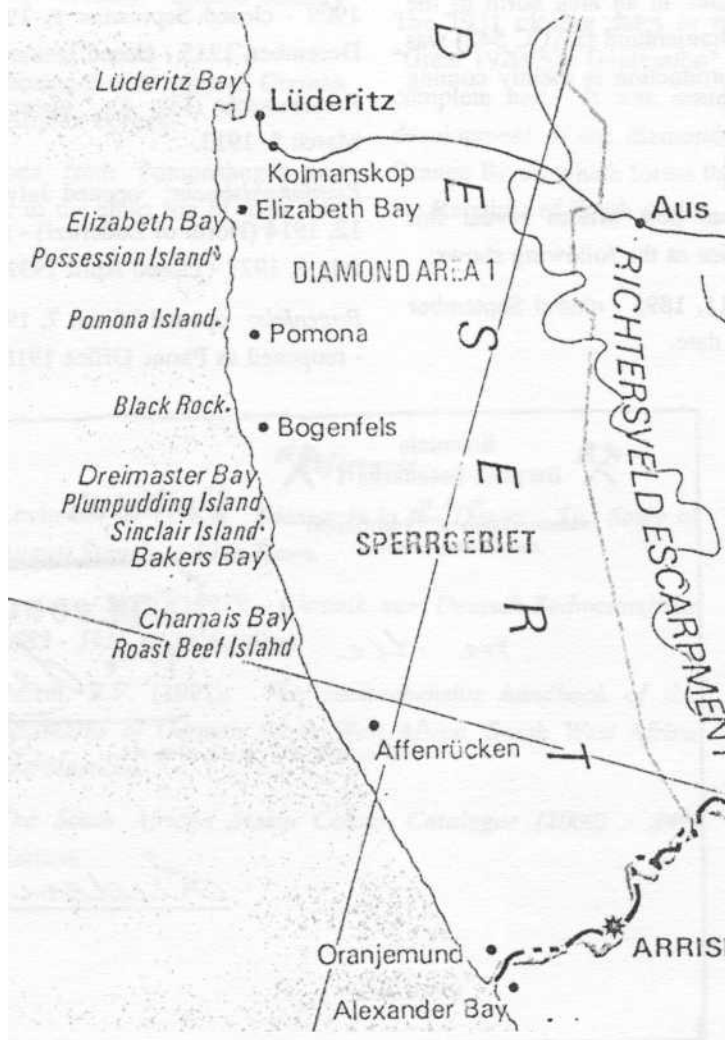


Figure 2. A view of the early diamond diggings when the precious stones could still be picked from the surface.



ghost towns form focus points for adventure tourism. With the improvement of the economic situation just before WWII, mining was taken up again, this time in an area north of the Orange River where the town of Oranjemund (SACC 542) was laid out and from where today's production is mainly coming from (SACC 277).

Expansion of Postal Services

The opening dates of the various post offices reveal this southward movement of the activities as the following shows:

Luderitzbucht- opened November 11, 1895 - closed September 18, 1914 - reopened as Luderitz to date.

DISCOVERY OF DIAMONDS APRIL 1908

Kolmannskuppe (Kolmanskop) [Fig. 31: opened February 21, 1909 - closed September 9, 1914 - reopened Kolmanskop December, 1915 - closed January 1, 1949.

Prinzenbucht (Fig. 4): opened October 10, 1909 - closed March 5, 1913.

Empfangnisbucht: opened July 10, 1910 - closed November 12, 1914 (North of Luderitz!) - reopened as *Conception Bay* on July 5, 1927 - closed April 1931.

Bogenfels: opened March 7, 1914 - closed September 9, 1914 - reopened as Phone Office 1918-1921.

Figure 3. Company postcard "Colonial Mining Company" from Kolmannskuppe to Luderitzbucht.

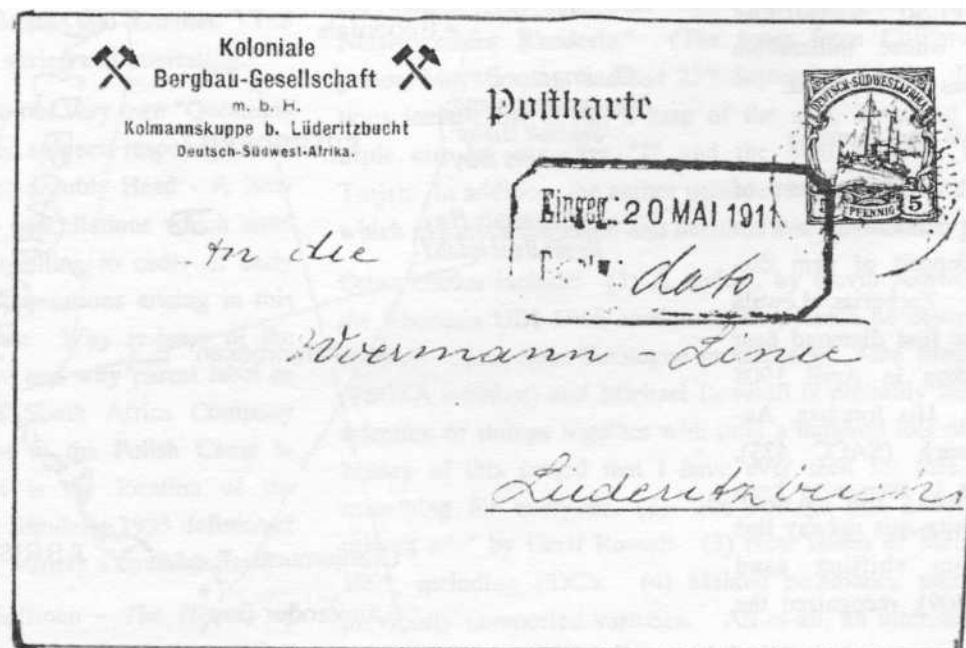


Figure 4. The Prinzenbucht post office with letter box, official post office sign and the postal official surveying his meager garden.



Pomonahugel: opened March 7, 1914 - closed August 6, 1914 - reopened as Phone Office Pomona 1916-1922.

Elizabethbucht: opened May 1927 - closed January 1, 1931.

Oranjemund (Orangemund, Orange Mouth): opened January 1, 1931 to date.

The listed 1914 closing dates indicated the invasion of German South West Africa by the South African Forces.

Correspondence and cancellations from Pomonahugel and Bogenfels are extremely rare due to the short life of these two

offices during the remaining days of the German administration. Especially cancellations from Bogenfels count together with Grundorn and Omitara to the great rarities of German colonial philately.

The 1931 closing dates in the above tabulation point to the "Great 1920/30's Depression" when diamond mining came to a complete halt. It was resumed in the late 1930's with the development of the diamond fields around the mouth of the Orange River, which forms the boundary between Namibia and the Republic of South Africa.

References

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Lenssen, H.E. (1997): *Chronik van Deutsch-Sudwestafrika 1883 - 1915 (Fifth Edition).*

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The South African Stamp Colour Catalogue (2000) - 24Th Edition.

Back of YOUR Book

Tim Bartshe/USA, Editor

Questions and comments regarding this column are invited are installments for future issues as a guest author. Send to Tim at 13955 West 30th, Golden, CO 80401 U.S.A or e-Mail at timbartshe@aol.com

First off, I would like to thank Richard Graham, regular contributor to Linn's "Postal History" column, for inspiring this installment of "Back of YOUR Book". His column of 21 August was entitled "Weather Reports: first-class mail. postmarks". In this article he discussed the format of local weather stations transmitting forecast data to the postmasters in the area, in this case utilizing circular-rate mail being handled as first class, receiving the most prompt treatment in the mail stream.

What does this have to do with southern Africa, particularly BOB material? Well, my memory banks kicked in, recalling some weather-related postal items from the Interprovincial Period. Going to my stock books, I pulled out five King Edward VII ½d postal cards that had been pre-addressed to "The Editor, The Farmer's Weekly, P.O. Box 387, Bloemfontein, O.F.S.". Copies of the five ½d local postal cards are shown in Figure 1. The back, as can be seen from the example in Figure 2, is lined with five different categories: Date, Farm, District, Province and Details. At the bottom, the "editor" implores the respondent "Please write distinctly." All five of my examples are dated between 10 October 1913 and 6 March 1914.

The details listed by each farmer vary from just a monthly rainfall total to a 9-year running list of September precipitation from 1905 through 1913. The later example from the Heilbron District of the Free State describes the individual storms: "16th Septn. 0.39. Thunder & lightning afterwards between 2:45pm and 4:10 am. 19th Septn 0.12. Cold wind from SSW". Another example from the Waterberg District of the Transvaal gives the comparisons of annual rainfall from 1913 of 15.99" as against 22.06" similar period last season: 13.89" year before: 23.50" year before that.

All of that "social philately" aside, these simple cards also preserve some wonderful macrophilology of this interesting transition period between the independent states to the Union of South Africa. The town cancels, two of the new "S. AFRICA" style in the lower portion of the double circle, three of the old colony format, are all from small towns or villages. Prior to widespread distribution of the new cancellers, the older colonial devices were frequently defaced by scratching out the lower portion, which contained either "O.R.C." or "TRANSVAAL". These are shown in Figure 3.

a short period of time and some of the cancels are scarce or unrecorded. S.O. DE BRUG is a small village and railway stop on the line from Bloemfontein to Kimberley. As an S.O., it was only open during the Interprovincial period for two years. S. O. Immigrant is also a small station on the same line, a little farther west. The name was changed from Siding shortly prior to the date mailing and is not listed by Putzel. Kaallaagte was also a small rail station just west of Bethlehem on the Kroonstad/Natal railway. This postmark and the Levensbron mark are both unrecorded by Putzel as are the new "S. AFRICA" type cancellers sent out to the offices. Levensbron is a small town north of Lindley and this example represents the first recorded date stamp for this office which closed in 1948. The final card is cancelled with a 26x19mm double circle device from the bottom slot empty and Rankins Pass at top. This is a small town west of Nylstroom, Waterburg District in Transvaal.

Finally, these postal cards represent the emissions "locally" printed by the Transvaal Government Printer in Pretoria. The first nine printings produced by de la Rue 1902 through 1903, totaled 1,366,608. After the Union was formed and all provincial issues were valid throughout South Africa, a census was taken of all material extant as of January 1911. The remaining stock of ORC cards on hand totaled only 92,160. The dies used for the locally printed Transvaal postal cards were wearing out and the government requested the electros from de la Rue so that additional cards might be printed from fresher plates prior to the new Union cards being produced. Sometime in 1912, new cards using the ORC dies in a larger format were produced in unknown quantities until supplanted in 1913. Upon careful examination of these cards, one can observe the deterioration of the dies during this production process, with various flaws beginning to appear both in the lettering of the card itself as well as the indicia. Figure 4 shows the flaw occurring in the upper portion of the frame above "COLONY" of "ORANGE RIVER COLONY".

As you can see, a lot of information can be gleaned from five little cards, which makes the Back of Your Book so interesting.

Figure I. We exampls of postal card preprinted to "THE EDITOR" of *The Farmer's Weekly*.



Figure 2. Three examples of the preprinted reverse of card showing categories requested.

Date 1st October 1913 Farm Kroonbaan 6 1/2
 District Heilbron Province O.F.S.
 Details 16th Sept. 0.39. Thunder & lightning
at intervals between 2.45 pm and 4.10. am.
19th Sept. 0.12. cold wind from SSW. -
28th Sept. 0.01. Total for Sept. 0.52.

Rainfall	1905	1906	1907	1908	1909	1910	1911	1912	1913
September	1.54	1.45	1.74	1.02	0.79	1.79	0.16	0.02	0.52

Charles Oldfield
 Please write distinctly.

Date 9/10/13
 Farm Dorsigplat Immigrant
 District Bloubaanfontein
 Province O.F.S.
 Information We had a nice soaking rain
in September 1.12 in four days
C.G. Dutil

Please write distinctly.

Date Month of February Farm Mamianshoek
 District Waterberg Province Transvaal
 Details Total 5.85. exactly half of rainfall in Feb
1913: this more than any previous February since 1909.
Falls of 0.50 on 13th, 0.42 on 14th, 2.21 on 19th
1.02 on 20th, 1.68 on 23rd, 0.33 on 24th
1.03 on 28th: i.e. 3 good rainy days in month.
Total since July 1st 15.99 as against 22.06
similar period last season: 13.89 year before: 23.50
year before this.

C. R. France,
 Please write distinctly.

Figure 3. Five different interprovincial examples of postmarks.



Figure 4. 440x blow-ups of indicia showing progressive die damage to top tab let.



Society

A Few Words From Your Board

President's Message. . . Alan J. Hanks, President

Greetings once again. I pondered the value of producing a "president's message" for each issue of *Forerunners* and concluded that there was not much point unless I felt I had something to contribute. Well, a couple of things have transpired in the meantime, the first being a visit to Mesa, Arizona at the time that a stamp show was going on and much to my surprise. I had the pleasure of meeting Tim Bartshe for the first time. Unfortunately, we could not chat for long as he was on the judging panel. Tim asked me about the possibility of judging at a future ATA (American Topical Association) show, and so he will be on the panel for the show next year, which by some strange coincidence is located in Mesa!

The ATA show for 2000 was in Buffalo and it was pretty successful after dire predictions of Buffalo being an awful place to have a show. I did not find much African material, but then most of the dealers brought thematics! Speaking of shows, I want to encourage each and every one of you to think about attending ROMPEX in 2002, when the PSGSA will have a big meeting and there will be large numbers of exhibits of material in our areas of interest. Having been to Denver a number of times, I can assure you that the people are very friendly and the shows are always great. I hope to meet many of you there.

One of the problems facing our society at the moment is the annual auction. Once again, let me urge you to look through some of those boxes of material which have not seen the light of day for some time and think about submitting some items when the auction is slated for to appear in an upcoming issue of the journal. The Rhodesia Study Circle has a very successful auction once a year and is a source of nice material. There is no reason why ours cannot do the same.

Another thing which you as members can consider is writing up one of your favorite items for inclusion in the journal's "A Favorite Philatelic Item" feature. As an editor of two journals myself, I know how valuable it can be to have a number of one or two page pieces to fill up gaps or add pages in an issue. It is most unwelcome to have little in the way of material in the "in box".

As I write this at the end of August, we have been experiencing more wet weather than we have seen in many years and I wish that we in Canada could send some of it to areas of the U.S. that have been suffering with dry conditions and horrendous fires. I just hope these have not swallowed up too many philatelic treasures... Until next time.

Affairs

From A significant amount of material came in from our reciprocating society friends, namely the Anglo Boer War Philatelic Society [ABWPS] (membership - P.M. Prime, 56 Mount Way, Waverton, Chester, Cheshire CH3 7QF, England), South African Collectors Society [SACS] (membership - A.R. Chilton. 56 Framfield Road, Mitcham, Surrey CR4 2AL), Natal and Zululand Study Circle and the Transvaal Study Circle (membership & information - Morgan Farrell, P.O. Box 1064, Hamilton, MT 59840), the Philatelic Federation of Southern Africa (PFSA), Filatelistenvereniging Zuidelijk Afrika [FVZA] (information from fellow member Jan Stolk) and the Rhodesian Study Circle (membership Richard Barnett, 2 Cox Ley, Hatfield Heath, Bishop's Stortford, Herts, CM22 7ER, England).

The ABWPS journal contains a couple of articles of keen interest. One by Richard Stroud, focuses on "The effect of the Anglo-Boer War on the Postal Services of Kroonstad 1899 to 1902". The other is a revised version of "The Boer Invasion of Natal" by the late Neil Snowden. The latter is a wonderful compilation of markings and occupation time along the Eastern Front and a must for the Boer War student. Further along the ABW path, FVZA's journal, *Bartolomeu Dias*, has devoted the last two issues almost entirely towards the conflict of 100 years ago from a history of Paul Kruger, last president of the South African Republic to articles pertaining to censor marks and POW camps. All are in Dutch, but are well illustrated.

On a more recent vein, the SACS journal - *The Springbok* - yields an article on "South African Aerogrammes" by David Haig, "The Final Years of Postage Due Stamps in South Africa" by Michael Furfie and a couple of items from Giovanni Palazzo, an article on the native registration fees and some notes on revenue stamps of the RSA.

The *South African Philatelist* had an interesting article from Robin Pelteret, "Postal stationery from a South African attached to the Allied Central Mediterranean and Middle East Forces". In another piece, D.J. Sinclair discusses the white pre-paid envelopes of South Africa 1995-99. Additional articles are found related to the Boer War in Afrikaans.

John Dickson, a long time PSGSA member, continues his scholarly works related to Natal postal history and postage stamps in *Natal & Zululand Post*. Knowledge of postal history is advanced with his 60+ page article on the Rennie's steamer service between Cape Town and Natal, 1857 to 1862. John also delves into the Chalon Head stamps firstly in a preliminary classification of these issues without the "postage"

From The Archives. . .

Tim Bartshe, Director

overprint and then dealing with the origins of the Perkins Bacon printings. Since this journal's inception in 1997, John Dickson has been a stalwart scholar in his copious writings, particularly in relation to the shipping companies and ship mail. For those interested in this rather virgin area of research, his work is invaluable and highly recommended.

Gerhard Kamffer has an article in *The Transvaal Philatelist*, "From Manuscript to Postmark 1859 - 1881: A study of the development of postmarks and hand stamps in the ZuidAfrikaansche Republiek". Leo Crandel has written a 44-page article on "The Delagoa Bay story: the mail service between the Boer Republics and Europe during the Second Anglo-Boer War, 1899-1902". Both of these articles are wonderful examples of the types of research which are still being done in our area of interest. It is amazing that, after some 100 to 140 years, so much still has not been put into print, so much more to discover.

To finish out the in box, from Rhodesia comes a few articles relating to the 1910 Double Heads: "The first printings of the 'd and ld" by Stephen Reah-Johnson and "The clandestine roulettes" by Ian Johnstone. Member Alan Drysdall discusses "Paquebot" and "Passed Press Censor" markings in a couple of articles. And finally, a gift from Colin Fraser - a copy of his recent auction catalog comprising 413 lots dedicated to the 1910-13 Double Head Issue. Most lots are illustrated, many of which are in full color. This is a nice recent reference for a popular and lovely group of issues.

If any of the articles discussed above are of interest, or any other subjects come to mind, please drop me a line and I will do my best to either run off copies or send the material out on loan to you. If you elect the former, costs of shipping and \$0.05US per copied page are requested; for the latter, shipping and insurance costs apply. My address and e-mail are found on the officers' page in the front of this issue.

From The Program Chair. . . Bob Taylor, Director

PSGSA's Annual General Meeting was held in conjunction with at the American Philatelic Society's STAMPSHOW 2000 in Providence, Rhode Island. Attendance was outstanding compared to the last several years.

Those present were T.P. McDermott/Founding Member, Jim Redmon, Graham Locke. Stephen Schoening, Bob Hisey/Treasurer, Tim Bartshe/Director, Ron Strawser/Secretary, Richard Dedncy, Guy Dillaway/Past President, Barbara Dillaway and myself.

Bob Hisey presented the Treasurer's Report and, although our membership is down slightly, our finances are in good shape. Bob has done a remarkable job and PSGSA is grateful.

Guy gave an outstanding presentation of Cape postal rates from 1853-1866 and then received the Grand Award for his exhibit in open competition. A truly great accomplishment considering the competition. Tim Bartshe exhibited five frames of Orange Free State Postal Cards. 1884-1900, for which he received a Gold.

Member Colin Fraser has asked PSGSA to consider staging an international meeting at the fall Mega Event in 2001. He would like to involve members from outside the U.S., as well as those in the U.S. Members interested in attending and especially exhibiting should contact me - address and e-mail listed on the officer's page.

Treasurer's Report... Bob Hisey, Treasurer For

the 1999/2000 year ending 1 July 2000

Income: Ads - \$509, Dues - \$2726, Donations - \$100 and Net Auction Proceeds - \$121.90. *Total Income* - \$3.456.90

Expenditures: Journal postage - \$1,194.49, Journal printing - \$2, 305.29, Office - \$147.90, Literature Competition Fees - \$52, Other - \$25. *Total Expenses* - \$3,724.68

Net Gain/(Loss) - (\$207.58)

As you can see, our income fell short of our expenditures by \$207.58. Our total dues income fell short of the Journal expenses by some \$750, which was roughly counterbalanced by Advertising income, a windfall \$100 donation and \$120 net auction income.

We ended the year with a cash balance of \$3.427.80, and no outstanding financial liabilities. However, the laser printer the Editor is using is quite old, and I had difficulty finding a new cartridge for it this year. The printer will have to be replaced in the near future.

Membership: We ended the year with 113 members, including 8 with life membership status.

Forecast: With unchanged dues and membership, we can expect a shortfall of about 5500-\$700US in 2000/2001 which began 1 July 2000.

Founder's Corner. . . Bill Brooks, Founder & Editor

As you reviewed the Treasurer's report above, I trust you noted the Society's projected balance position. Simply put, expenditures are outstripping revenues. Unless we see an increase in revenues, a reduction in expenses, or a combination of both, we are looking at the inevitable dues increase.

A list of options for reducing costs and/or generating additional revenues consists of the following:

Increasing dues revenues by recruiting new members - This is where each of you come in and can be of great assistance in assuring PSGSA's growth and prosperity. I am certain most of us know of other collectors who would be interested in what the Society has to offer. Why not encourage them to consider membership by contacting our Secretary or the International Representative closest to them.

Marketing the Society to the general British Commonwealth collector as well as dealers and auction firms - In past issues you have seen a recruitment appeal to fill the Director of Marketing position on your Board of Directors. In raising general collector and commercial philatelic awareness of PSGSA, increased advertising and membership fee revenues would inevitably result. All we need is for someone to step forward and take up the challenge. There will be plenty of assistance available from all of the Board members. If

interested, please contact your President as listed on the officers page.

Reinvigorating the Society's annual mail auction - Significant commission revenues can be generated through this activity. If the recent survey results in the auction being held as in the past, it is essential that more of us participate as both vendors and bidders. Our President, Alan Hanks, indicates in his message in this issue that the Rhodesia Study Circle has a very successful one. There is no reason we cannot do the same.

Reducing costs associated with the journal - Here we are talking about reducing the cost for printing and postage. At present, we are using the least costly and acceptable bond paper for *Forerunners*. The printer we currently use gives us an excellent price break. I am not certain that we could find a "better deal" with the discount he gives us. Therefore, what we are looking at is a reduction in the number of pages appearing in each issue. From the feedback I continue to receive, I do not perceive this as an option which we would look forward to or desire. However, I am open to hearing from the readership in this regard.

Increasing the number of paid advertisements appearing in each issue of the journal - If you read my "Editorial Notes" installment in this issue, I trust the point was well made regarding the need for having a journal Advertising Manager, and that someone will step forward. It is possible to increase advertising revenues to the point that we can avoid serious consideration of a dues increase and/or reduction in the size of your journal.

Reducing the number of complimentary journal copies that are distributed - At present, affiliation with the Philatelic Federation of Southern Africa and the American Philatelic Society requires that we provide a copy of each issue of our journal for their respective libraries. On a reciprocal basis, both PFSA and

APS provide a copy of each issue of their respective publications for our library. I for one would not be in favor of discontinuing our long-standing, formal relationship with both of these important organizations to save the cost of the journal copies sent to them. For my money, this would be akin to "being a pound foolish for the sake of saving an ounce".

Similarly, your society also exchanges publications with a number of our sister societies which has truly enriched our respective libraries. This reciprocal exchange arrangement, over the years, has exposed numerous collectors abroad to the value we have to offer. In the past we have had individuals from other specialist groups join PSGSA after seeing the journal. If necessary we could institute a reduced subscription rate for the other British Africa specialist societies wishing to continue receiving *Forerunners* for their libraries. However, because of the support we have received from these groups in the past, I do not think the idea would be well received within the British Africa specialty group community. In any event, I would appreciate hearing from any and all of you on this subject.

Donations - In prior years, a number of members have gone above and beyond and given donations to their society in a variety of forms, i.e., auction materials, cash, materials for the library and mint U.S. postage.

In the past, cash donations have been received on both a restricted and non-restricted basis. By restricted is meant that the benefactor has designated that his/her donation is to be used for a specific purpose. The categories for restricted use donations that have been set up by the Society in the past have been: (1) underwriting the costs of "THE Celebration of British Africa Philately" Convention at PACIFIC 97; (2) the Awards Fund for underwriting the costs of PSGSA's unique Exhibit Award; (3) the Library Fund for the purchasing of materials for the Society library; (4) the Publication Fund for underwriting the cost of future Society sponsored publications, e.g., books, monographs; and (5) the General Operating Fund for underwriting ongoing expenses of the Society as so directed by your Board of Officers. Benefactors so desiring may request that their identities remain confidential.

Perhaps now is the time to consider a "Giving campaign". Think about it.

Increasing the membership dues - This is, of course, the least appealing of all options. Although it would be the simplest and quickest way to assure balancing the books, one of the potential downsides would be losing members because of cost.

The list of options discussed above is open to expansion should any of you have additional suggestions on how the Society can raise additional revenues and/or reduce the current level of

News Of The Membership

The Honor Roll. . . This feature acknowledges Society members for notable achievements such as exhibit and literature awards (in any area). Members are encouraged to notify the Editor of their achievements.

Tim Bartshe - Gold at STAMPSHOW 2000 for "Orange Free State Postal Cards of 1884-1900", Reserve Grand, Gold and APS Medal of Excellence 1900-1940 at ROMPEX 2000 and Gold, APS Medal of Excellence 1900-1940 and the American Philatelic Congress Award for "Orange Free State Early Settings of the V.R.I. Surcharges, 1900"; **Guy Dillaway** - Grand Award at STAMPSHOW 2000 for "Cape of Good Hope Postal Rates from 1853-1866"; and **Peter van der Molen** - Large Vermeil at LONDON 2000 for "Swaziland".

Welcome Aboard. . . Listing of new members. None this publishing cycle.

Member Biographies. . . **Don Chapman/USA** - Born in Riverside, California: birthday June 13. Married to Elizabeth, the couple has four children - Simon, Eli, Alice and Laura. Don is a computer programmer by trade. He received his B.A. degree from University of California/Berkeley in 1972. Don has been collecting for nine years with a primary philatelic interest in general British Africa. His other interests include fishing, music contemporary literature and raising children. **Roald Ian Sand/Norway** - Born in Oslo, Norway; birthday March 29. Roald is married to Kirsten and has two children - Sara and Tuva. Professionally, he is an architect and received his Diploma from the University of Trondheim, Norwegian Technical University. Roald has been collecting 25 years with a primary interest in the used stamps of the Union, mint booklets, varieties, postage dues on cover including tax marks and used stamps of OVS/ORC and CGH. As an Airport Planner for the new Oslo Airport - Gardermoen, a family with small children and a house undergoing constant refurbishment, Roald says there is little time left for philately. However, he does find quite a bit of time reading philatelic literature. **Piet Mulder/The Netherlands** - Born in Nibbixwoud, Netherlands; birthday falls on June 29. Piet received his degree in Economics from the University of Amsterdam. He is professionally employed in the banking industry. His primary philatelic interests include small town postmarks whether on stamp, piece or cover, from Transvaal, Orange Free State, Natal, Cape of Good Hope and the Union up through 1930. Piet's other pastimes include playing soccer, going to concerts and listening to classical music. He also wrote that for some six years he did an auditing job for the bank he is now employed by. This took him to places all over the world - Far and Middle East, USA, Canada and Latin America. Several vacations have included visits to South Africa.

Society Publications Program

Through this activity. PSGSA provides assistance in the development and 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 (PPC). Inquiries, submission of drafts, etc., are to be made to Peter Thy, PPC Chair, P.O. Box 73112, Davis, CA 95616 USA, [e-Mail: thyCjade.ucdavis.ed](mailto:thyCjade.ucdavis.ed)

Works In Progress

"To research in isolation with a view towards publication is akin to reinventing the wheel." - the late Alec Page, FRPSL
Researchers/authors are encouraged to "advertise" for collaborators and/or additional information through this feature. If you are researching an area and have 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 three consecutive issues (and may be renewed if written confirmation is received). The alpha-numeric following an entry identifies the last issue in which it appears.

No new "Works" have been received this publishing cycle.

Society Translation Service

The following members have volunteered to provide translations:

Afrikaans and German to English - Bob Hisey. 7337 Sparta Road, Sebring, FL 33872, [e-mail: bobhisey@strato.net](mailto:bobhisey@strato.net)

Afrikaans and German to English - Dr. H.U. "Ulli" Bantz, P.O. Box 6913, Westgate 1734, South Africa, [e-mail: ulib@d.mweb.co.za](mailto:ulib@d.mweb.co.za)

If there are other members out there who would like to volunteer for this service, please contact the Editor.

Support YOUR Society - Become Involved

* Recruit a new member or two

* Write something for the journal

* Volunteer to be our Advertising Manager

Serve on your Board as Director of Marketing

Contact the Editor or any Board member if interested.

The International Scene

Editorial Note: "The International Scene" includes newsy bits and pieces from a variety of sources. Although some entries will not focus upon our specific greater southern Africa areas, they will have a generic appeal to the collector. Readers are encouraged to contribute small items appearing in the philatelic press in their geographic areas.

Washington Post kills its stamp hobby column. . . This headline appeared in the October 18, 1999 issue of *Linn's Stamp News* and was written by Rob Haesler. Sad but true, stamp columns in major newspapers are going the way of stamp shops. Mr. Haesler's article reads as follows:

"The *Washington Post* published its last stamp column Sept. 10, joining the ranks of other major dailies in the United States that have eliminated the once-popular hobby feature.

Written by Bill McAllister. The *Post's* stamp and coin column appeared every other Friday in *Weekend*, a pull-out tabloid section offering movie reviews and stories of upcoming events. He said that he was told that *Weekend* wanted to run more restaurant reviews

McAllister is *Linn's* Washington correspondent. He recently left his position as a national reporter for *The Post* to become the *Denver Post's* bureau chief in Washington.

The death of McAllister's column follows a nationwide trend among newspapers to create features that attract a younger audience. The decision leaves American readers without a stamp column in any newspaper with a daily circulation exceeding 500,000. The largest paper below that figure appears to be the *St. Louis Post-Dispatch*, which carries a Sunday stamp column by Peter Rexford.

McAllister's column debuted in 1987 and appeared with weekly frequency until it was made biweekly in 1996. At the time, Leonard Downie Jr., executive editor of *The Post*, explained that the paper needed the space to serve the needs of other readers.

In 1989, *The New York Times* killed its stamp column written by night foreign editor, Barth Healey, on the pretext of saving newsprint.

Both Healey and McAllister were recipients of the David Lidman award, named for the editor and stamp writer at *The New York Times* and presented by the American Philatelic Society for excellence in writing about philatelic affairs outside the hobby.

In his farewell column Sept. 10, McAllister cast a backward glance at what he called 'a wonderful 12-year odyssey with some of the most delightful and kind people who read this newspaper. . . Since I began. U.S. stamps and coins have undergone dramatic changes. Not only did the subjects change. but so have their format. Blame it all on Elvis. The

controversial 1993 release of the 29c commemorative honoring Elvis. . . literally shook the public's perception of who should be on a stamp. After it was released on a rainy night at Graceland, the public demanded - and got - more contemporary stamp subjects. The often obscure political figures of (an earlier era) - the 'dead heads' as some postal figures called them - were out."

Stamps of 1998 total new record of 14,597... Each year the "stamp mills" of a variety of countries have been increasing their production of what some refer to as "wallpaper". Thematic topics, e.g., sports and entertainment figures, are the marketing cornerstones of unethical production to fleece the unsuspecting collector. Excerpting numbers from pages 32 and 33 of the January 24, 2000, *Linn's*, the following new issue production figures (in rank order, totals include both stamps and souvenir sheets) are provided for the countries falling within the scope of the Society: *Lesotho* - 214, *Zambia* - 155, *South Africa* - 114, *Namibia* - 48, *Zimbabwe* - 20, *Botswana* - 18, *Malawi* - 17 and *Swaziland* - 8.

Most of us started out as worldwide collectors. If one were to consider doing so now, the new issue (including souvenir sheets) face value cost for 1998 comes to \$7.281.50US!

International FIP Shows for 2001. . . June 9-17, BELGICA 01 - Brussels, Belgium; July 30-August 5. PHILANIPPON 01 - Tokyo. Japan; September 14-23, ARMENIA 01, Yerevan, Armenia; October 16-21, HAFNIA 01 - Copenhagen, Denmark.

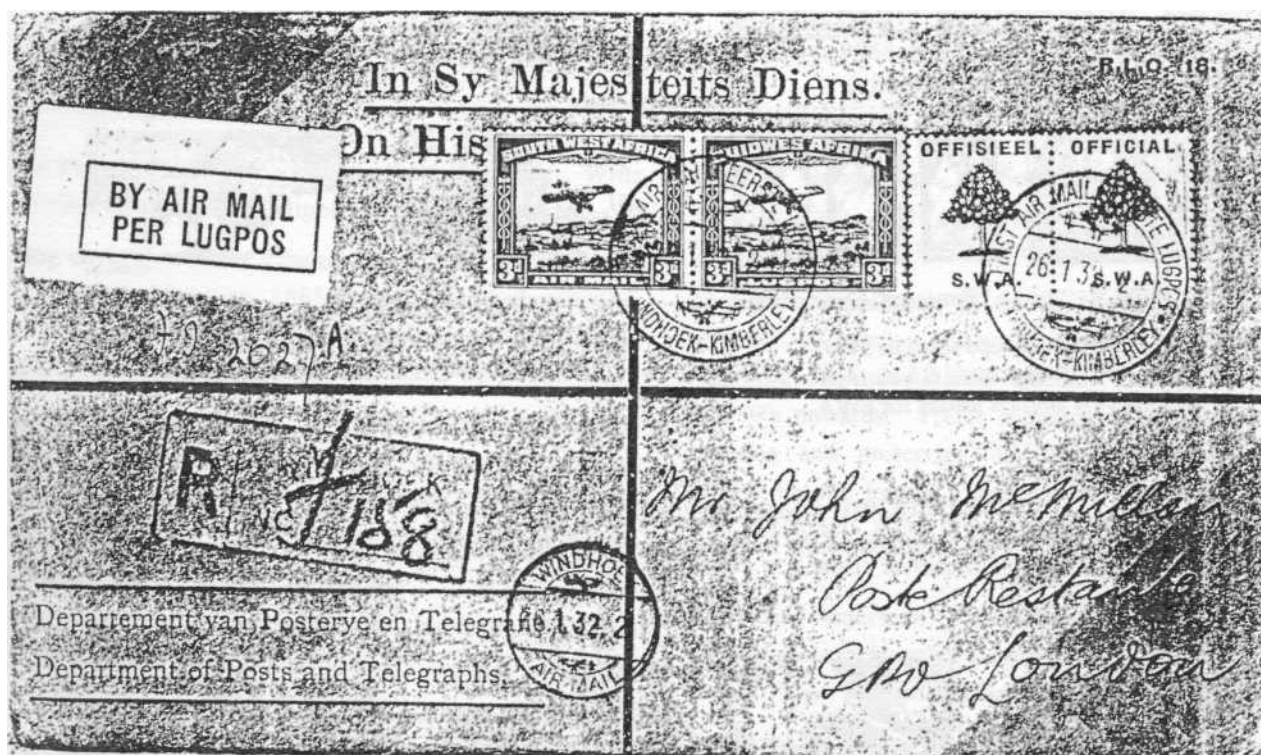
Luxury firm buys Phillips... As reported in *Linn's*, LVMH, a luxury goods company based in Paris, has purchased the international fine art and stamp auctioneer of London. Any number of us are familiar with Phillips and its production of excellent catalogs for their stamp offerings. Although financial details were not available at the time of sale, LVMH paid in excess of £70 million for the firm.

Phillips ranks third behind Christie's and Sotheby's. All three now have non-British owners. Phillips itself, holds more than 800 auctions a year and employs approximately 550 people.

Founded in 1796, Phillips had global hammer sales in 1999 of £140 million and maintains a network of 21 salesrooms in trade capitals as London, New York. Sydney and Zurich. The stamp division's Manhattan auction office in late 1997.

Illustration. Acrophilately page from PSGSA's one-frame exhibit prepared for "THE Celebration of British Africa Philately" Convention at PACIFIC 97.

SOUTH AFRICAN AEROPHILATELY DOUBLE CRASH FLIGHT

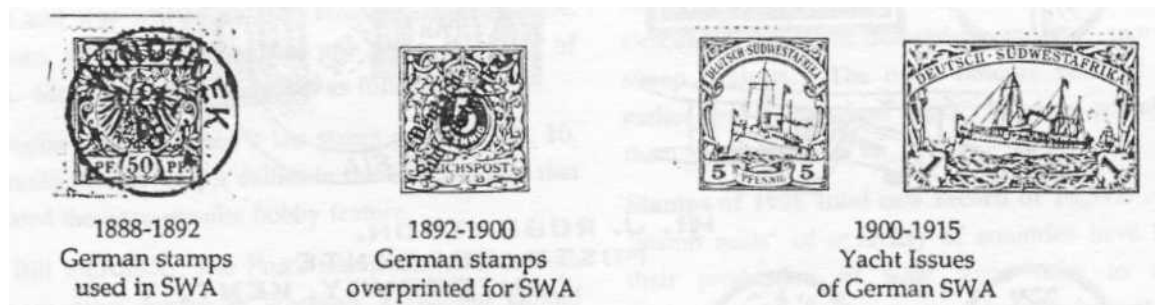


On January 29, 1932, the Imperial Airways aircraft "City of Basra," on flight from South Africa to England, hit an ant hill and was damaged on take-off from Salisbury, Southern Rhodesia. The mail was picked up by the "City of Delhi," which met a violent storm and was forced down in a bog 55 miles from Broken Hill, Northern Rhodesia. Shown are an Imperial Airways cover from Salisbury and an official cover for South West Africa from this "double crash" flight.

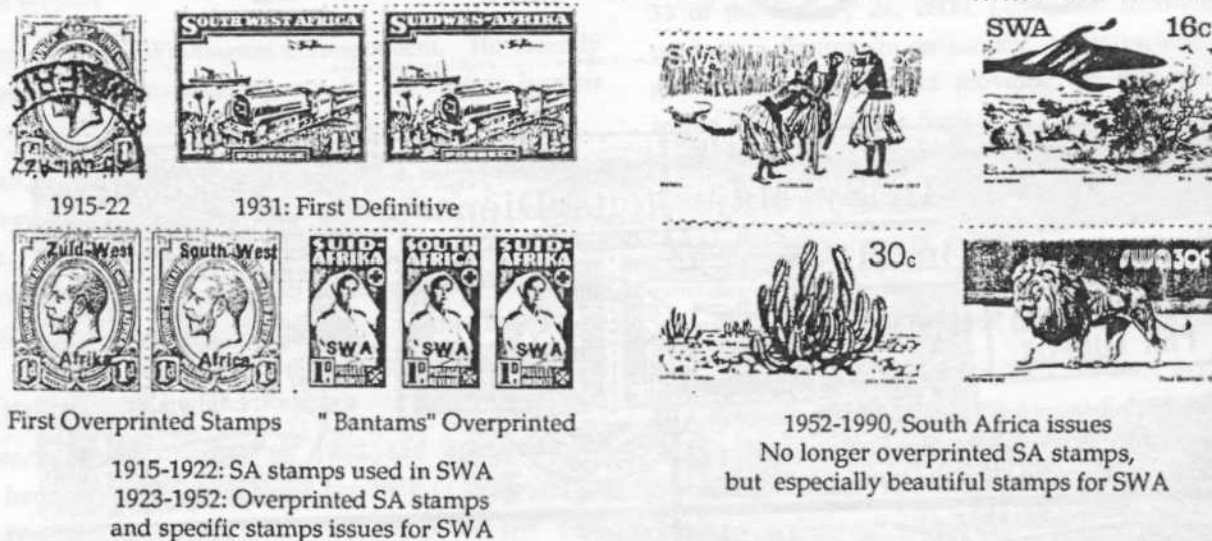
Illustration. South West Africa/Namibia page from PSGSA's one-frame exhibit prepared for "TILE Celebration of British Africa Philately" Convention.

SOUTH WEST AFRICA (SWA)/ NAMIBIA

German Colony, 1884-1915



South African Administration, 1915- 1990



Independent Namibia, March 21, 1990 (from 1920, mandate by the League of Nations/United Nations)



The Marketplace

Member adlets for buying/selling/trading are free and run for three consecutive issues and then removed. Members desiring to continue the run of their ad for another twelve-month period must so notify the Editor to the effect in writing. PLEASE NOTE THAT THERE IS A 20% RATE DISCOUNT FOR COMMERCIAL ADVERTISERS WHO REQUEST TO PLACE THEIR AD FOR AT LEAST A TWO-YEAR PERIOD. The discounted per year rate is shown in parenthesis.

Ad Placement Guidelines:

Commercial Ad Rate Schedule

• Brief ads are free to NON-DEALER MEMBERS and are run *Premium Position* (inside front, inside/outside back cover pages): for three consecutive issues.

- Small word ads may be run by individuals who are not Society members. The cost is \$1US per column line.
- Payment for an ad must be received prior to appearance in "The Marketplace".

Ad Payment Options:

• US\$ bank draft in dollars payable to "PSGSA"

*£Sterling cheques at current exchange rate as published by major bank in local area **WITH "PAYEE" LEFT BLANK.**

- Sterling, Rands or Dmark currencies at current exchange rates sent via registered mail.

1/2 page: single issue - \$45, annual - \$120 (\$96) full

page: single issue - \$75, annual - \$200 (\$160) *Non-premium Position:*

1/8 page: single issue - \$10, annual - \$25 (\$20) 1/4

page: single issue - \$15, annual - \$40 (\$32) 1/3

page: single issue - \$20, annual - \$55 (\$44) 1/2

page: single issue - \$30, annual - \$75 (\$60) full

page: single issue - \$45, annual - \$120 (\$96)

Small non-member word ad \$1 per column line (approximately 50 characters).

Send payment only to: Bob Hisey, Treasurer, 7227 Sparta Road, Sebring, FL 33872 USA.

Send camera ready ad copy to: Bill Brooks, Editor, P.O. Box 4158, Cucamonga, CA 91729-4158 USA.

Adlets

Join the Philatelic Federation of Southern Africa. . . Write to Post Office Box 412505, Craighall 2024, South Africa.

Mafeking covers. . . Want to purchase or trade for covers, to from, or through Mafeking, 1885-present. Send photocopies, prices or trade want list to Frederick Lawrence, Ph.D., FRPSL, 5016 South Kenneth Place, Tempe, AZ 85282 USA.

US trading partners sought. . . I collect used USA stamps and would like to exchange stamps of southern Africa countries for them on a stamp-for-stamp basis. Write to Anton P. Roux, P. O. Box 427, Newlands, Pretoria 0049, South Africa

South West Africa postal stationery. . . I am seeking

pre-1969 items. Please send offers to: Jan Stolk, P.O. Box 33223, EE Rotterdam, Netherlands.

Join the Team... Your Board is seeking a volunteer to serve as the society's Director/Marketing. You will have a wonderful team to work with and not be left up to your own devices. Contact: Alan J. Hanks, President, 34 Seaton Dr., Aurora, Ontario L4G 2K1, Canada, e-mail a.hanks@aci.on.ca

Journal Advertising Manager sought... YOUR society urgently needs a member to take over activities in this area. Anyone volunteering will receive assistance as needed. Prior advertising management experience not essential-just a strong desire. Contact: Bill Brooks, Editor, Box 4158, Cucamonga, CA 91729-4158 USA - [e-mail: b Brooks@dpss.co.san-bernardino.ca.us](mailto:b Brooks@dpss.co.san-bernardino.ca.us)

Cape of Good Hope. . . Seeking VOC embossed revenues from the Cape. Send offers to Robert F. Taylor, 674 Chelsea Dr., Sanford, NC 27330-8587 or [e-mail: rtaylor@wave-net.net](mailto:rtaylor@wave-net.net)

22-year accumulation of South Africa commercial covers offered... Container full which would be of particular interest regarding RSA postmarks, machine cancels, etc., from the mid-70's onwards. Prefer someone interested in classifying, studying and preserving the material; perhaps even write articles for the journal. Just pay for the shipping. Contact: D.G. Mordant, P.O. Box 21161, Helderkruijn 1733, South Africa or [e-mail: farmfeed@global.co.za](mailto:farmfeed@global.co.za)

Join the American Philatelic Society. . . Membership application and benefits information: APS, P.O. Box 8000, State College, PA 16803 USA.

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

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