



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

Journal Of The Philatelic Society For Greater Southern Africa

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

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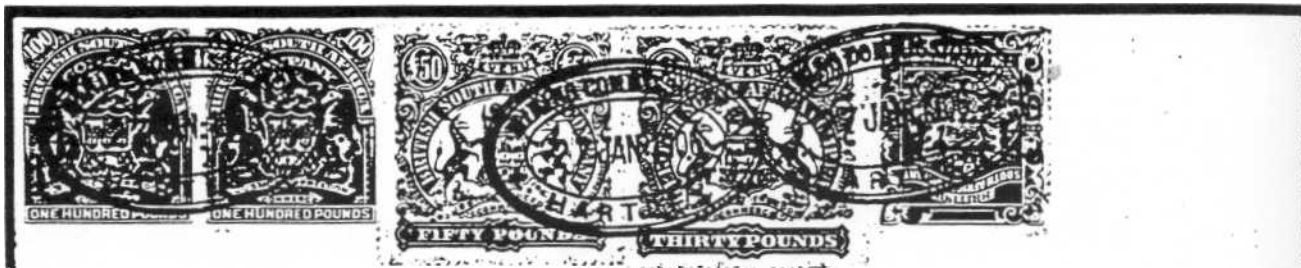
## Nyasaland Revisited

### Other Highlights of This Issue

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- \* Questions & Answers      \* Unanswered Challenges      \* Bits & Pieces
- \* A Favorite Philatelic Item      \* Aerophilately      \* The Bechuanalands      \* The Boer Republics
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## Question & Answer Panel

The following members are available to answer written questions in their designated areas of expertise. This service is available to members and non-members alike. A more detailed description of the Panel and how it operates is printed in the "Question & Answer" section. Members desiring to serve on the Panel are to contact the Panel Chair. *For areas not listed below, please forward your questions to the Panel Chair.*

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## The Market Place

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Vol. XV, No. 1, Whole #41, Jul/Oct '01

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 SESCAL 95, CAPEX 96, WAPEX 93, HAFNIA 94, and Silver-Bronze at ESPAMER 96, SINGAPORE 95 and PHILAKOREA 94  
ISSN 1076-2612

## FEATURE ARTICLES

**Nyasaland Revisited International Encyclopedia of Stamps, UK** This is the fifth excerpt from this excellent general reference work, serially published during the 1970's. This former British protectorate issued distinctive stamps from 1908 until the end of 1963 when it achieved full independence in 1964, becoming modern-day Malawi. Prior to 1908, stamps of British Central Africa were overprinted "NYASALAND". The beginnings of European influence go back to the 17th century. Now read the rest of the story ...3

**Colonial Post and Telegraph Diary of the Cape of Good Hope: Part I Franco Frescura, South Africa** Taken from official sources and archival records, the author takes us on the first of several journeys over time. This first instalment covers the period from July 1501 to April 1806. Early messages were left in an old shoe hanging from a tree. Then came the use of the inscribed postal stone and buried letters ...6

## 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.



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PSGSA's scope of coverage includes: Anglo-Boer War, the Bechuanaland, British Central Africa, Cape of Good Hope, Griqualand West/East, the Homelands, the Interprovisional Period, Lesotho, Namibia, Natal, New Republic, the Nyasaland, 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 at address 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) \$US, Rands, Sterling or Dmark currency, **sent via registered mail**, using current exchange rates at local major bank. Membership fees are to be mailed directly to the Society Treasurer, Robert W. Hisey, 7227 Sparta Road, Sebring, FL 33872, [e-mail: bobhisey@strato.net](mailto:bobhisey@strato.net).

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

## Editorial Notes

Bill Brooks, Editor & Founder

**Your journal to downsize. . .** In "Society Affairs" you will read about our projected financial status, due mostly to significant increases in US postal rates - especially at the worldwide surface (sea mail) class level. In those cases, the rate increases are at least double, if not more.

As with most specialty groups, the bulk of expenses involve the printing and postage costs for a group's primary publication. Therefore, unless we want to raise the annual dues (which we do not), the only recourse is to reduce the size of *Forerunners*. In addition, the number of copies printed per issue run will, of necessity, have to be reduced.

For the past several years, the journal's average number of pages per issue has been 64, cover-to-cover. Immediately, beginning with this issue, the cover-to-cover number of pages will not exceed 48. This translates to a 25% reduction in the number of pages available for the printed word. As your Editor, I wrestled with how it was that I would be able to accommodate the need to reduce the number of pages by 25%, and yet not take away from the core content that is of interest to the readers. The following is a presentation of the editorial policy strategy that I have chosen to employ under the circumstances.

**Identifying The Boilerplate** - Here I am talking about what pages, sections, etc., that are essential and/or mandatory. First of all there are the: (1) outside/inside (paid advertisement) front cover page, (2) the outside (paid advertisement)/inside back cover page (advertising rate schedule and member ads), (3) officer's page, (4) contents page and (5) two additional pages of paid advertisements. These boilerplate pages come to a total of 8 pages for the Jul/Oct issue, leaving 40 pages for all of the rest of the content. For the Nov/Feb and Mar/Jun issues, the officer's page will not appear. The Jul/Oct issue is the first

the three issues per volume. Anyone joining the Society, no matter at what point during the Society's program year, they do receive all three issues for the year that they join. Therefore, it would appear redundant to have the officer's page appear in all three issues of each Volume. This means that the boilerplate pages will only take up 7 pages in the Nov/Feb and Mar/Jun issues, leaving 41 pages available for content.

**Prioritizing Content Per Issue** - Now that we know that we have 40 to 41 pages available, depending upon the issue, how was it that I was to decide what is to fill those pages. *First*, what I decided was to enter all of the specialty column installments received for an issue. *Second*, one or two feature articles would be entered next, rather than the standard three. *Third*, the "Society Affairs" department. *Fourth* would come the editorial page.

Once the boilerplate specialty column installments, feature articles, "Society Affairs" and editorial pages are entered, we are left with the following departments/sections which have previously appeared in each issue of your journal: "Bits & Pieces", "...And Other Stories", "Questions & Answers", "Unanswered Challenges" and "The International Scene".

Depending upon the number of remaining available pages, I will begin first by entering "Questions & Answers" and "Unanswered Challenges", and then see how many pages we have left. If there is still space available, entering of "Bits & Pieces" will follow. [Items which use to fall within the "...And Other Stories" category will now be considered for "Bits"]. Arbitrarily, I have decided that "The International Scene" is a luxury we can no longer afford. I do not anticipate that this decision will upset anyone in that there has never been any feedback either way as to the merits and/or reader interest level concerning this section.

### Journal to be sent by bulk mail for remailing...

Arrangements have been made to reduce postage costs for journal copies sent to members in Africa and Europe. Issues air mailed to members in these areas will first be sent via bulk mail in US Postal Service "M-bags". The two members who have graciously volunteered to receive the bulk mailings, and then re-mail the journal copies to individual members are: Africa - Brian Dennis, Europe - Jan Stolk. Thank you both! The upside of this arrangement is a significant postage cost avoidance. The downside, regrettably, is an increase in the amount of time it will take for members in Europe and Africa to receive their copies of the journal.

**Journal survey - Your input needed...** Enclosed with this issue is a membership survey form. Your responses will assist Peter and I in determining the future content of *Forerunners*. PLEASE TAKE A FEW MOMENTS TO COMPLETE AND RETURN THE SURVEY AT YOUR EARLIEST CONVENIENCE.

### Please note Editor's e-mail address change -

[bbrooks@hss.sbcounty.gov](mailto:bbrooks@hss.sbcounty.gov).

**Happy Holidays.** . . Peter and I wish to extend the very best to you and yours for this coming holiday season.

**Thanks** for returning those covers and pieces.

## FEATURE ARTICLES

Receipt of articles 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.

## Nyasaland Revisited

*Editorial Note: This is the fifth excerpt from an excellent general reference publication (IPC Magazines, Ltd., UK) which appeared in the early 1970's. Previous installments in this "revisited" series included South Africa (Whole #37), Swaziland (Whole #38), South West Africa (Whole #39) and Basutoland (Whole #40). Because of the IPC publication period, the readers should be aware of historical changes since the original writing, as well as increases from the referenced catalog values. This excerpt covering Nyasaland was extracted from Vol. V, No. 59, pages 1407-1409.*

Former British protectorate in Central Africa, now the independent Republic of Malawi. Nyasaland issued distinctive stamps from 1908 until 1954, when it became part of the Central African Federation, and again at the end of 1963, immediately before independence.

The country is bordered by Mozambique, Zambia and Tanzania and much of the eastern boundary is formed by Lake Malawi, formerly Lake Nyasa. It was opened up to European influence first by the Portuguese in the 17<sup>th</sup> century, and subsequently by Scottish missionaries. British influence dates from the late 19<sup>th</sup> century when the government intervened following clashes between the Christian missionaries and Arab slave traders in the area.

Conventions with Germany and Portugal in 1890 and 1891, respectively, established British control over Central Africa and a protectorate was formally proclaimed early in 1892. The name British Central Africa had been adopted unofficially as early as April 1891 and in that year a postal administration was set up with offices at Port Herald and Chiromo.

Stamps of British Central Africa were used in the protectorate from then until 1908, when stamps inscribed "NYASALAND" were introduced. The country's name was changed to the Nyasaland Protectorate on July 6, 1907. Therefore, a new

definitive series bearing this name was produced and released on July 22, 1908.

The central feature of the two designs, which showed King Edward VII's profile, was the same as that used on the obsolete British Central Africa series, but new and rather elaborate frames were produced. The series consisted of 1d, 2d, 4, and 6d, 1s, 2s6d, 4s, 10s, 1£ and 10£ values. The 1s value was released on single Crown CA paper, but all the other denominations from ½d to £10 were typographed on Multiple Crown CA paper. The ½d denomination, previously found only on printed postcards, was released as an adhesive stamp.

The designs were retained for the series portraying King George George V, released on July 1, 1913. This series consisted of the same denominations as before with an additional 2½d to meet the uniform imperial postal rates. A 3d stamp was added the following year. The higher values, from 2s6d to £1, were not released until 1918. The series was re-issued in 1921 on the Multiple Script CA paper, and as 1½d value was added at the same time.

Waterlow and Sons secured a contract to produce a new definitive series for Nyasaland in 1934 and a series was recess-printed in denominations of ½d, 1d, 1½d, 2d, 3d, 6d, 9d and 1s. The design featured a profile of the King and the

and 1s. The design featured a profile of the King and the protectorate's emblem - a leopard poised on a rock with the sunrise in the background. A 4d stamp was added to the series in 1935.

Nyasaland took part in the omnibus issues released both before and immediately after World War II, and these included sets for King George V's silver jubilee in May 1935, King George VI's coronation in May 1937 and Victory in December 1946. Also, the royal silver wedding in December 1948, the 75th anniversary of the Universal Postal Union in November 1949 and Queen Elizabeth II's coronation in June 1953.

Following King George VI's accession in December 1936, the same stamp designs were used, but with the new King's portrait substituted. Bradbury Wilkinson recess-printed the t/d, 1d, 2d, 3d, 4d, 6d, 9d and 1s values while De La Rue typographed the 2s, 2s6d, 5s, 10s and £1 denominations. Increased postal rates in 1942 led to a change of colors for the four lower denominations. The stamps were printed on Multiple Script CA paper, except for the top value which was issued with the Multiple Crown CA watermark.

Nyasaland's first pictorial series appeared on September 1, 1945, recess-printed in two colors by Bradbury Wilkinson. The 1/2d and 1s stamps featured a native punt on Lake Nyasa. The 1d value originally portrayed an askari of the King's African Rifles, but this design was replaced two years later by one showing the leopard and the protectorate's sunrise emblem.

The 1/2d and 9d stamps showed a typical tea estate with the Mlanje mountain in the background. A map of the country was shown on the 2d, 1s and 10s values, with the coat of arms inset at the right. A field of tobacco plants was shown on the 4d and 2s6d stamps. Nyasaland's coat of arms and the King's portrait appeared on the 5s and 20s stamp denominations.

The country's first distinctive commemorative series appeared on May 15, 1951, to celebrate the protectorate's diamond jubilee. The common design of the 2d, 3d, 6d and 5s showed a recent portrait of the King flanked by the coats of arms of British Central Africa and the Nyasaland Protectorate. The stamps were recess-printed by Bradbury Wilkinson on Multiple Script CA paper. Nyasaland released a 6d stamp on May 30, 1953 to mark the Cecil Rhodes Exhibition. The stamp, which was in a design used simultaneously by Northern and Southern Rhodesia, featured the emblems of the three countries and a profile of Queen Elizabeth.

A new definitive series, with the profile of Queen Elizabeth substituted, appeared on September 1, 1953. The designs were identical to those of the Georgian series, except that the 4d stamp was replaced by a 4 1/2d denomination. A 2 1/2d value, showing cotton grading, was added to the series. Originally all denominations were perforated 12, but the 1/2d, 2d and 6d stamps were released subsequently in sheets and coils, perforated 12 by 12 1/2.

Despite strong opposition from the people of Nyasaland, the country entered a federation with the two Rhodesias in July 1953. The Central African Federation lasted for 10 years and from July 1, 1954, until the end of October 1963 stamps were inscribed "RHODESIA AND NYASALAND". Several designs

of the 1959 pictorial series were specific to Nyasaland. Tea-picking was shown on the 1d, tobacco-curing on the 1s, Lake Nyasa on the 1s3d and the Mlanje mountains on the 10s. of the 1959 pictorial series were specific to Nyasaland. Tea-picking was shown on the 1d, tobacco-curing on the 1s, Lake Nyasa on the 1s3d and the Mlanje mountains on the 10s.

The federation was dissolved in 1963 and in due course Nyasaland and Northern Rhodesias became independent countries under the names of Malawi and Zambia, respectively. While Nyasaland waited for new distinctive stamps the existing revenue series, line-engraved by Bradbury Wilkinson, was overprinted "POSTAGE". The overprint was applied to 1d, 2d, 3d, 6d, 1s, 2s6d, 5s, 10s and £1 values, and 1/2d and 9d denominations were created by surcharging the 1d and 1s stamps and printing them in different colors.

The provisional series was superseded on January 1, 1964, by a new series, designed by Victor Whiteley and printed in photogravure by Harrison and Sons. The 1 1/2d stamp showed a mother and child, while the 1d showed the chambo, a type of bream and an invaluable source of animal protein in the local diet.

The fishing industry of the great lake was represented on the 4d value and the Zebu bull on the 2d. The 3d stamp featured a groundnut, with part of the shell cut away to show the peanut inside. Tea-growing was shown on the 6d and the 1s showed cones, tree-trunks and sawn planks of the Mexican Pine. The 10s featured an Afzelia tree, known colloquially as a "pod mahogany". The 1s3d and 2s6d stamps illustrated the tobacco and cotton industries, respectively, while the 5s stamps showed a view of Lake Nyasa. The top value of the series, £1, showed a nyala, one of the larger species of antelope and one of Africa's rarest animals.

Full independence was granted on July 6, 1964, when the country was renamed Malawi.

The illustration on the next page shows a sampling of Nyasaland stamps, 1908 to 1964 as follows: 1 1908 1d showing Edward VII; 2 1947 1d recess-printed by Bradbury Wilkinson; 3 1945 3d definitive with George VI inset; 4 1942 2d definitive featuring the leopard, Nyasaland's symbol; 5 1953 1s Elizabeth II definitive showing a map of Nyasaland; 6 1964 2s6d definitive in a series featuring industries; and 7 1s revenue stamps overprinted "POSTAGE" and surcharged 9d in 1963 for use after the federation was dissolved.

### Stamp History

*1891-1895* - stamps of Rhodesia overprinted B.C.A. (British Central Africa); *1895-1907* - stamps inscribed BRITISH CENTRAL AFRICA; *1908-1930* - stamps inscribed NYASALAND PROTECTORATE; *1930-1953* - inscribed NYASALAND; *1953-1963* - country joined the Federation of Rhodesia and Nyasaland; *1963-1964* - Nyasaland stamps used; and *1964 present day* - Independent country of Malawi.

Currency: Sterling

### Collector's Items

1891 overprinted "B.C.A." £1, £50 mint, £55 used; £2, £75 mint; £5, £150 mint; £10, £300 mint; 1895 surcharge 1d on 2d,



mint; £5, £150 mint; £10, £300 mint; 1895 surcharge 1d on 2d, surcharge double, £150; 1895 £1, £120 mint; £10, £350 mint; £25, £850 mint, £650 used; 1896 £10, £700, £225 used; £25, £1,200 mint; 1898 1d internal postage stamp, normally with

postmaster's initials, without initials and center inverted, £600 mint; with another variation, £300 mint; 1903 £10, £600 mint, £450 used; 1907 2d and 4d, each £1,900; 1908 £10, £900 mint.

**Illustration.** A sampling of the stamps of Nyasaland, 1908 to 1964.



## Back Issues Available

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\*Combined as a British Africa anthology with articles from 15 specialty groups celebrating PSGSA's 10<sup>th</sup> Anniversary and honoring THE Celebration British Africa Convention at PACIFIC 97.

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# Colonial Post and Telegraph Diary of the Cape of Good Hope: Part I

(Taken from official sources and archival records)... Franco Frescura, South Africa

## 1501, July 7

In 1497, Portuguese explorer Vasco da Gama anchored in Mossel Bay and named it "*Bay of Herdsmen*". Four years later another Portuguese navigator, Joao da Nova, put into the bay and found that a message had been left for him, in an old shoe which had been left hanging from a tree, a White Milkwood, growing near the water springs. The letter was from Pedro d' Atade, a captain in the fleet of Pedro Alvares Cabran, who had passed this way on 5 March 1501. Although this method of communication was never adopted, the tree has subsequently become known in local mythology as the "Post Office Tree".

## 1601, September 9

The practice of leaving a flat rock upon the shore of Table Bay, inscribed with the names of the ship, its captain, and the dates of their visit, appears to have begun at an early stage. Although they have subsequently become known as "Post Offices Stones", their primary function was to provide a record of visit, and only some of them were used as a marker to indicate the presence of buried letters. The earliest example of a Post Office Stone was recorded on 9 September 1601 when the British vessels "*Dragon*" "*Ascension*" ; "*Gift*" and "*Susan*", homeward bound from Batavia, anchored in Table Bay. Hippon, Master of the "*Susan*", left behind a batch of letters beneath **beneath a flat stone with the following inscription: "ANTO HIPON MA OF THE HECTOR BOVN HOME JANVARI 1600 "**.

## 1607, July 16

The British sailing vessel "*Consent*" outward bound for Batavia, anchored in Table Bay, and during her stay, her crew left behind a batch of letters beneath a Post Office Stone.

## 1607, December 17

The British vessels "*Dragon*" and "*Hector*", homeward bound from Batavia, anchored in Table Bay. Hippon, now Master of the "*Dragon*", left behind a batch of letters beneath the same Post Office Stone he had used some six years earlier. This time he added the following inscription to it: "*ANT HIPON MA OF THE DRAGON 28 DECEMBER 1607*".

## 1617 January 2

The British vessels "*Dragon*" and "*Expedition*", homeward bound from Batavia, anchored in Table Bay and during their stay, left behind a batch of letters beneath a Post Office Stone. The slab, which had been especially brought out from England for this purpose, was approximately 120cm high, 75cm wide and 15cm deep, and was engraved with the British coat of arms.

## 1617, February 10

The Dutch sailing ships "*Amsterdam*" and "*Groot Sonne*", homeward bound, anchored in Table Bay, and during their stay left behind a batch of letters beneath a Post Office Stone.

## 1618, June 20

The British vessels "*Dragon*" and "*Lion*", outward bound, anchored in Table bay, and upon their departure, they left behind a batch of letters beneath a Post Office Stone inscribed as follows: "*MMP 1618 JO WDAL MAS 0 LN ARID THE 23 0 DEPD FOR SVRRAT THE JVNE & DAME WRHT GEORE PIKE MARCTS ISAC SEVENSON MR MATE ARV JUNE Ye 0 3 I LYON LETTERS 1620 "*.

## 1619, May 15

The British vessel "*Anne*", homeward bound, anchored in Table Bay, and during her stay her crew left behind a batch of letters beneath a Post Office Stone.

## 1619, November 29

The British vessel "*Bull*", outward bound, anchored in Table Bay, and during her stay her crew left behind a batch of letters beneath a Post Office Stone inscribed as follows: "*RO ADAMS COM OF THE BVL ARIVED 29 OF NOVEM & DEP THE 12 OF DE 1619 FOR BANTAM JO COCKRAM CAPE MARCH LETTERS VNDER "*.

## 1620, January 20

The British vessel "*Rose*", outward bound, anchored in Table Bay, and during her stay her crew left behind a batch of letters beneath a Post Office Stone.

## 1620, February 2

The Dutch vessel "*Goude Leeuw*", outward bound, anchored in Table Bay, and during her stay her crew left behind a batch of letters beneath a Post Office Stone.

## 1620, June 24

The British vessels "*Roebuck*", "*London*"; "*Hart*" and "*Eagle*", outward bound, anchored in Table Bay, and during her stay her crew left behind a batch of letters beneath a Post Office Stone. The "*Roebuck*" "*London*", and "*Hart*". returned on 1 February 1622 and probably left another stone.

## 1622, December 8

The British vessel "*Lesser James*", homeward bound, anchored in Table Bay and, upon her departure, her crew left behind a batch of letters beneath a Post Office Stone inscribed as follows: "*JOHN ROBERTS COMMAVNDER OF THE LESSER JAMES AR Y 9 DECEMBER DE Y 26 1622 LOVK WITH THIS LINE FOR LETERES*". This stone was added to a few days later by the crew of the "*Abegail*", a British vessel outward bound, which anchored in Table Bay on 17 December 1622. Their inscription reads as follows: "*HENRYMANCHES JAMES BVRGES M OF THE ABIGALL AR Y 17 DEPAR Y 26 OF DECEMBAR 1622*". The same stone was reused in 1627 by the crew of the "*Hart*".

## 1623, March 10

The British vessel "*Lesser James*", homeward bound from Surat, anchored in Table Bay on 10 March 1623. During her stay her crew left behind a Post Office Stone with the following inscription: "*THE LONDON ARMED THE 10 OF M HERE VRFOM SVRAT BOND FOR ENGLAND AND DEPAR THE 20 DICTO RICHARD BLYTH CAPT AINE 1622 HEARE VNDERS LOOKE FOR LETTERS*". The same stone was reused in 1629 by Dutch Sailors.

### 1623, March 19

The Danish vessel "*Christianshaven*" outward bound, anchored in Table Bay and, during her stay, her crew buried a wooden casket containing the ship's letters. They then marked the position with a wooden post giving the name of their ship.

### 1623, May 29

The British vessel "*Hart*", outward bound, anchored in Table Bay and, during her stay her crew left behind a batch of letters beneath a Post Office Stone.

### 1624, July 28

The British vessels "*Royal James*", "*Jonas*", "*Star*" "*Spy*" and "*Scout*", outward bound, anchored in Table Bay and, during their stay, left behind a batch of letters beneath a Post Office Stone.

### 1627, July 7

The British vessel "*Hart*", outward bound, anchored in Table Bay and, during her stay her crew left behind a batch of letters, reusing the Post Office Stone originally engraved by the crew of the "*Lesser James*" on 8 December, and by the crew of the "*glzil*" on 17 December 1622. Their inscription, is largely illegible, reads partly as follows: "*M R ARIVED LY DEPARTED DIT FOR SARA T 27*".

### 1628, May 29

The British vessel "*William*", homeward bound, anchored in Table Bay and, during her stay her crew left behind a batch of letters beneath a Post Office Stone.

### 1629, September 3

The British vessel "*William*", homeward bound, anchored in Table Bay and, during her stay her crew left behind a batch of letters beneath a Post Office Stone.

### 1631

The Khoikhoi chief, *Autsbumato*, known subsequently to foreign visitors variously as *Hadab*, *Hada*, *Adda*, *Haddot* and, after 1652, as *Harry*, was befriended by the British and taken by them to the Javanese port of Bantam. During the journey he gained a broad knowledge of English, and after his return to the Cape early in 1632, he and some thirty of his followers were transported, at their own request, to Robben Island. There he was employed by the British as an agent, liaising on their behalf with other Khoi groups on the mainland, and keeping mail in his possession until collected by the next ship. Consequently, he must be regarded to be South Africa's first resident postmaster. By 1638 records indicate that a second Khoikhoi, known as Isaac, had also learned to speak English, and that sometime later he was taken by the Dutch to Batavia.

He was returned to the bay in 1642, the Dutch no doubt intending to employ him as their own agent. He probably died in 1646. *Autshumato* and his people left Robben Island sometime in the early 1640s, and after 1652 he was installed by the Dutch as their chief translator. However, on 19 October 1853, while the Dutch were attending church, *Autshumato* absconded with most of their cattle. Eventually the herd was captured by a rival Khoikhoi group, the Goringhaiqua, and in June 1655 *Autshumato* returned to the Dutch, managing to persuade them that the theft had been perpetrated by the Goringhaiqua, who now held the cattle. The Dutch believed him and reinstated him as their chief translator. *Autshumato* then proceeded to amass a large herd of cattle and sheep, largely at the expense of his employers. As a result, in June 1658, he was arrested and banished to Robben Island, while his herds were confiscated. In December 1659 he managed to return back to the mainland, escaping in a leaky rowboat, and went into exile among his own people, where he died in 1663.

### 1631, May 29

The British vessels "*Palsgrave*" and "*London*", outward bound, anchored in Table Bay and, during their stay, left behind a batch of letters beneath a Post Office Stone.

### 1631, July 13

The British vessel "*Discovery*", homeward bound, anchored in Table Bay and, during their stay, left behind a batch of letters beneath a Post Office Stone.

### 1632, January

Captain Weddell, probably of the British vessel "*Charles*", anchored in Table bay and, upon his departure, left behind on Robben Island a batch of letters in the keeping of the Khoikhoi chief *Autshumato*.

### 1632, April 2

The earliest recorded Post Office Stone inscribed in Dutch was left behind when the Dutch sailing ships "*Nassau*", "*Nim-megen*", "*Wesel*" and "*Galyas*", homeward bound from Batavia, anchored in Table Bay. It bore the following inscription: "*HIER ONDER LEGGEN BRIEVEN VAND COMAND DV LEE EN VICE COMD P.CR000K MET DE SCHEPEN NASSAU FRE HEDRIK NIMMEGEN WESEL EN DE GASIAS.ALHIER DEN 9 APRIL 1632 VAN BATFAVIA GEARTVEERT VIR OCKEN DEN 15 DITTO*".

### 1632, April 3

The Dutch vessels "*Nassow*", "*Fredrick Hendrick*" "*Nimmegen*", "*Wesel*" and "*Galyas*", outward bound, anchored in Table Bay and, during their stay, left behind a batch of letters beneath a Post Office Stone.

### 1632, May 15

British seamen from the vessel "*Pearl*" landed in Table Bay where they were met by the Khoikhoi chief *Austhumato*. He delivered a batch of letters to them which had been left in his safekeeping by the crew of the "*London*" some time previously.

### 1632, November 12

The British vessel "*Blessing*", homeward bound, anchored in Table Bay and during her stay, her crew collected the mail which had been left by the "*Charles*" on the Robben Island in the keeping of the Khoikhoi chief *Autshumato*, in about January 1632.

1634, April 7

The Dutch vessels "*Wassenaer*", "*Banda*" and "*Egmont*", outward bound, anchored in Table Bay and, during their stay, they left behind a batch of letters beneath a Post Office Stone inscribed as follows: "*BANDA WASSENAER END EGMON T SYN DEN XI APRIL VERTROCKE SOECKT BRIEF*".

1634, May 13

The British vessel "*Mary*", homeward bound, anchored in Table Bay and during her stay her crew left behind a batch of letters on Robben Island in keeping of the Khoikhoi chief *Autshumato*.

1634, June 4

The British vessel "*Coaster*", outward bound, anchored in Table Bay and during her stay her crew collected two batches of mail which had previously been left behind on Robben Island, in the keeping of the Khoikhoi chief *Autshumato*.

1635, April

The British vessels "*Jonas*", homeward bound, anchored in Table Bay and, upon her departure, her crew left behind a batch of letters beneath a Post Office Stone.

1638, February 18

Dutch vessels including, among others, the "*Wezel*", "*Haarlem*", "*Middelburg*" and "*Nassau*", outward bound, anchored in Table Bay. Upon their arrival they collected mail which had previously been left behind on Robben Island, in the keeping of the Khoikhoi chief *Autshumato*. Having found him to be reliable, upon their departure they left their mail with him. This was collected on 18 March by the '*Amsterdam*'. However, they also marked their visit with an engraved stone which they left on the mainland.

1639, May 6

The British vessel, "*Mary*", homeward bound, anchored in Table Bay and her crew collected mail which had previously been left behind on Robben Island in the keeping of the Khoikhoi chief *Autshumato*.

1646, February 27

Dutch vessels, including, among others, the "*Tiger*", "*Walvisch*", "*Vrede*" and "*Zutphen*", homeward bound, anchored in Table Bay. Upon their arrival the Chief Mate of the "*Zutphen*" was sent ashore to collect the "Dutch" mail from Isaac. This Isaac refused to hand over until the next day, when he could make the delivery in person to the Captain of the "*Zutphen*" aboard his ship. Upon their departure the Dutch left a consignment of letters with Isaac.

1693

fell under the jurisdiction of local magistrates, or *Landdrosts*, and were expected to act as subordinate magistrates, with authority over a sub-division of the magisterial district. They also acted as an important communication link between the Colonial administration in Cape Town and the outlying districts, and their duties included the transmission of government notices, dispatches and official letters. In time they also came to include the collection and delivery of private mails. By the time of the first British occupation of the Cape in 1795, these officials had become known as *Field-Cornets*.

1788

The Cape's Council of Policy was instructed by the Directors of the Dutch East India company (VoC) in Holland to investigate the possibility of establishing a postal service linking the colony to the Cape.

1789, December 28

The Council of Policy, under Governor Cornelius Jacob van de Graaff, resolved to establish a *post comptoir* for the Cape.

1792, March 2

Adriaan Vincent Bergh was appointed the Cape's first official postmaster under Acting Governor Johan Isaac Rhenius. His office was located in the Leerdam Bastion of Cape Town Castle. Each letter arriving at the Cape had to be paid for upon collection.

1803, June 13

A monthly mail service, connecting Cape Town to Algoa Bay, was established.

1803, June 24

The Dragoon Postal Service, connecting Cape Town to Simonstown daily, was established. This was a military service which operated primarily in the winter months, when ships of the VoC anchored in the safer waters of False Bay.

1803, November 2

A weekly postal route, connecting Cape Town to Stellenbosch, was established. At first, mail was carried by relays of Khoikhoi runners, but these were eventually replaced by post wagons.

1806, January 10

The Dutch garrison at the Cape surrenders to a British expeditionary force, and the colony moves permanently into British control.

1806, April 1

First official mail service linking Cape Town to Simonstown established. Mail was carried thrice weekly by relays of Khoikhoi runners. Payment for postage could only be made in Cape Town, and consequently letters from outlying districts could only be paid for upon collection.

*Continued in Part II next issue..*



# THE FORERUNNERS FORUM

## Dialogues & Updates

*This feature provides readers with the opportunity to share their reactions to written materials appearing in this journal. Updates to published information is also encouraged. Comments are to be sent to the Editor. A copy of the comments will then be sent to the original author for a response before publication herein. Corrections from authors also appear here. No entries were received this publication period.*

\* \* \*

## 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 you 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.

If interested in serving on the Panel, please contact the Panel Chair, Dr. Frederick Lawrence, RPSL, 5016 South Kenneth Place, Tempe, AZ 85282 USA; or e-mail him at: ieconsulting@earthlink.net.

*No questions & answers were received this publication cycle. \**

\* \*

## 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:** Does anyone have a non-philatelic use of the Bophuthatswana inland and overseas aerogrammes that were issued in 1977? - Will Ross/USA

**Challenge #2:** 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 #3.** 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

*This feature provides readers with the opportunity to present information in a short order format. If you have an interesting cancel, rarity, cover, cachet, etc., please provide some detailed, descriptive information in these cases. "Bits" also presents short entries which do not fit the feature article mold. Items of an anecdotal nature are especially invited.*

All collectors appreciate a challenge every now and then to "get our juices flowing". I know that I do. Therefore, in the archives, I ran across a short piece in the March 13, 1995 issue of *Linn's Stamp News*, appearing on pages 38-39. It is titled "Stamps of Transvaal offer plenty of challenge", and was written by John D. Apfelbaum. I hope you will enjoy it as much as I did.

"Transvaal, while among the most fascinating areas in philately, is not for the faint of heart.

Figure 1 shows one of the local printings of the 6-penny value of the first Coat of Arms design, produced during the early to mid-1870s. These were printed in many different varieties and reprinted and forged to boot.



**Figure 1.** The 6penny value from the first South African Republic Coat of Arms issue.

This first stamp design featuring the coat of arms of the South African Republic (as Transvaal was first called) was employed by no fewer than five different printers: Otto, Viljoen, Borrius, Davis and the Stamp Commission. The result is a potentially bewildering blizzard of paper types, color shades and perforation varieties.

As if that were not enough to give many collectors pause, there is a plethora of Transvaal reprints and forgeries produced by the likes of the Spiro Brothers, Fournier, Goldner and even the original printer, Adolph Otto.

"But where did it all begin?

"The South African Republic of Transvaal came into being following the Great Trek of 1836. It was that year that Dutch Boers (farmers), migrating from the Cape Colony in opposition to British rule, crossed the Vaal River - hence the name Transvaal.

"Figure 2 shows a South Africa 2/6d stamp of 1927 depicting one of the Boer wagons fording the Vaal River in that Great Trek. A trek wagon also is featured prominently in all three versions of the Transvaal coat of arms rendered on its stamps.

Figure 2. Transvaal takes its name from the crossing of the Vaal River by Dutch Boers seeking freedom from British rule, shown on a 1927 2/6d south African stamp.



"Although the independence of the Boers was recognized by Great Britain in 1852, it was not until 1860 that the four original republics (Potchefstroom, Lydenburg, Utrecht and Zoutpansberg) were united as the South African Republic.

"Following annexation, the British utilized the existing Coat of Arms issues to meet the postal needs of the territory until 1879. They added the two-line overprint "V.R./Transvaal" (the "V.R." for "Victoria Regina" - Queen Victoria) to these stamps, including the 1d value in Figure 3.



**Figure 3.** After the British annexed Transvaal in 1877, they added "V.R./Transvaal" overprints to old issues, such as this 1d value.

"Again, a wide range of paper, shade and perforation varieties are the rule, compounded by the existence of errors including doubled and inverted overprints. Among these latter are some of the rarest stamps of Transvaal. These overprints were supplemented by a set of seven values featuring Queen Victoria's portrait, issued in 1878-80.

In 1879, when the stocks of 1d values of all types ran low, the

relatively little used 6d slate Victoria was surcharged "1 enny" in no fewer than seven different fonts, each of which exists in both red and black. Covers bearing these, as well as virtually all previous Transvaal issues, are elusive and valuable.

"In December 1880, the Boers revolted against the British and against British laws that abolished slavery and made English the official language. This first Boer War resulted in the decisive defeat of the British, and led to the establishment of the Second Republic. This second South African Republic continued to use the Victoria stamps while stocks lasted. When supplies of the 1d again ran low in 1882, the 4d olive green was surcharged "EEN PENNY".

"When the Victoria stamps ran out, the old Otto plates of the first issue were brought back into service one final time in 1883 to print 1d., 3d and 1/- stamps until a new series of typographed definitives could be ordered and delivered from the Netherlands.

"That new series, with a round frame for the Coat of Arms, came into service between 1885 and 1893. Stamps from this set, and additional issues and surcharges through 1896, are all relatively common and affordable. The exceptions are errors of the various surcharges, which were again brought about by shortages of the most frequently used denominations.

Figure 4 shows another exception, the 1892 £5 dark green high value from the 1885-93 set which was used for postage on gold bars. Significantly, Scott lists this stamp as No. 135, but does not value it. Excellent counterfeits of this £5 stamp were produced by some of the best-known forgers, and it should probably be avoided.



**Figure 4.** The 1892 £5 Coat of Arms stamps from Transvaal's second republic was used for postage on gold bars, but many dangerous forgeries of this stamp exist.

"A new series of Coat of Arms stamps with a chamfered frame was introduced in 1894, and is known in two versions according to the presence of two shafts or a pole on the trek wagon at the bottom of the central oval. The 10/- high value with a pole is shown in Figure 5.



**Figure 5.** A 10/- Transvaal Stamp from the final Coat of Arms designs, which remained in use from 1894 until the second Boer War.

"A further issue in this design, with new denominations, changed colors and the value tablets in green, appeared in 1896. Reprints of all these third Coat of Arms stamps are common.

"Also in 1896, gold was discovered in Transvaal bringing the Boers an influx of mostly British "Uitlanders" (foreigners). Soon the Boers found themselves outnumbered in their own land. Boer efforts to maintain their political control through law provoked the foreigners to revolt.

"In 1899, after beleaguered non-Boers appealed to Queen Victoria, came the second Boer War, in which the British finally prevailed.

"With the end of the conflict, in 1900 the British once again recycled existing stocks of Transvaal stamps by adding "V.R. I." overprints. Following Queen Victoria's death January 22, 1901, the new reign of Edward VII was marked with a new "E.R.I." overprint, as seen on the 2/6d stamps in Figure 6.



**Figure 6.** After the death of Queen Victoria following the Boer War, Transvaal stamps including this 2/6d value were overprinted "E.R. I." to mark the new reign of King Edward VII.

"Both the "V.R.I." and "E.R.I." overprints have been extensively counterfeited and are inexpensive, except for the very pricey "V.I.R." error overprints of the 1900 set. Once again, collectors should be wary of the Scott-listed but unvalued £5 stamps (Scott 213).

"The 1901 Pietersburg Numeral issue consisting of six imperforate and three perforated values, each in three types, are catalogued and should be collected in unused condition. only.

"Three nice Edward VII definitive sets and an attendant postage due set came into use between 1902 and 1910, concluding the saga of Transvaal as a stamp-issuing entity.

"In 1910, Transvaal united with Orange Free State, Natal and Cape of Good Hope in the Union of South Africa. In more recent years, before the so-called homelands of Black South Africa were done away with, Venda and a portion of Bophuthatswana were located on territory that had once been part of Transvaal.

"Robson Lowe's writings will prove invaluable for the collector who is serious about coming to grips with Transvaal. Lowe gives an in-depth chart of the paper and perforation types, an excellent discussion of the forgeries and a good presentation of the prestamp postal history.

"Collectors may also wish to consider the 1986 work *Transvaal Philately*, a 292-page hardbound handbook edited by Major Ian

*B. Mathews summarizing current knowledge about Transvaal stamps, their numerous and highly deceptive forgeries, and postal history. "*

Taken from page 7 of issue No. 29 of *Sixth Sense* comes a little piece titled "The Basutoland £1 Revenue Stamp". It reads as follows:

"This is the story of the stamp that never was. In August 1937 the Crown Agents raised Requisition 1222/2 for the supply of a new issue of definitive stamps for the reign of King George VI. The new set was to consist of postage and revenue stamps up to 10/- in value and a £1 revenue stamp (Ill.)

**Illustration.** The 1937 color proof of the proposed Basutoland £1 revenue stamp.



"The contract for the production of this set was awarded to Messrs. Waterlow & Sons Ltd. The single working dies were manufactured, and recorded in the printer's index volume on the 29th September 1937. A set of color proofs were produced, and the £1 value was approved by the Crown Agents on the 4th November 1937. The Crown Agents' Requisition Book now takes up the story. The remarks column contains the comment 'To be shipped in time to reach Port Elizabeth by November 1937'. Each of the values is listed, with the quantities ordered and despatched alongside except the £1 value where the note 'Plate only' appears. Why should this be?

"One answer could be that supplies of revenue stamps were not required at that time because a larger than expected shipment of the King George V revenue stamp was made in 1933. The Requisition Book for that period shows that 300 sheets of 60 sets, i.e., 18,000 stamps, were ordered, and 330 sheets were delivered on 26th September 1933. This stock would obviously last for a long time in a territory which only had a low usage of revenue stamps. It was not even necessary to print the King George VI stamps as a posthumous issue, and the Queen Elizabeth II revenue stamps were released early in her reign, in 1954. The ultimate result was that the King George VI revenue stamp was never printed. We are, however, fortunate to have in the Crown Agents' Archives at the British Library, the surviving color proof; the chosen color of the £1 value was black, like the King George V £1 Revenue to remind us of what could have been. Dickon Pollard, Murray Payne Ltd."

\*\*\*

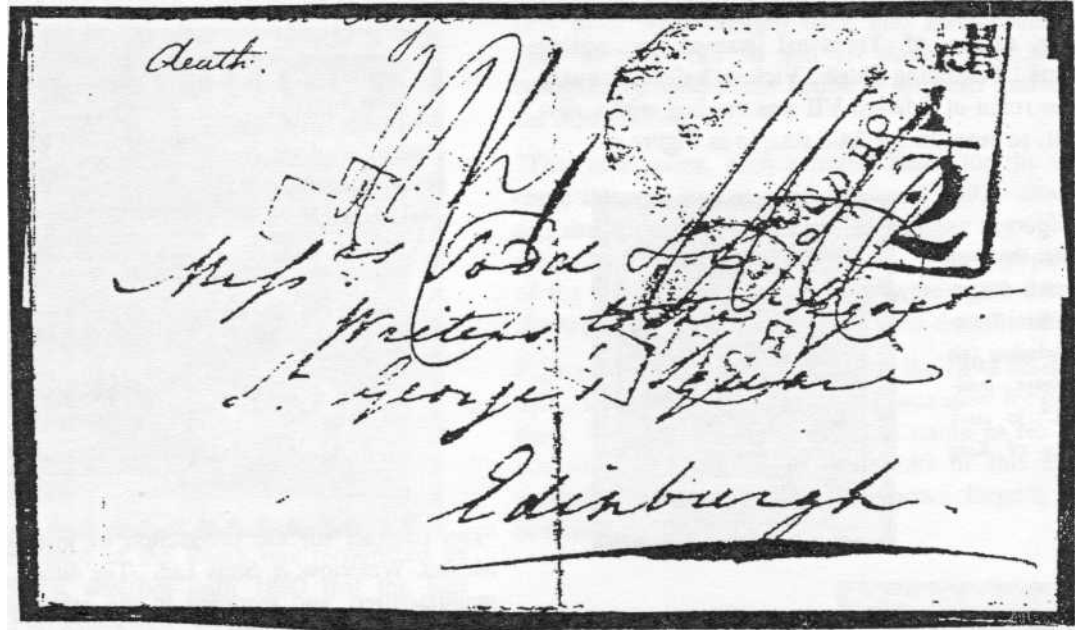
The final entries for this issue's "Bits" are two maritime related covers from the collection of the late Athol Murray. The illustrations and text were sent in by Werner Seeba.

Illustration 1 is an example of a ship letter handstamp on a complete letter from Richard Spencer, Surgeon 21st., Lt. Dragoons, dated 28th June 1815 - Red circular arrival mark "22 Sept 1815". The boxed ½ is the additional postage charge to Scotland. Also shown is a faint Portsmouth Ship Letter handstamp. At this time, a single letter sheet cost 1/- by "Packet Ship" and 8d by any other vessel.

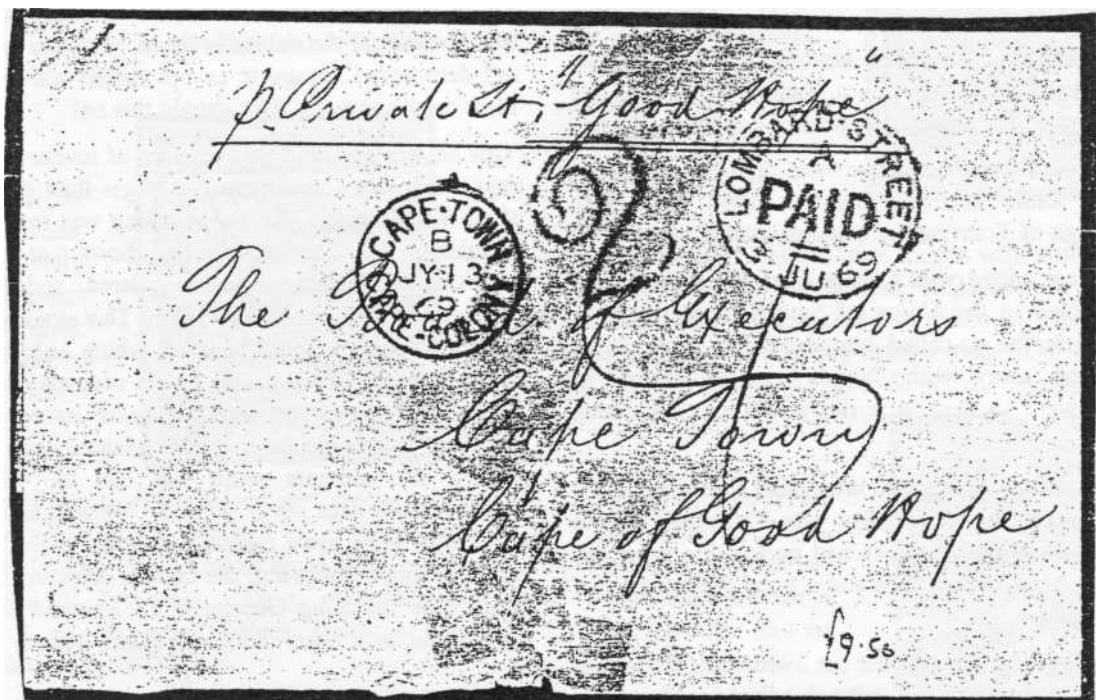
Illustration 2 has to do with incoming mail. What is shown is a wrapper with Lombard Street "PAID" mark. This mark occurred on letters posted in bulk and on letters to and from abroad. It was posted on 3rd June 1869, arriving Cape Town 13 July 1869.

It was sent per Private Steamer "Good Hope" with manuscript 4d being the Cape Post Office delivery charge and the 2d Accountancy handstamp being the gratuity to the Ship's Captain.

**Illustrations 1.** Example of ship letter handstamp on a complete letter dated 28th June 1815, destination Edinburgh, Scotland.



**Illustration 2.** Example of incoming maritime mail item in the form of a wrapper posted 3rd June 1869, arriving Cape Town 13 July 1869.





# A Favorite Philatelic Item

Bill Brooks/USA, Editor

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

*Editorial Note: Last issue's entry was credited to Alan J. Hanks by mistake. Our Netherlands colleague, Johan Diesveld was actually the sender of the "Favorite". My apologies.*

## A Favorite Cover... Peter Thy

The cover illustrated below recently surfaced on ebay and immediately caught the attention of several society members. The cover is an OHMS envelope used from Mafeking and addressed to New Jersey. It is franked by a strip of three 1d official Union stamps canceled by a Mafeking canceler dated "9 MARCH 1933". The cover, in addition, bears an oval violet "POST OFFICE MAFEKING / 8 - MAR. 1933 / HEAD OFFICE FOR / BECHUANALAND PROTECTORATE" cachet. This rubber stamp is currently seen on philatelic mail and the cover likely carried new stamps or other philatelic correspondence to a collector in the US.

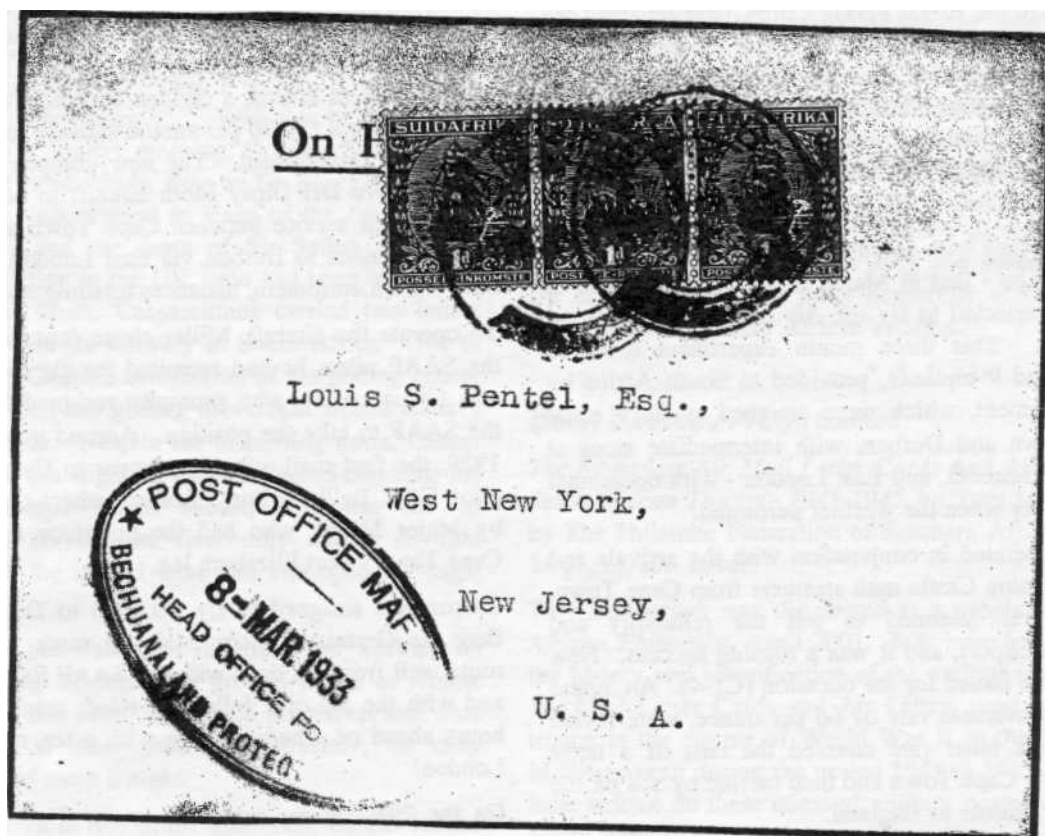
The surprise is the apparent use of Union official stamps by the Bechuanaland Post Office.

The Mafeking canceler used on the cover is a typical Union type with an inner divided circle and a heavy curved bar across

the bottom. The only canceler for certain known to have been used by the Bechuanaland Post Office in Mafeking is a double circled with "BECH. PROT." at the top and "H.O. MAFEKING" at the bottom. This canceler has only been seen used from 1935 and may not have been available in 1933 when the letter was mailed.

The Post Office at Mafeking was located on the Imperial Reserve. An illustration in Putzel (1987, p. 306) shows a rather large two winged building identified as the Post Office and the Resident Magistrate's Court at about 1910. Putzel says that later one wing remained the South African Post Office and the opposite wing became the Bechuanaland Post Office. A search of the most relevant sources unfortunately leaves us without any clues as to the early history of the Bechuanaland Post Office in Mafeking. Is it possible that Bechuanaland used the Cape and, later, the Union Post Office until about 1935, when the first Bechuanaland Mafeking canceler is known to have been taken in used? Can more knowledgeable readers help?

**Illustration.** OHMS envelope used from Mafeking and address to New Jersey.



# 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: [kaerophil@cs.com](mailto:kaerophil@cs.com) or Paul at 5324 28th St. NW, Washington, DC 20015, e-mail: [magid@erols.com](mailto:magid@erols.com)*

## Caspar... Paul Magid

In the books and articles on the history of South African aviation, the subject of this issue's installment is referred to by his full, if unpronounceable name - Rheinhold Ferdinand Caspareuthus. But to his friends and admirers he was simply Caspar. His story is noteworthy not only for its romance and adventure, but because it is so inextricably intertwined with almost every phase of the early development of commercial aviation on the African subcontinent, that his life is almost a metaphor for the history of flight in British Africa.

Caspar was born in 1900 and so had to wait until he was eleven to witness the miracle of flight. It was love at first sight when, in December of 1911, he watched young South African pilot, E.F. Driver, take off from Kenilworth race course in a fragile Bleriot monoplane and soar into the clearing evening sky. Perhaps he was able to obtain a souvenir of the day, one of the specially printed cards carried by Driver on his seven and a half-minute flight to Oldham's Field at Mujizenburg.

Smitten though he was, Caspar had to bide his time. Even in those early days of flight, eleven-year-olds did not have many opportunities to fly. Finally, as a teenager living in Cape Town, he drew the attention of Major A.J. Miller, the "father" of South African aviation. With his help, in 1917, Caspar enlisted as a pilot in the Royal Flying Corps, later renamed the Royal Air Force (RAF). And, like so many pioneer aviators, he learned to fly in combat, serving as a bomber pilot in Britain and France. He survived, no mean feat, and remained in the RAF for an additional year after the War was over, returning to South Africa in 1920, and joining the South African Air Force (SAAF) in 1923.

Apparently Caspar flew with much skill and daring - some said with reckless courage - that in March of 1925, he was one of nine SAAF pilots selected to fly the Air Force's Experimental Air Mail Service. This three month experiment involved eleven De Havilland 9 biplanes, provided to South Africa by the British Government, which were assigned to fly a route between Cape Town and Durban, with intermediate stops at Oudtshoorn, Port Elizabeth, and East London - with occasional flights to Mossel Bay when the weather permitted.

The service was operated in conjunction with the arrivals and departures of the Union Castle mail steamers from Cape Town. The experiment was intended to test the reliability and popularity of air transport, and it was a rousing success. New air mail stamps were issued for the occasion (C1-4). An inland rate of 3d, and an overseas rate of 6d per ounce, were levied for the service. The latter rate covered the cost of a letter transported by air to Cape Town and then carried by sea on the Union Castle mail steamer to England.

The flights operated with such regularity and efficiency that not once did the mail fail to arrive in Cape Town in time for the steamer. In all, sixteen flights were carried out and a total of 91,250 miles flown without a single serious accident.

Caspar piloted one of two aircraft in operation on the Port Elizabeth - East London leg of the first flight, and on other legs thereafter. He recalled later that he particularly enjoyed the flight to Mossel Bay because it provided the crew with opportunity to purchase and eat the oysters and mussels for which the town was famous.

Caspar's service was so exemplary during the three month term of the experiment that he was given the honor of flying the last mail (7 bags) from Cape Town on the last flight of the service, on the 15th of June. The author is the proud owner of one of these covers with Caspar's distinctive signature scrawled on its front.

Caspar remained in the SAAF following the termination of the Experimental Air Mail Service, often flying the "Diamond Service". These flights carried millions of dollars worth of diamonds from Alexandria Field to Cape Town, and were obviously entrusted to only the most reliable of pilots.

The growth of civilian aviation in South Africa stalled during the four years following the Cape Town - Durban Experiment due to the Government's reluctance to subsidize or encourage it, despite its proven success. Finally, as the result of Major Miller's tireless efforts, a civilian company was formed in July of 1929, with a £8,000 per annum subsidy for three years, from the Union Government. The new company, Union Airways, acquired five DH Gipsy Moth aircraft to conduct a passenger and air mail service between Cape Town and Port Elizabeth, with extensions to Durban via East London, and to Johannesburg via Bloemfontein, distances totalling almost 1,500 miles.

To operate the aircraft, Miller chose four pilots, the cream of the SAAF pilots he had recruited for the War. Among them was Caspareuthus, who promptly resigned his commission in the SAAF to take the position. Around noon on August 26th, 1929, the first mail was turned over to Caspar and his fellow pilot, G. W. Bellin at Port Elizabeth where they had been flown by Major Miller, who had the honor of flying them on the Cape Town - Port Elizabeth leg.

Caspar was assigned to fly his mail to Durban, while Bellin flew the Germiston (Johannesburg) route. Caspar knew the route well from his days with the SAAF Experimental Service, and with the aid of a following wind, reached Durban in two hours ahead of schedule, even with a ten minute stop in East London!

On the 29th, Caspar made the return flight to Port Elizabeth

without problems, which permitted Major Miller to triumphantly carry the mail on the final leg back to Cape Town in plenty of time to connect with the Union Castle mail steamer, "Carnarvon Castle", for its trip to England.

Probably the capstone of Caspareuthus's aviation career, albeit one tinged with tragedy, was his record-setting solo flight from London to Cape Town in 1930. Caspar had gone to Germany to take a course in gliding, one that later would stand him in good stead. After completing the course, he traveled to England to take delivery, on behalf of Union Airways, a De Havelland 80A Puss Moth named the "Springbok". The Puss Moth was a light monoplane, notoriously unstable in bad weather. Yet, despite this fact, rather than ship the machine by sea to South Africa, he decided to fly it there himself.

Quietly, and without informing anyone of his intention, Caspar was also determined to set the record for flight. The first solo flight from London to the Cape had been made by a Lieutenant R.R. Bentley, an instructor in the SAAF. In September, 1927, in a DH Star Moth, he flew the route in 28 days, carrying one letter posted from Broken Hill, which he delivered in Cape Town.

Lt. Bentley was succeeded in 1928 by Lady Bailey, who crashed one plane and completed the trip in another aircraft. Her flight, begun in March, was not completed until the end of April. Then, in July of the same year, Pat Murdoch, also a member of the SAAF, made the flight in only 13 days, establishing a new record by more than halving Bentley's time.

Finally, the Duchess of Bedford, accompanied by a pilot and a navigator, flew from Croydon to the Cape in just 9 days. Her record did not stand for long. Like the Duchess, Caspar began his flight from Lympne Airfield outside of London. Unlike previous pilots embarking on such an adventure, he did not alert the press: "I wanted to do the thing first, and avoid all the fuss as much as possible. That I reckon is how every airman wants to do these things. . . ." With that being said, he took off at dawn on a Sunday morning, October 5, 1930, and flying against strong head winds, flew to Le Bourget in Paris. There he was much disheartened to learn of the crash of the British airship R101 and the death of Sir Sefton Brancker, Director of Civil Aviation in the UK, who had been aboard the flight. On the Puss Moth, Caspareuthus carried two letters Brancker had given him for delivery in South Africa. One of the letters mentioned Caspar's completion of his gliding course and expressed hope that the gliding movement would achieve success in South Africa. Despite the dispiriting news, Caspar resolved to complete the flight to Cape Town. Following the route Imperial Airways would subsequently use for its London-Cape Town service, he flew only during daylight hours, as aircraft of the period were not equipped for night flying.

The time on the ground was spent refueling and working on the aircraft, explaining his needs to ground crews at remote African airfields who had been unaware of his arrival and were still relatively new at their jobs. Consequently, he only averaged four hours of sleep a night.

On Sunday, October 13 at five in the afternoon, Caspar landed quietly at Maitland airport outside of Cape Town, eight days

and ten and a half hours after leaving Lympne. Though news of his arrival preceded him, he had beaten the estimated time of his arrival from Pretoria, his next to last stop, by two hours, and the welcoming committee had not yet arrived at the air field. Nevertheless, a photographer was on hand to capture the 31 year old pilot emerging from the aircraft, dressed in a suit, with a tentative, surprisingly school boyish smile light his face. His actual flight time was 76 hours and fifty minutes. His record, which was to stand for another six years as the fastest time to the Cape following the Imperial route, shaved a full day and a half off the time of the the Duchess of Bedford's flight.

Aside from Brancker's two letters, Caspar carried 20 additional covers on board as well as several newspapers. The covers are all signed R. Caspareuthus and bear a handstamp reading "AIRPOST" with the word "SPECIAL" underneath it in an oval. They are franked with as 1½d British George V definitive cancelled with a London October 4 datestamp. The covers are also backstamped "Cape Town October 13".

In addition to the covers, Caspar also had with him an unknown number of copies of the *Evening Standard* of October 3, in wrappers franked and bearing the same handstamp as the covers. Sadly, on Friday, November 13, 1931, Union Airways pilot, W.F. Davenport, flying the same Puss Moth used by Caspar in his record-breaking flight, crashed in a storm at Sir Lowry's Pass near Cape Town. The force of the wind had ripped a wing off the plane, sending it hurtling into a mountainside where it burst into flames, killing Davenport and his two passengers, and destroying most of the mail. This was South Africa's first disaster involving an air mail flight. Some of the mail was recovered and turns up from time to time in auctions around the world. The original reports in *The Star*, the Johannesburg newspaper, said that all the mail was destroyed!

In 1931, Caspar joined Imperial Airways. As a tribute to his reputation and ability, the Airline chose him from among its South African pilots to fly the Hercules liner, *City of Karachi*, on the first leg - from Cape Town to Johannesburg - of its inaugural flight of its Cape - London service on January 27, 1932. He went on to have a long and successful career with the airline, and passed away peacefully at the age of 91, an honored icon of South African aviation.

### Book Review. . . Ken Sanford

*The Stampless Air Mail Letter Cards And Air Letters Used By South African Troops - 1941-1945*, by Tom Mullins. Published by The Philatelic Federation of Southern Africa 2001, A4 size, 14 pages, soft cover.

This monograph was distributed as a supplement to the *South African Philatelist*, April 2001. It is intended to be a guide to the history and identification of the various issues of stampless Air Mail Letter Cards and Air Letters used by South African troops in the course of World War II in the Middle East and Mediterranean during the period 1941 to 1945. There has been little written on these items of military postal stationery from a South African point of view. The author served in the Armed

Armed Forces in East and North Africa from 1940 to 1943, and his current large collection covers the impact of World War II conditions on South Africa's postal services in all its aspects. Most of the illustrated items are from his collection.

The following is a summary of the various sections covered in the monograph: (1) Origin of the Stampless Air Mail Letter Cards, (2) Description of the Stampless Air Mail Letter Cards, (3) The "Official" Christmas Issues, (4) Other Christmas Greetings Issues, (5) Greetings Messages From Individual Units, and (6) Jewish New Year Greetings.

Included are illustrations of most of the varieties of the air mail letter cards and air letters. There is also a Bibliography listing 11 references the author consulted. The monograph will be a useful reference for the collector interested in military air mail letter cards and air letters, as well as South African air mails.

Available for US\$6 (including surface postage) from Aerophil, 12 Chemin des Tuilots, CH-1293 Bellevue (GE), Switzerland. [E-mail: kaerophil@cs.com](mailto:kaerophil@cs.com). FAX: +4122 7742472.

## The Bechuanalands

Peter Thy/USA, Editor

*Your comments invited, as are installments for future columns as a guest author.*  
95616 or e-mail Peter at [thy@jade.ucdavis.ed](mailto:thy@jade.ucdavis.ed)

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

### Bechuanaland Literature... Peter Thy

The following list includes the most important books and journal articles with relevance to the Bechuanalands. An attempt has been made to include the various time periods, as well as the major researchers and writers. Also included are the most important catalogs and auction sales. We will appreciate your additions and corrections.

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Philatelic Society, 1895. *The Postage Stamps, Envelopes, Wrappers, Post Cards, and Telegraph Stamps of the British Colonies, Possessions and Protectorates in Africa, Part I*,



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*Higgins and Gage Postal Stationery Catalogue (section 2)*, Classic Philatelics, Huntington Beach, CA, USA.

*South African Stamp Colour Catalogue*, International Philatelic Services, Johannesburg, South Africa (current edition).

*Stanley Gibbons British Commonwealth Stamp Catalogue, Vol. I*, (current edition).

*Stanley Gibbons Elizabethan Catalogue of Modern Commonwealth Stamps* (1983 Edition)

#### Auction Sales

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Christie's Robson Lowe, London, 12 December 1994 (Campbell Collection).

Christie's Robson Lowe, London, 19 November 1996 (Weiss Collection).

Grosvenor, London, 23 May 2001, (Catterall Collection).

Harmers, London, 29 October 1981 (Holmes Collection).

Harmers, London, 24 June 1986 (Barkaway Collection).

Harmers, London, 31 October, 1995, (George Collection).

Postal History Auctions, London, 19 March 1999 (Proud Collection).

Robson Lowe, London, 16 June 1971 (Danson Collection).

Robson Lowe, London, 15 June 1963.

The following earlier issues of Forerunners are in stock and available for purchase. They are listed in order by whole number. Price per copy includes shipping by surface class/printed matter rate. The number in parenthesis indicates the number of copies remaining in inventory: #1 (1) - \$2.00, #2 (1) - \$2.00, #3 (2) - \$2.00, #4 (3) - \$4.00, #5 sold out, #6 (3) - \$3.00, #7 (1) - \$3.00, #8 (1) - \$3.00, #9 (2) - \$3.00, #11 (6) - \$3.00, #12 (3) - \$4.00, #13 (13) - \$4.00, #14 (7) - \$5.00, #15 (4) - \$5.00, #16 (9) - \$6.00, #17 (5) - \$6.00.

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# The Boer Republics

Tim Bartshe/USA, Editor

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

Send to Tim

## Transvaal Postage Due Markings: Understanding Rate Regulations - Part II... Tim Bartshe

The is the second of a three-part presentation drawn from selected pages from my exhibit explaining the postal rate regulations applicable to the fees assessed prior to the Union in 1910.

Figure 1 shows a 1d postal card rate to Ireland. It was in violation of writing restrictions in force at the time on the picture side of the card. It was therefore treated as a letter and assessed postage due. The card was cancelled Johannesburg "25 DEC.00" on a 1d V.R.I. overprinted stamp. "T / 15 / CENTIMES" octagon (15 in manuscript) was applied, indicating 1½d short for letter rate. At its arrival in England a further due mark "3D / I.S." was applied to collect the double deficiency. There was no arrival stamp applied in Ireland.

Figure 2 shows a postal card to Europe - the normal rate was 1d. This card was also in violation of restrictions at the time regarding the use of writing on the picture side. The card was

cancelled Pretoria "6-DEC.01", Counter 1 on a 1d E.R.I. overprinted stamp where card passes the censor and "T / 15 / CENTIMES" octagon was applied, showing 1½d short for letter rate. The card arrived at Brussels on 28 December with blue pencil mark 3 (decimes) and 30 centimes of Belgian postage-due stamps added and canceled, indicating a double penalty.

The final illustration - Figure 3 - concerns the 4d letter rate for ½ ounce to Bechuanaland. It shows insufficient postage of 1d, assuming Bechuanaland was in the southern Africa 1d rate sphere. It was cancelled in Johannesburg "23 Jul 99" via Mafeking, "25 Jul" to Mochudi. Mafeking was in British Bechuanaland which was annexed to the Cape Colony in 1895, thus qualifying it for the 1d rate. Mochudi was a stop on the railway to Bulawayo, Mashonaland and within the area which was to become modern day Bechuanaland Protectorate and Botswana. The rate to the latter was 4d for a letter. The purple pencil "T6D" was probably applied at Mafeking, thus indicating a double penalty upon delivery.

Figure 1. Card to Ireland in violation of writing restrictions on picture side, therefore treated as a letter and assessed postage

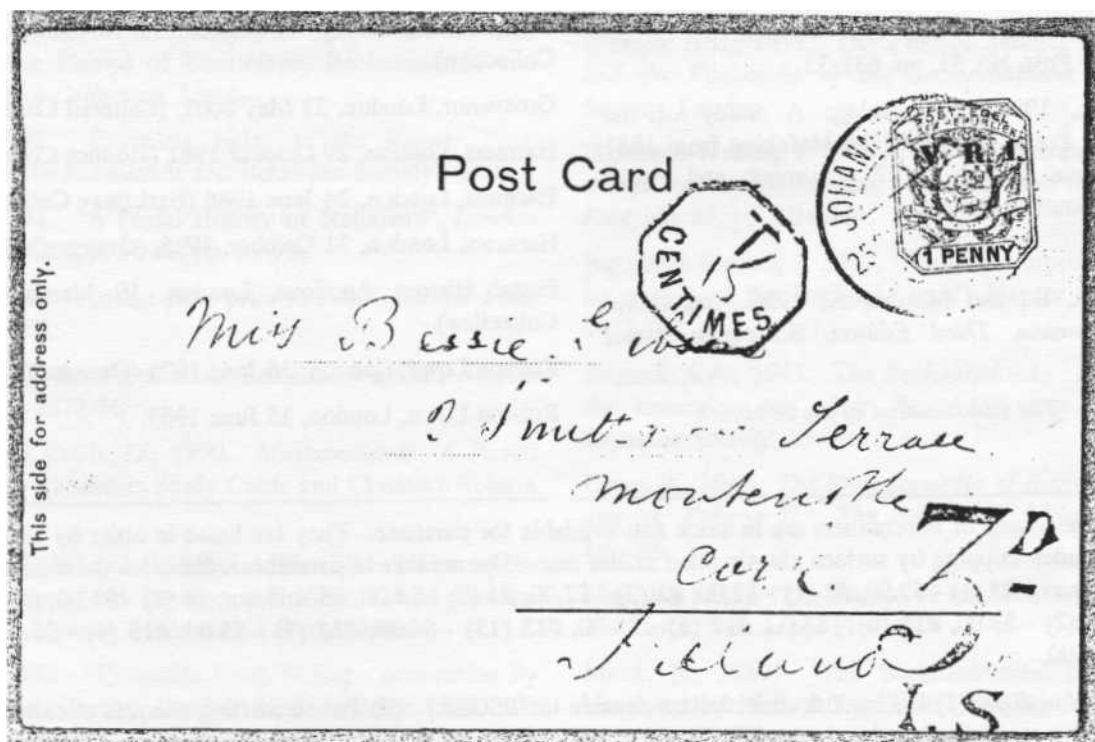


Figure 2. Card to Europe in violation of writing restrictions on picture side, therefore treated as a letter and assessed postage due.

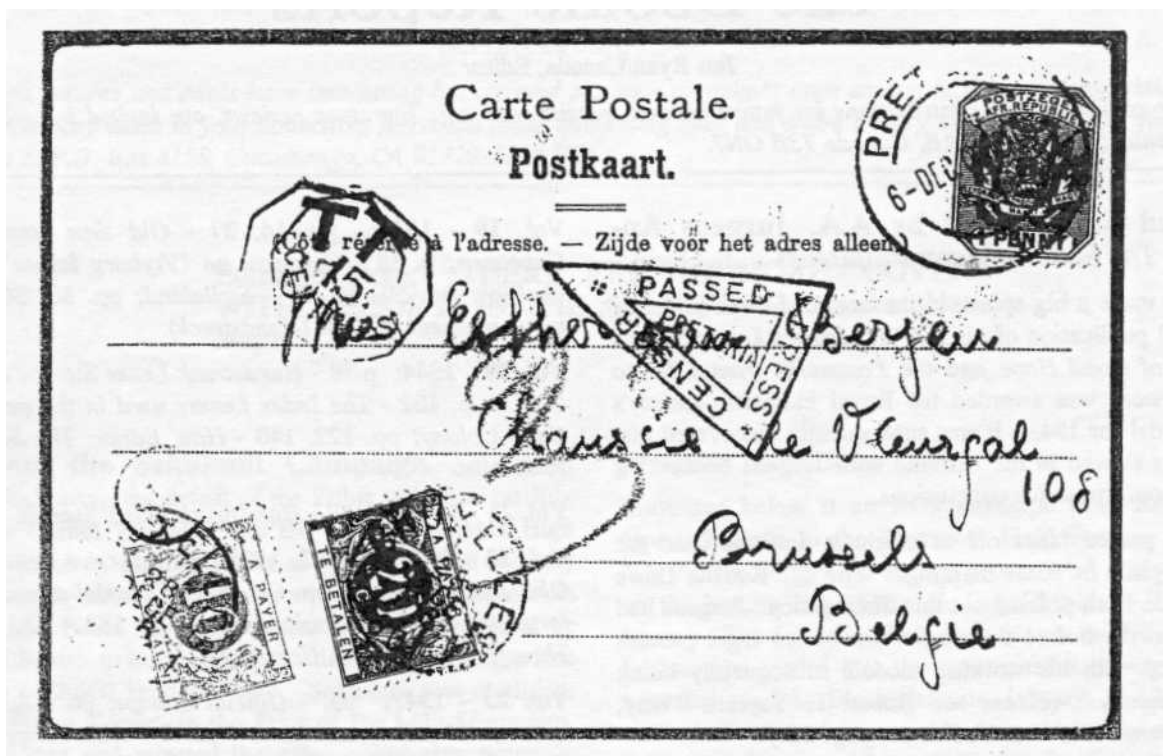
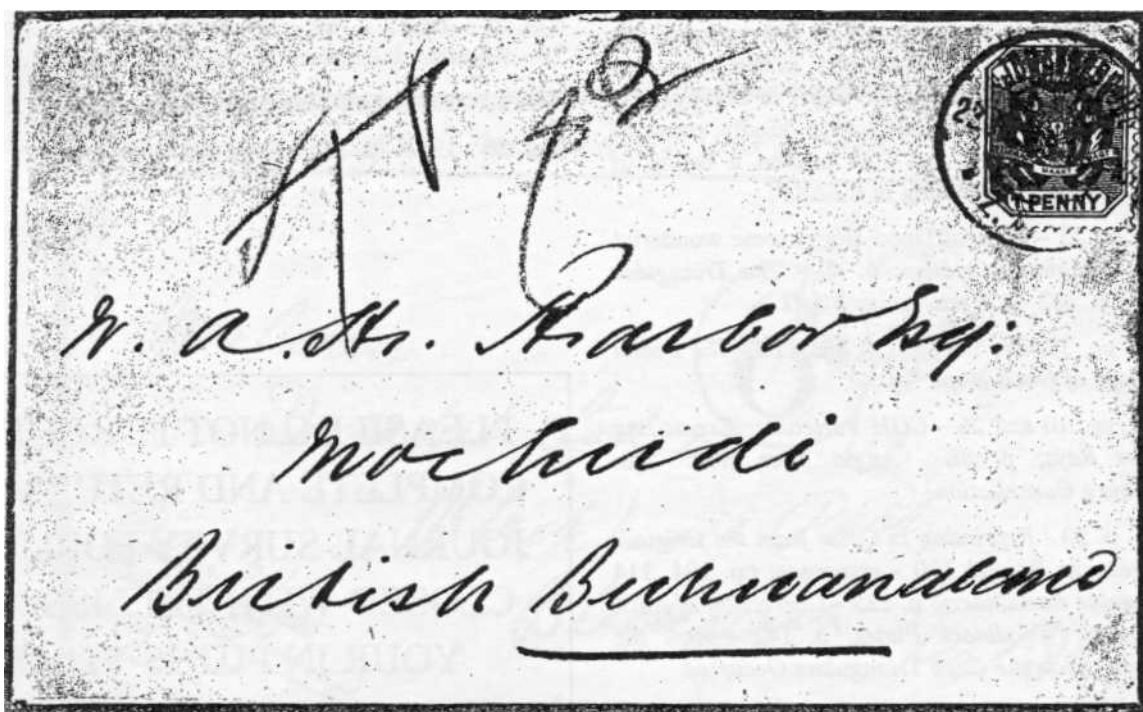


Figure 3. Letter to Bechuanaland showing insufficient postage applied under the 4d for ½oz rate to Bechuanaland.



# The Bookie Reports

Jim Ryan/Canada, Editor

*Your reader comments and contributions for future column installments, e.g., literature reviews, are invited by writing Jim at 4419 17 Avenue NW, Calgary AB, Canada T3B 0N7.*

## Letters and Supplements by A.A. Jurgens Appearing in *The South African Philatelist*... Jim Ryan

A.A. Jurgens made a big splash in the ocean of Cape philately with the 1943 publication of his *The Handstruck Letter Stamps of the Cape of Good Hope and the Postmarks from 1792 to 1910*. This work was awarded the Royal Philatelic society's Crawford Medal for 1943. It was subsequently discovered that this work was flawed in the extreme with Jurgens concocting markings to conform to his conclusions.

Jurgens later passed fakes off as originals until he used the wrong color, pink, on some markings. The late Robson Lowe was there when Roth pointed out this discrepancy. Jurgens had the decency to die before the whole convoluted legal process was completed with his working models subsequently being taken into custody. (Please see Robert F. Taylor's "Why, Adrian?", *Forerunners*, Vol. V, No. 11, page 39.)

In 1946, Jurgens' book on the postal history and stamps of the Bechuanalands appeared. This tome did not earn him another Crawford Medal. In fact, H.R. Holmes (who wrote another book of the subject some years later), and other leading lights of the philatelic world were somewhat critical of Jurgens' effort. I hope to convince someone more capable than myself to write about this controversy which lasted well over 40 years.

It is regrettable that Jurgens took the path he did regarding the Cape handstruck letter stamps and postmarks, in that he made a number of excellent contributions to the pages of *South Africa Philatelist (SAP)*. The late W. Alec Page kindly provided numerous indexes such that I can now present a listing of Jurgens' articles and letters appearing in the SAP:

**Vol. 14 - 1938:** p. 25 - Cape of Good Hope, some wonderful specimens in the Jurgens collection; p. 40 - *The Triangular CGH Obliterator*; p. 102 - *A Rectangular Bisect*.

**Vol. 15 - 1939:** pp. 32, 38, 52, 74, 111 and 118 - *The Postal History of the Cape of Good Hope*.

**Vol. 16 - 1940:** pp. 10 and 26 - *CGH Varieties: Expertizing and Ultra-Violet Rays*; p. 88 - *Anglo Boer War: An Unrecorded Vryburg Cancellation*.

**Vol. 17 - 1941:** p. 50 - *Reprinting in Color from the Original Woodblock Plates*; pp. 82 and 120 - responses; pp. 104, 114 and 129 - *Triangular Remainders*; p. 125 - *Correction of Allis' list of Flaws of the Woodblock Plates*; p. 142 - *How the Sideways Watermarks on the Cape Triangulars Occurred*.

**Vol. 18 - 1942:** p. 67 - *Bechuanaland, A study of Postmarks*; pp. 55, 100 - *unrecorded correspondence in connection with the first issue and with Edwardian stamps*; p. 114 - *Woodblocks, Type 1b*; pp. 88, 127 - *Comments on Rich's "Vryburg Issues"*; p. 138 - *Made to Order covers*.

**Vol. 19 - 1943:** pp. 14, 27 - *Old time stamps sales in Capetown*; p. 38 - *Comment on "Vryburg Issues" by Stephen G. Rich*; pp. 50, 66, 75 - *Stellaland*; pp. 80, 86 - *Editorial announcement of book (Handstruck)*.

**Vol. 20 - 1944:** p.78 - *Handstruck Letter Stamps or Stampless Covers*; p. 102 - *The Index Letters used in the date stamps of Cape Colony*; pp. 122, 140 - *Hon. Editor, The South African Philatelist*.

**Vol. 21 - 1945:** p. 57 - *Handstruck Letter Stamps*.

**Vol. 22 - 1946:** pp. 32, 192 - *Pre Adhesive Letter Stamps of OFS and Transvaal*; pp. 62, 182 - *Editorial announcement on forthcoming Bechuanalands book*; p. 182 - *The Cape 3 on Threepence of 1880-A Correction*.

**Vol. 23 - 1947:** p.5 - *Official Stamps*; p.6 - A.E. Basden's review, "*The Bechuanalands*"; p. 40 - A.A. Jurgen's reply to Basden's review; p. 110 - *Does Stanley Gibbons' No. 34c Exist*.

**Vol. 24 - 1948:** p. 80 - *Editorial - Warning concerning pre-stamp covers*; p. 110 - *Editorial - Jurgens collection offered to museum*.

**Vol. 25 - 1949:** no entries.

**Vol. 26 - 1950:** no entries.

**Vol. 27 - 1951:** p. 10 - *The Bechuanalands, Supplement 1*; p. 20 - *Woodblock Reprints*; pp. 104, 116 - *Handstruck Suppl. 2*

**Vol. 28 - 1952:** p. 58 - *Triangular Remainders*.

**Vol. 29 - 1953:** p. 155 - *Some Remembrances*.

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

Editorial Note: THERE ARE NO MORE "COVERS WITH A STORY" IN THE ARCHIVES - Readers please help!!

## Cover from the Sekukuni Campaign. . . Source

unknown. Following the defeat of the Zulus at Ulundi on July 4, 1879, Sir Garnet Wolseley was the newly appointed High Commissioner for South-East Africa as well as overall Military commander. He offered Sekukuni, who had been a thorn in the side of the Boers for many years, undisturbed rule if he allowed the British to build a fort, in addition to paying a fine in the form of 2,500 head of cattle. Sekukuni was confident that his "Fighting Kopje", in the heart of the Lulu Mountains, was impregnable and rejected the offer. Wolseley promptly organized the Transvaal Field force, comprised of 1,400 British infantry, 400 colonial horse and nearly 10,000 natives. Wolseley successfully stormed Sekukuni's stronghold on

November 28, 1879.

Illustrated below is an 1879 envelope from Reverend Arthur Law, Chaplain to the Transvaal Field Force. It is endorsed "On Active Service no stamps procurable" across the top, and, on the bottom left "Arthur J. Law/Chaplain - Transvaal Field Force". The letter reached Cape Town twelve days later and backstamps record that the letter passed through London and was delivered in Blackheath on January 15, 1880. The 6d mark, indicating the amount to be paid by the addressed for a half-ounce letter sent by an officer on active service overseas, was struck in the UK

Illustration. Rare cover from the Sekukuni Campaign sent by the Chaplain for the Transvaal Field Force.



# Fakes, Forgeries & Facsimiles

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

Reader contributions for future columns are encouraged and may be forwarded to Dr. Lawrence at 5016 So. Kenneth Place, Tempe, AZ 85282-7265; or e-mail him at [ieconsulting@earthlink-net](mailto:ieconsulting@earthlink-net)

*Editor's Note: Dr. Taylor first wrote about the forgeries of the handstruck letter stamps and postmarks of the Cape of Good Hope attributed to Adrian A. Jurgens in "Why, Adrian?" which appeared in Forerunners, Vol. V, No. 1, Mar/Jun 91, pp. 39-40. He now has provided further information on Jurgens' forgeries. Information on the genuine handstamps and postmarks is taken from Robert Goldblatt's Postmarks of the Cape of Good Hope. Illustrations of Jurgens' forgeries are taken from The Handstruck Letter Stamps of the Cape of Good Hope from 1792 to 1853 and the Postmarks from 1853 to 1910, since Jurgens used the dies which had been manufactured to illustrate this book Dr. Taylor points out the distinguishing characteristics between the genuine handstamps and postmarks and the forgeries.*

## Forgeries of Handstruck Letter Stamps and Postmarks of the Cape of Good Hope: Part II .

Dr. Robert Taylor

In this installment we will illustrate and discuss the Undated Letter Stamp (UDS). Quoting from the Jurgens and Goldblatt sources: "These were introduced and brought into use by the Cape Town Post Office in 1847. The UDS consisted of a double oval with "GENERAL POST OFFICE" at the top and "CAPE TOWN" at the bottom. No date is included in this stamp, the space inside the oval being occupied by a Crown.

"This Letter Stamp remained in use for six years, and despite the fact that it was used for stamping inland letters, as well as letters to and from overseas, it appears to have been used more frequently for the latter purpose. Local letters with fine, clear impressions are scarce, and they are very much underpriced in the catalogue of *Hand-struck Stamps of the British Empire*.

"There are, so far as is known, three varieties of this Letter Stamp, and they appear to have been all in use at the same time, as all three have been found on letters dated in 1847 or 1848 - see Figs. 32, 32a and 32b" (Ill. 1)".

**Illustration 1.** Three varieties of Undated Letter Stamp including forgery.

Fig. 32 (Type 17)  
Fig. 32a (Type 17)-FORGERY

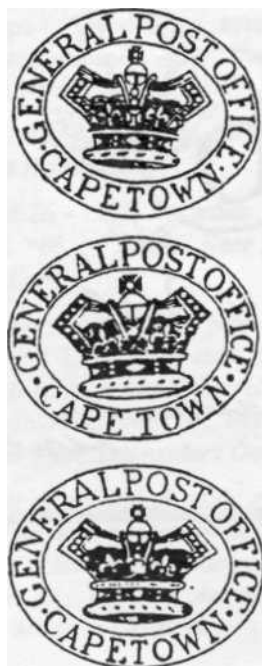


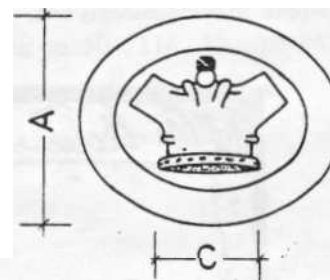
Fig. 32b (Type 17)

"Although the basic overall dimension vary very little from one type to the other, the general impression created by variation in detail gives each a distinctive individual appearance.

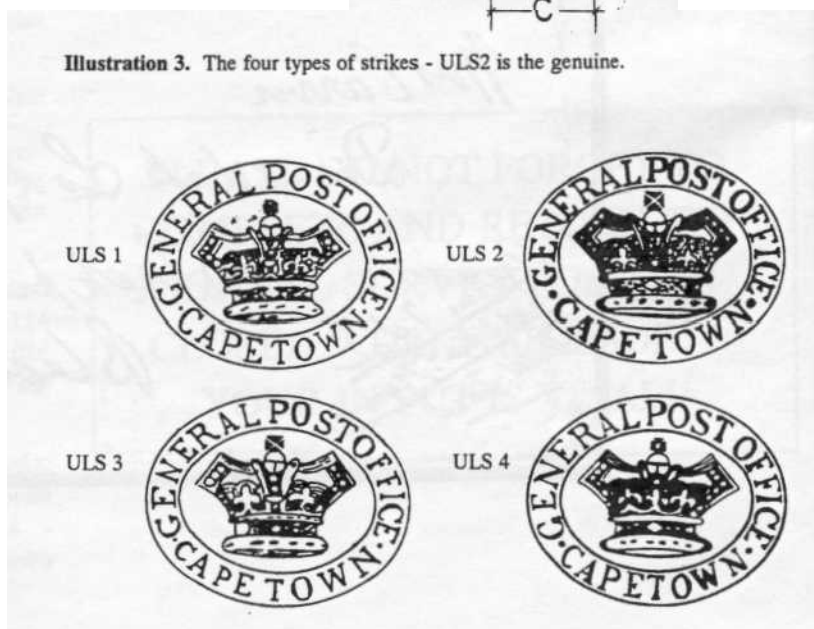
"The primary distinguishing features that lend individuality to the strikes are: *ULS 1* - This is the smallest of the types, the outer oval measuring 30mm high - as all four do - and only 37mm wide. The ermine ring at the base of the crown measures 14mm. *ULS 2* - The outer oval is 37.5mm wide. The crown has the most massive appearance, with a vertical height of 18mm. The ermine ring measures 18mm. *ULS 3* - The outer oval is 38mm wide and the ring measures 15.5mm. *ULS 4* - The outer oval measures 38mm wide, and the horizontal distance across the crown, the greatest of the four, is 24mm. The ermine ring measures 16.5mm." (Ills. 2 & 3)

\_\_\_\_\_B|•

**Illustration 2.** Classification dimensions- A & B, size of outer oval; C-size of ring.



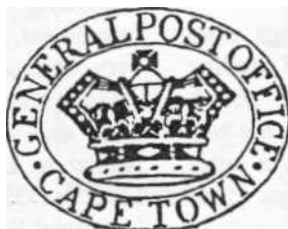
**Illustration 3.** The four types of strikes - ULS2 is the genuine.



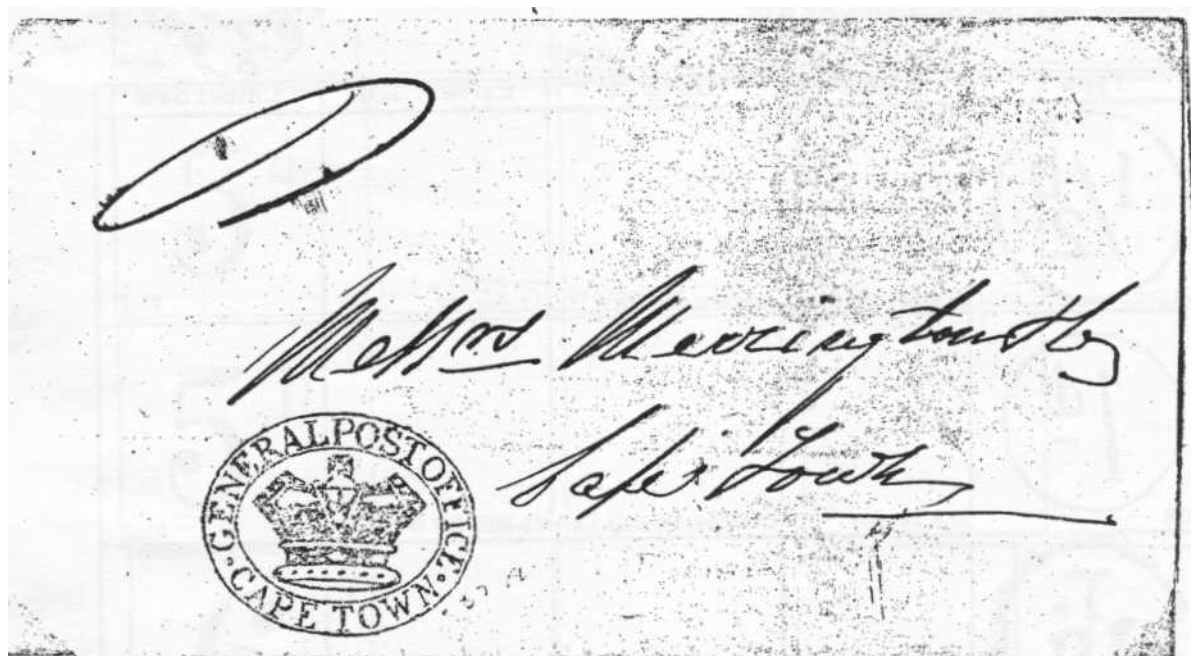
**Illustration 4.** Example of Type 2 forgery of the Undated Letter Stamp of the General Post Office, Cape Town.

## Undated Letter Stamp

## Forgery of Type 2



Jurgen's Illustration.



Forged handstamp on genuine undated wrapper.

Stamp is identical to illustration in Jurgen's "Handstruck Letter Stamps of the Cape of Good Hope from 1792 to 1853 and the Postmarks from 1853 to 1910."

6d. single sheet rate of 1826 replaced by 4d. uniform inland rate of 1846 one year before introduction of the Undated Letter Stamp.

# Postage Dues

Jan Stolk/The Netherlands, Editor

Reader comments, examples of marks and guest author installments are welcomed. Send yours to Jan at P.O. Box 33223, 3005 EE Rotterdam, The Netherlands or e-mail at [janstolk@uni-one.nl](mailto:janstolk@uni-one.nl)

## Additional Markings For Previous Installments and The Unframed Sterling Markings, Part II: 51) to 2/6... Jan Stolk

Since the previous installment, several new markings were found by Michael Furfie (Fig. 1). Two unframed 2d Sterling markings with a letter "T" or with the word "TAX" added. Further, a very rare oval framed marking of 2d with the text "Above ½ Oz" below the oval. This marking is on a letter from Durban. Several additional new marking type finds appear in Figure 2.

I am looking forward to receiving more information on markings from PSGSA members - especially information on

markings marked with ex-Allen or ex-Goldblatt. Data on the dates and office of usage would be very welcomed.

Regarding the unframed Sterling markings shown in this installment, the higher values of the unframed markings are not very common. Some values, like 5D and 7D (Fig.2) are seldom seen. The 2/- mark (LT1 and LT2) are possibly the same one but altered for some reason. LV1 is a marking similar to LE 1, consisting of two other markings LT2 and LK1. LO1 seem solid but in fact is composed of fine horizontal lines like LP1.

Marking types B13a and B13b were inadvertently omitted from the previous installment and are shown below (Fig. 3)

**Figure 1.** Several new markings found - K130, K1316, K1317, AM & DI.






Type	Size	Used At	Earliest date	Latest date
 KB0	D = 30 mm	Johannesburg	12-Sep-09	
 KB16	D = 28 mm	Dundee	19-May-06	
 KB17	D = 30 mm	King Williamstown	09-May-38	
 A3f	A=4mm B=7mm C=23mm D=8mm	Simonstown	08-Jun-00	
 D1	D = 25 mm	Durban	30-Dec-99	

Figure 2. Two unframed sterling markings, rare oval framed marking with text, and types of LJ, LK, and LL

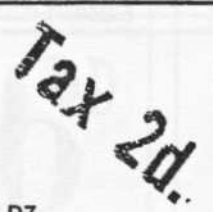


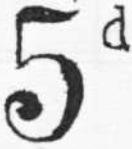



Type	Size	Used At	Earliest date	Latest date
 LD7	H/B = 9/30 mm	ex-Allen		
 LD8	H/B = 15/33 mm	Malmesbury	26-Jul-60	
 Mb6		Durban	24-Jul-17	
 LJ1	H/B = 15/20 mm	Worcester	04-Sep-01	
 LJ2	H/B = 16/22 mm	ex-Goldblatt		
 LK1	H/B = 21/20 mm	Capetown	02-Dec-30	21-Dec-49
 LL1	H/B = 22/20 mm	Komgha	23-Sep-90	



Figure 3. Examples of types LM, LN, LO, and LP of the unframed Sterling markings.





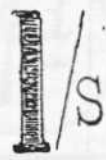
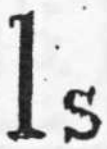
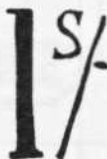
Type	Size	Used At	Earliest date	Latest date
 LM1	H/B = 20/20 mm	ex-Goldblatt		
 LM2	H/B = 19/20 mm	ex-Allen		
 LN1	H/B = 22/20 mm	Capetown	13-Apr-37	06-Sep-56
 LO1	H/B = 22/23 mm	Capetown	8 Jul 1884	24-Apr-33
 LP1	H/B = 22/15 mm	Stellenbosch	5 Jun 1882	26 Dec 1884
 LP2	H/B = 20/14 mm	ex-Allen		
 LP3	H/B = 23/15 mm	Capetown	02-Aug-49	

Figure 3. Examples of types LR, LT, and LV of the unframed Sterling markings.







Type	Size	Used At	Earliest date	Latest date
 LR1	H/B = 21/27 mm	ex-Allen		
 LT1	H/B = 23/24 mm	ex-Allen		
 LT2	H/B = 23/22 mm	Capetown	Mar-33	
 LV1	H/B = 28/38 mm	ex-Allen		

Figure 4. Marking types B13a and B13b inadvertently omitted from the previous installmenL

Type	Size	Used At	Earliest date	Latest date
 B13b		Potgietersrust	14-Mar-31	14-Mar-31
 B13a	A=1mm B=6mm C=20mm D=7.5mm	Johannesburg	4-apr-21	4-apr-21

# 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](#).  
at 34 Seaton Dr., Aurora, Ontario, Canada L4G 2K1, or e-mail him at [a.hanks@aci.on.ca](mailto:a.hanks@aci.on.ca)

Send yours to Alan

## Postal Stationery - British South Africa Company Part III: Cape of Good home Cards (some additions)... Alan J. Hanks

Since Part I of this series appeared, some additional material has been sent to me from one of our members, Jan Diesveld in the Netherlands, so I thought I would illustrate these in this shorter article and same the "RHODESIA" cards until next time.

Figure 1 shows the 1d card (Higgins & Gage [H&G] 2) used from Victoria to the U.K. It is dated September 11, 1894, when the postal rate to the U.K. for cards was 2d, so has been uprated by the addition of a 1d stamp from the first issue (SG 1). The barred diamond "E" was used in Victoria (later Bulawayo) but the 22mm single circle dater is a telegraph office date-stamp similar to others used at Charter, Salisbury and Tuli. Mitchell (*Postmarks of Southern Rhodesia to 1924*)

lists additional examples, but these do not have the blank base. Examples of these datestamps are rarely found on cover.

Figure 2 shows the 1½d card (H&G 3) with "SPECIMEN" punched through the indicium in Samuel (*Specimen Stamps of the Crown Colonies*) Type R5.

Figure 3 shows the same 1½d card but with the word 'VIA' omitted (H&G 3a).

Figure 4 shows yet another variety of the 1½d card, used in this case and with "MASHONALAND VIA" printed at an angle. This is not given a listing in the H & G catalog. I must apologize for the poor quality of this last illustration, but it was taken from a jpeg file printed out from an e-mail attachment and then reduced. Making it lighter would, I am sure, have lost detail in the captions.

Figure 1. 1d card used with Victoria telegraph office dater.



Figure 2. 1½d card with punched "SPECIMEN" through indicium.

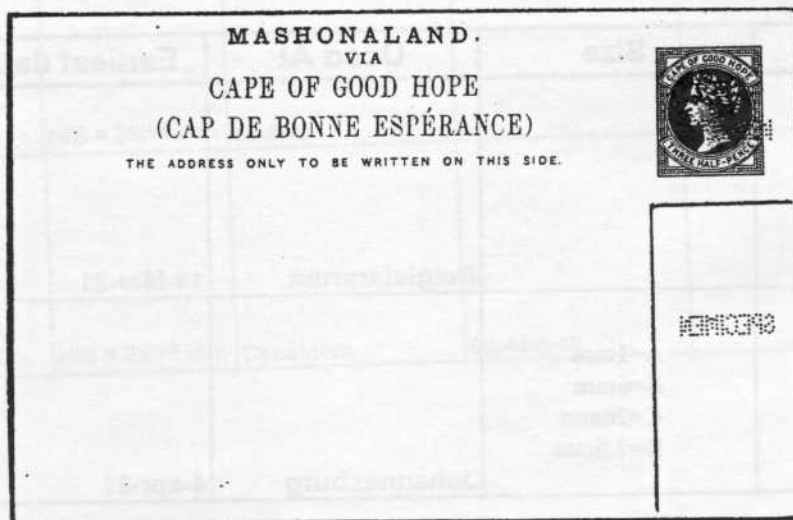


Figure 3. 1<sup>1</sup>/<sub>4</sub> card with "via" missing.

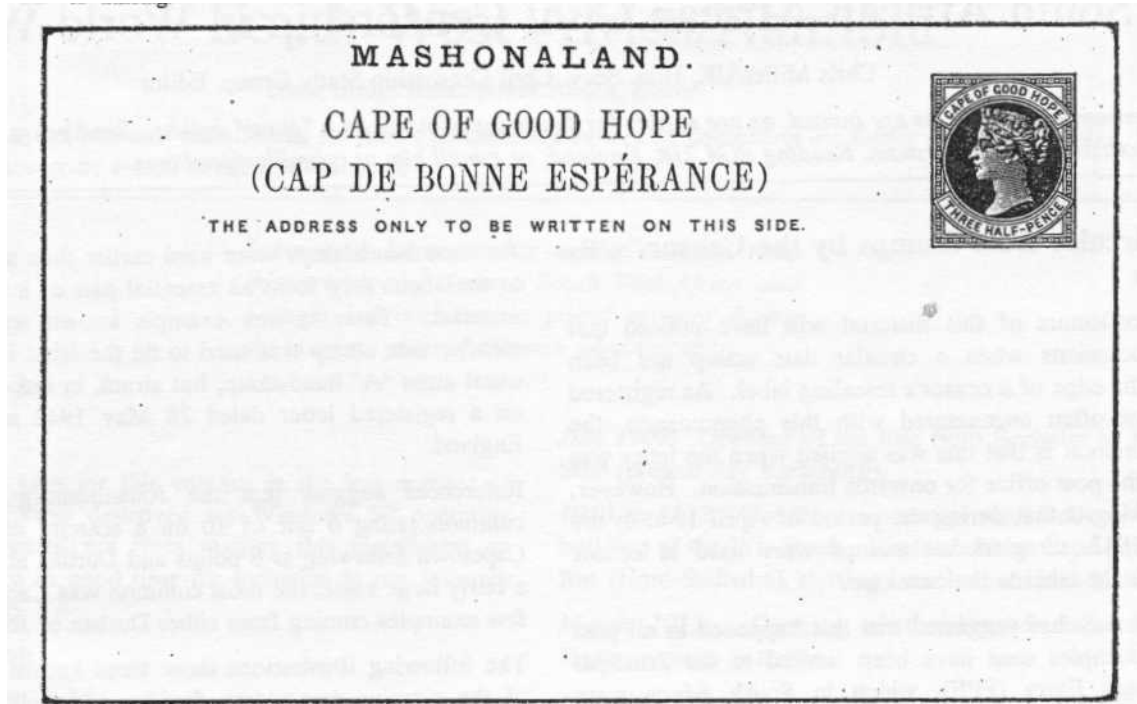
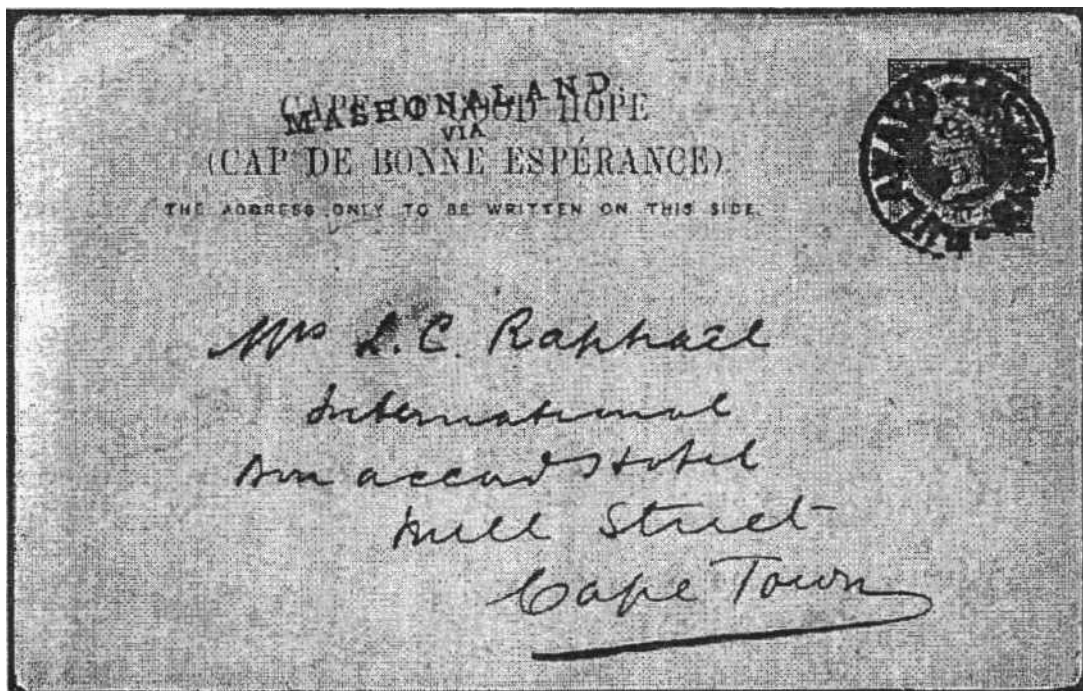


Figure 4. 1<sup>1</sup>/<sub>2</sub> card with "MASHONALAND VIA" printed at an angle.



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# South African Civil Censorship in World War II

Chris Miller/UK, Hon. Secy. Civil Censorship Study Group, Editor

*Reader comments and updates are invited, as are entries for future installments as a "guest" author. Send yours to Chris at 161 Upper Woodcote Road, Caversham, Reading RG4 7JR, England, or e-mail him at [cpbmiller@aol.com](mailto:cpbmiller@aol.com)*

## Use of Circular Date Stamps by the Censor... By

Chris Miller

Observant collectors of this material will have noticed that there are occasions when a circular date stamp has been applied on the edge of a censor's resealing label. As registered mail is most often encountered with this phenomenon, the natural assumption is that this was applied when the letter was returned to the post office for onwards transmission. However, current thinking is that during the period of April 1940 to the Spring of 1942, circular date stamps were used at censor stations to tie the label to the envelope.

One commentator has suggested that this happened in all post town, but examples seen have been limited to the Principal Points of mail Entry (PPE), which in South Africa were Johannesburg, Durban and Capetown. Please report any examples for other towns. Can any reader suggest why there appear to be no examples from the other censor stations? My guess is that all registered mail going to another country passed through the PPE.

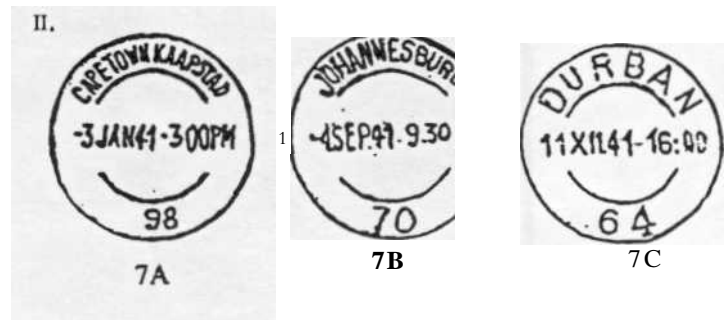
One example is known from Heidelberg, Transvaal with their date stamp used to tie what appears to be lined paper taken from an exercise book. This was on a registered letter Canada and might appear to open the possibility that smaller offices had no supply of labels which had been introduced in Capetown in November 1940. Examination of the published information confirms that no censorship station was ever set up in Heidelberg so, regrettably, the extension beyond the PPE still appears unlikely.

As these handstamps were used earlier than any other devices to tie labels, they form an essential part of a collection of this material. There is one example known where the normal circular date stamp was used to tie the label in addition to the usual arms "A" handstamp, but struck in red. This again was on a registered letter dated 28 May 1942 and addressed to England.

References suggest that the Johannesburg version is the common rating 6 out of 10 on a scarcity rating scale, with Capetown following at 8 points and Durban at 9 points. From a fairly large same, the most common was Capetown with very few examples coming from either Durban or Johannesburg.

The following illustrations show three known types/examples of the circular date stamp devices. No other circular date stamps from the PPE are known to have been used. These illustrations have been taken from the book *British Empire Civil Censorship Devices - World War II - Section I - Colonies and Occupied Territories - Africa*, by D.J. Little. Copies are available from the author at address as above.

Illustration. Examples of circular date stamps used at PPE during World War



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# South West Africa/Namibia

Hans Ulrich Bantz/South Africa, Editor

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

*Summary: Improvements in the rail and road infrastructure of German South West Africa also brought improvements in postal services during the last four years of German administration.*

## 1. Apology

Did you look in vain for this column in the last number of *Forerunners*? A virus destroyed my Windows '98 operating system and prevented me from mailing this installment on South West Africa in good time for inclusion in our journal's Whole Number 40.

## 2. Introduction

Column 5 in Whole No. 39 described the discovery of diamonds near Luderitz in 1908 and its effect on the development of postal facilities in a defined area. This discovery, coupled with the fact that the last skirmishes between native tribes and the German colonial forces - the "Schutztruppe" - also happened during 1908, started a time of peaceful development and consolidation.

The following paragraphs describe the main events taking place in the country until the outbreak of World War One and their effect on postal services.

The years between 1910 and 1914 can be called the main phase of German settlement. In 1913, 13% of the total area of 317, 827 square miles (823,168 square kilometers) were being utilized for commercial farming. The last population census in German times was also undertaken that same year. A total of 14,830 "whites" lived in the territory, 87% being of German descent. This explains why mail from other nationals and to countries other than Germany are very scarce.

## 3. Railways

The building of new railways, as well as the extension of existing ones, improved mail delivery with regard to reliability and the time taken. However, one remark has to be made beforehand.

For the student of German South West Africa's postal history, it is important to know, that in effect from April 1, 1909, postcards and letters, whether normal or registered, sent locally or to Germany, were no longer stamped on arrival.

Registered and express mail was, however, again stamped, due to public demand, from January 1910 onwards. Hence, it is no longer possible from April 1, 1909 onwards to establish transit times for ordinary postcards and letters, and whether any of these items did actually use postal channels. This also makes it impossible to monitor and record the improvement in delivery times due to the construction and completion of the following railway lines:

*July 1909:* Opening of the line from Seeheim to Kalkfontein Suid (present-day Karasburg).

*1910 to 1912:* The improvement in mail delivery during the building of the Windhoek - Keetmanshoop Cape-guage railway line (Nord-Sudbahn), starting from both ends in 1910.

*March 1912:* Opening of the Nord-Sudbahn Windhoek-Keetmanshoop to traffic.

The "Nord-Sudbahn" train covered the 326 miles (524 km) between Windhoek and Keetmanshoop in two days, including an overnight stop at Mariental, as opposed to the 20 days plus it took by ox-wagon.

Motor transport played no role as yet. In 1914 there were only five motorcars in the whole of German South West Africa.

## 4. Connections with Germany

Steamers of the German East Africa Line (*Deutsche Ost Africa Linie*), coming from East Africa, called every third week from 1909 onwards at Luderitz and Swakopmund, taking or bringing mail with them. Mail steamers of the Woermann shipping line arrived from Hamburg on the 1st and on the 18th of each month. Thus, overseas mail arrived or was collected three to four times per month by ship, a considerable improvement over previous years.

## 5. First Airmail Service

A short, but exciting episode, was the first conveyance of mail by air from Swakopmund to Windhoek in 1914, eleven years after the first powered airplane flight by the Wright Brothers. The story goes as follows:

The Berlin mail order house "Rudolf Herzog" sent out an airplane to South West Africa as a special contribution to the "Windhoek Show" of 1914. Mr. Bruno Buchner, the pilot, arrived on May 4, 1914 at Swakopmund by ship with his Pfalz bi-plane. The open plane, powered by a 100 horsepower propeller driven engine was soon assembled (Fig. 1) and tested. A flight, along the railway line from Swakopmund to Usakos and then Karibib, Okahandja and finally Windhoek, was planned. The first leg of this trip, from Swakopmund, commenced on May 18 at 6:30 a.m. Mailbags accompanied the plane with the insignia "*Erster Flugpostversuch in DSWAZ*" ("First Airmail attempt in German South West Africa"). Buchner arrived at Usakow in the afternoon of the same day. The next morning he flew on to

to Karibib, landing safely after a 20 minute hop. Figure 2 shows a postcard carried on this stage of the flight. The next few days were used for sightseeing trips for the residents of Okahandja.

On May 22 Buchner continued on to Okahandja. After a brief stop there he flew on Windhoek. However, poor weather compelled him to make forced landings at Teufelsbach and again at Brackwater. On May 27, 1914 the bi-plane appeared over Windhoek and landed safely on the local racecourse. This first airmail test flight was as great success. The few surviving items, with their special cachets and markings drew attention to this pioneering effort and are now highly priced and sought after by airmail specialists.

## 6. Postal Developments

The increase in population (see above) and the improvement in the road and rail network necessitated the establishment of additional post offices or agencies. Eighteen new offices were opened after 1910: along the railway lines, in the Luderitz diamond fields, in the far North (Chairos, Okaukwejo and Olukonda) and in the East of the territory, thus documenting the gradual spreading of the population to the edges of the area.

Cancellations from offices like Barby, Chairos, Ekuja, Olukonda, etc., operating in sparsely populated areas are scarce as are the cancellations

of offices opened in the

1913-1914 period. These had short operational lives and included Bogenfels, Grundorn, Klein-Nauas, Omitara, Okut-jombo, Otjosazu, Otjindaura, Pomonahugel as well as others.

The Swakopmund-Karibib section of the narrow gauge railway eventually became uneconomical. Therefore, it was decided to abandon this portion of the line. The last train traveled on this line on June 2, 1910. As a result, the post offices at Jakkalswater and Abbabis were subsequently closed down.

There were 67 offices open at the beginning of World War I. A total of 98 post offices, postal agencies or temporary post offices had been in operation during the period of 1888 to 1915, e. g., from the opening of the first office at Otyimbingue and the closing of the last German South West Africa office at Olukonda on July 19, 1915, ten days after the surrender of the

Figure 1. The Pfalz bi-plane used by Bruno Buchner on his historic flight from Swakopmund to Windhoek in 1914.

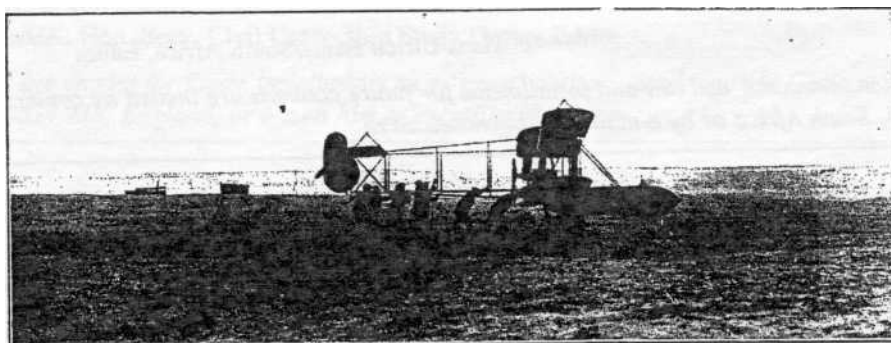
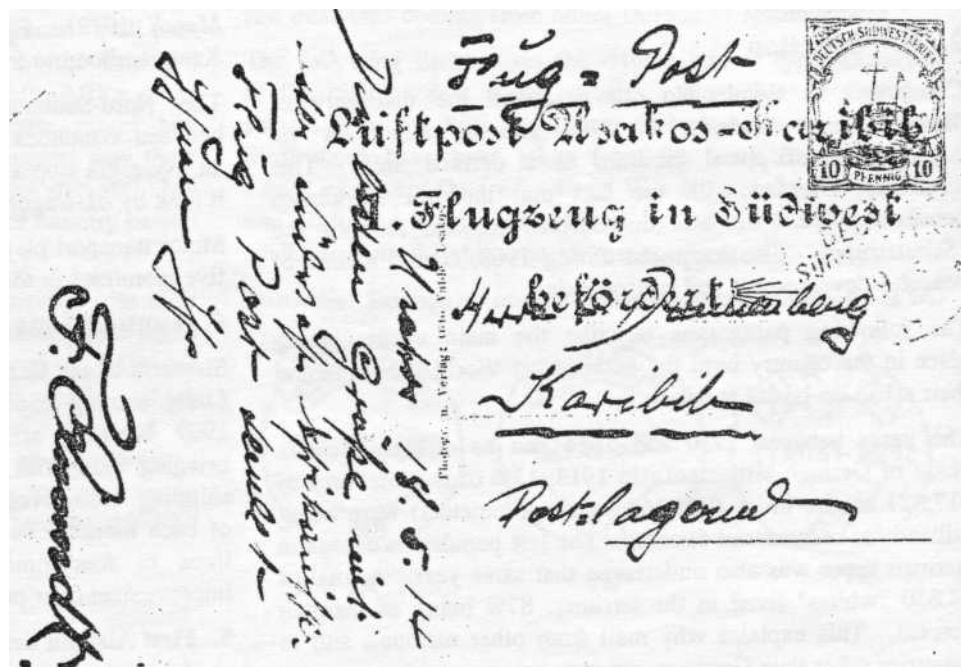


Figure 2. A postcard carried on the Usakos-Karibib leg of Buchner's flight.



German forces.

## 7. The "Yacht" Stamps

Germany replaced her "Eagle" stamps, which were also used in German South West Africa as un-overprinted "Vorlaufer" stamps and with two different overprints, with the "Germania" issue from January 1, 1900 onwards. For the colonies, the yacht of Kaiser Wilhelm II, the "Hohenzoller" was chosen as the standard design.

The pfennig values of the "yacht" stamps were printed by typography in portrait format with two engraved copper plates (recess printings). The stamps were printed on white or colored paper, first without watermark, while the issues from June 1906 onwards were printed on paper with the "Rauten" (lozenges) watermark.

"Yacht" stamps were first sold at the "Kolonialschalter" in

Berlin which opened a philatelic counter on December 17, 1900 for the sale of stamps issued for the German colonies. The stamps themselves came out in South West Africa during January 1901 (*Gewande* p. 29).

The "Yacht" stamps remained in use until July 1915, when the "Schutztruppe" - protective force - surrendered to the South African forces. Mark values were still printed up to 1919, mainly for the "sake" (?) of collectors. These late issues of high value stamps never reached South West Africa and were only available from the Berlin philatelic sales counter.

The South African forces captured no stamps and, thus, no official overprints were made and put into use.

The specialist can make a study of various color shades, or the perforations and of the various papers used. The 5 and 10pfg values were also available in stamp booklets (Fig. 3).

Figure 3. Front cover of the rare "no number" stamp booklet, issued in 1913.



The stock of stamps from the German colonies (including the stamps of South West Africa), remaining in Berlin was officially auctioned off in 1921. Used stamps from money order and parcel receipt stubs were auctioned by the German postal authorities from 1910 onwards.

The following denomination of Yacht stamps were issued (their possible postal use shown): 3pfg - printed matter, 5pfg - domestic postcards, 10pfg - domestic letter, foreign postcards

20pfg - registration, overweight or foreign letters, 25pfg - registered domestic postcards, 30pfg - registered domestic letter, 50pfg - registered domestic letters plus acknowledgment of receipt, 80pfg - registered overweight/foreign letter plus acknowledgment of receipt. The 1, 2, 3 and 5Mark values were mainly used on parcels. Try to find a commercial cover franked with an 80pfg stamp paying for the correct postage!

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*Editorial Note: Sometime ago I had asked Dr. Bantz to point out and comment on any inaccuracies appearing in the feature article "South West Africa Revisited" which appeared in Whole No. 39. The following is his gracious response:*

"South West Africa was, with the exception of the Walvis Bay area, was a "no man's land" until claimed by Luderitz. It never belonged to Britain. Luderitz's first name was Adolf - not Franz. An office had been established in Windhoek by 1892. Swakopmund, Keetmanshoop and Luderitzbucht (not Bay) followed in 1895 - not 1892. Overprinted stamps appeared from May 1897 onwards - not March 1897. Further down it should read 3Mark South West African stamp - not 3Mark South African stamp. The statement on South West Africa: "...which used German stamps overprinted, etc from 1897" is misleading as from 1900 onwards the distinctive "yacht" stamps were used.

# Back of YOUR Book

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 him at [timbartshe@aol.com](mailto:timbartshe@aol.com)

*The Orange Free State telegraph stamps are fairly common, particularly the later issues with the small "TF" and can be found in most dealer stocks and occasionally on E-Bay. True, some of the doubles and a few of the settings are extremely scarce to rare, particularly the Occupation Army Telegraph issues inverted or doubled, but generally speaking, they are a very inexpensive and collectable addition to the back of your book. What are not at all common are the forms that were used by the telegraph offices during the Republican period, Occupational period and less so the Colonial period. What I want to show you this installment are some of the forms I have come across over the last 20 or so years.*

It is believed that two copies of the form were used, one a copy of the message as a receipt for the sender and the other the original whereupon the stamps were placed indicating payment of the service. This is an assumption on my part as I do not have any physical evidence of this nor am I aware of any specific instructions in the archives of the Free State. As the usage of telegraph stamps were placed out in the early colonial Period (post 1902), the original forms may not have had any proof of payment in the order of stamps affixed to the form. It is also believed that after the accounting of the telegraph revenue was made, the forms with the stamps affixed were to be destroyed by the postmaster or telegraph agent. Whether this is true or not is a somewhat mute point as numerous examples of used stamps exist but herein lies the problem. This may be related to the time-honored 19th Century tradition of soaking everything off cover that passed into your possession. Forms with the Republican issues exist, but are so scarce that I have only the partial one shown in

The form is headed with "ORANJE VRYSTAATSCHTE TELEGRAMMEN" along with various instructional boxes for accounting and where the message is to be sent. The message portion is cut off. It is difficult to discern, but the number of words appear to be either 25 or 35 at a cost of 1/6. It is interesting to note that as was typical of the post office/telegraph office, they were most likely in the same building and postal cancellers were most frequently used. The only difference that can be noticed is that the year is frequently omitted as seen in this example.

After British Occupation began and the telegraph system was taken over, stamps were issued overprinted "V.R.I." on the old Republican "TF" issues and subsequently "V.R.L/AT" on postage stamps. I do have a series of partial pieces of forms with the stamps affixed and it appears that the old forms were first used as seen in Figure 2a - Type EM, row 10/6 on 3d and Type 4, row 6/3, used on captured Republican form, Bloemfontein 2 Oct 00.

Figure 1. Partial of telegraph form with Republican Issues affixed are found to be rare.

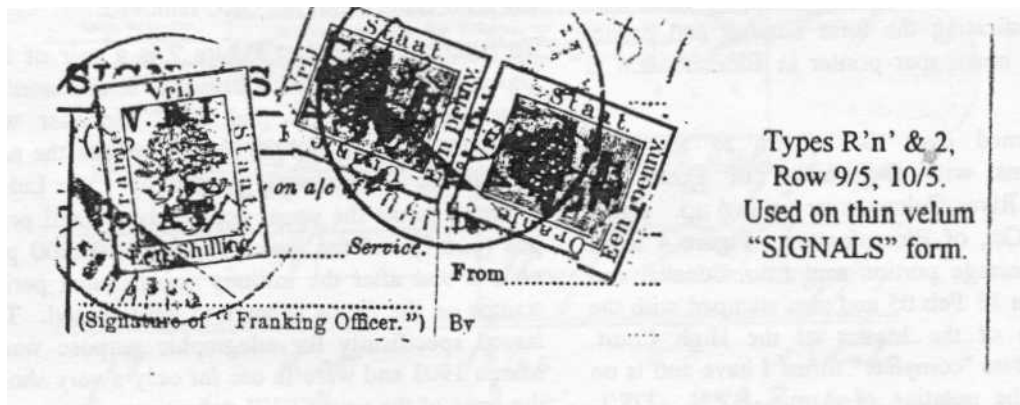
Figure 2a. Example of telegraph form using old Republican "TF" issues subsequently overprinted "V.R.I./AT"



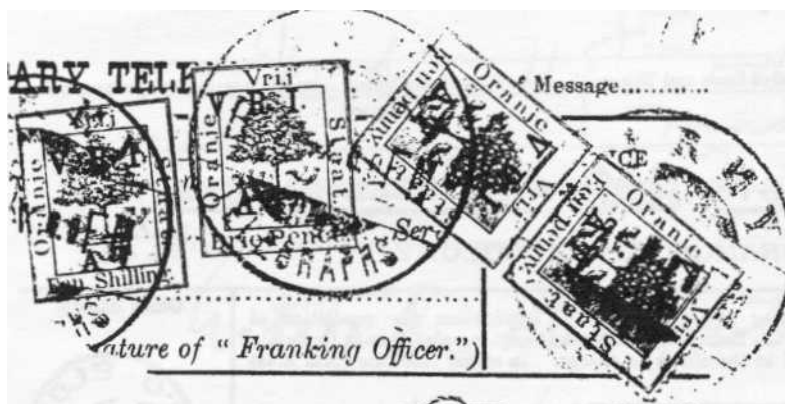


The military telegraph system also would have had their own are taken from my exhibit with the text included.) Special forms brought along with the army and at least three different canceling devices were brought by the military and are forms are found as seen in Figure 2b. (Note: these three items invariably found on most telegraph stamps during this period.

Figure 2b. Examples of three different telegraph forms used by the British military telegraph system.



Type 6, Row 10/3. Occupational information used Bloemfontein 1 Oct 00. Instructions in red read: "**Stamps to be affixed here and obliterated by clear impressions of Official Date Stamp.**" and in black: "*A Request for the Charges **on** this Te/egram can be obtained, price Two Pence.*"



Type K', Row 6/6.  
Used on thin webbed "MILITARY  
TELEGRAPHS" form. Bloemfontein  
2 Oct 00.



The system was named the Imperial Military Telegraphs and forms with that heading were printed as shown in Figure 3. This is the only example I have and was used at Bloemfontein 6 March 03. The hand printing is in blue, "P1962" and the large number 7 along with the blue steel number "352" in the upper right corner. The form has the designation "Argus, Bfn. 3904" and "Tel. 4", indicating the form number and printer Argus Co., who was a newspaper printer in Bloemfontein at the time.

After the military turned over the system to the civil government, new forms with Department of Posts and Telegraphs and Orange River Colony were printed up. Again the printer was Argus Co., of Bloemfontein. Figure 4 is an example without the message portion sent from Senekal and received at Bloemfontein 13 Feb 05 and also stamped with the double oval handstamp of the Master of the High Court. Figure 5 is one of only two "complete" forms I have and is on another iteration with the notation of Argus, B'F'N, -277/1. Sent from Thaba N'chu to Bloemfontein, the arrival cancel is now one of the new series of special Central Telegraph Office (CTO) cancellers that was in use in the CTO, beginning sometime in 1904-05. The message to the Master of the High Court is a discussion of 350 sheep belonging to two estates presently in some sort of litigation of receivership - "...were not

not attached are now at Brandfort and will be sold shortly stop do you authorize him to attach them?" Figure 6 is another iteration of the form Argus. B'FN'-419/5. This again is to the Master of Supreme Court which is now located in the judiciary capital of Bloemfontein after the formation of the Union. Note the CTO cancel with the ORC removed.

To complete the cycle, Figure 7 is a pair of forms from the Union of South Africa in Bilingual format used at the CTO in Bloemfontein, one an old ORC canceller with the lower portion obliterated and the lower one with the new canceller of the Union. They were printed by C.T. Ltd and are both different forms the upper apparently a small printing of 5,000 pds (pads?) and the lower one with 100,000 pds. One final note is that after the military occupational period, the use of stamps on the forms appears to have ceased. The final stamp issued specifically for telegraphic purpose was sometime in March 1903 and were in use for only a very short time prior to the issue of the new KEVII definitives.

Just as return receipt and registration forms are now becoming popular to collect in the U.S., so are the forms of the OVS/ORC an interesting addition. The Transvaal telegraphs forms are a little more commonly found but that is another story. Look for them; find them if you can and good luck.

Figure 3. Example of an Imperial Military telegraph form.

Figure 4. Example of new telegraph form used by Department of Posts and Telegraph when the military turned over the system civil government.

Figure 5. Example of completed telegram form complete with message sent from Thaba Nchu to Bloemfontein.

DEPARTMENT OF POSTS AND TELEGRAPHS. G.P.O. T. 21.

C. ORANGE RIVER COLONY. 122

ARGOS BYE-27/11. Inquiries respecting this Telegram, or application for repetition of same, may be made at the Delivering Office; but any complaint as to its delay, etc., should be made in writing, and addressed to the officer in charge. In either case this form must accompany such inquiries or complaint.

Charges £ s. d. to pay

Handed in at Thabanchu Received here at Bloemfontein

FROM R.M. TO Master High Court

18 Nov 1340 Re estates Ammal & Jakim stop messengers understands 350 sheep belonging to the two estates & where not attached are now at Grandport & will be sold shortly stop do you authorize him to attach them

Figure 6. A second example of completed telegram form to the Master of Supreme Court.

DEPARTMENT OF POSTS AND TELEGRAPHS. G.P.O. T. 21.

C. 7 ORANGE RIVER COLONY. 143

ARGOS BYE-4103 Inquiries respecting this Telegram, or application for repetition of same, may be made at the Delivering Office; but any complaint as to its delay, etc., should be made in writing, and addressed to the officer in charge. In either case this form must accompany such inquiries or complaint.

Charges £ s. d. to pay

Handed in at Irene 115 Received here at Bloemfontein 1146

FROM Barends TO Master Supreme Court

Estate Richter posted final receipts today

-39-

# Society Affairs

## A Few Words From Your Board

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

Greetings once again. As I noted in my message in issue #40, The American Topical Association annual show was held in Mesa, close to Phoenix in Arizona. It was quite successful, with over 200 frames of material for the judges to ponder over and a number of dealers with a wide variety of material on display. In addition to the regular exhibits, we were joined by the AAPE Junior Champion of Champions exhibits for 2001, 50 frames in all, and there was some first class material. It is amazing that some of the juniors can put together exhibits which any adult would be proud to show and the three man judging panel had a hard time choosing a winner.

My wife Barbara and I then embarked on our annual travel vacation following the ATA show - something we have been doing for many years by driving around various areas in the U.S. We made it down to San Diego, a city that had been in our plans for some time and enjoyed visiting attractions around the area. In addition to that, an invitation had come from Fran Adams, our apprentice judge at the show, to come and visit with some of his friends for a "philatelic" evening. As well as Fran and myself, Lester Lanphear, Winand, Alan Campbell and David Herendeen joined the company for drinks, followed by a nice dinner. After this, we spent a couple of hours looking at various "chunks" of exhibits and discussing the various ways of presenting material. Observations were forthcoming from all and it was a most interesting experience in seeing the changes which have transpired in philatelic exhibiting over the past few years. I for one will certainly be looking forward to "our" show next year, viewing the various exhibits which will be on display and meeting more PSGSA members.

The rest of the vacation had no philatelic connections as we like to spend time in scenic areas where there are small towns and no stamp dealers. On arrival home, after 12,500km of driving, there was a mountain of mail awaiting me, which has only recently been disposed of, with the time now to get back to philatelic endeavors

Until next time...

\* \* \*

### **From The Archives...** Tim Bartshe, Director/Archives

Continuing on the theme of Christmas presents that lay hiding only to appear for my birthday, I would like to mention some more titles added to my personal archives. The Anglo-Boer War Philatelic Society (ABWPS) published the first five volumes to be discussed.

*St. Helena - The Philately of the Camps for Boer Prisoners of War April 1900 to August 1902*, compiled and edited by B.J. Mabbett, 1985, is a very detailed treatment of mainly the censorship markings and ancillary markings of the Post Office

there. Also included is a listing of the specialized picture post cards produced over this two-year period. A valuable and certainly worthwhile addition for anyone collecting postal history during this period, although a more detailed treatment of the personal history of the camps would have rounded out the treatise a little more.

Along the same lines is *Ceylon: The Camps for Boer Prisoners of War, 1900 to 1902, Their Postal History*, by Richard Stroud, 1989. I always enjoy the work done by Mr. Stroud and much of what has been added to this research some 12 years after this was published, is by his hand. This book takes what was originally published by the ABWPS and Neil Snowden in 1967 and, as Stroud states: "This new self-standing publication, which now has a much wider scope and depth of content than could previously have been thought possible", will stand as the new reference for this material. There are a number of sidelines expanded in the annexes on some of the personalities involved. Again, if there is any weakness in this book, it is the lack of details concerning the people interred and references on the basic history of the camps. (As an aside, a small pamphlet I picked up in South Africa in 1985 was *Sri Lanka Prisoners-of-War in Exile* by G.A. Chadwick. Published in 1983, this work details the prisoners by name and district from whence they came, along with more of a personalized account of camp life without any postal history. This makes a nice mesh.)

*The Censor Seals of the Anglo-Boer War of 1899 to 1902*, compiled by Neil Snowden and Derek Hepworth, was published in 1987 as publication No. 4. This work is a must to understand the seals (as opposed to the censor marks dealt with in Snowden's companion volume mentioned above) utilized by both sides of the conflict. Both this and the Stroud book were available from the PFSA at R130 or, at today's rate about \$16, a real bargain in the publishing world.

Peter Prime recently put out *The History of the Medical and Hospital Services of the Anglo-Boer War 1899-1902* in conjunction with the centenary of this war. I must say, I was not familiar with this aspect of the philately of the Boer War and was amazed at the amount of research and information in this work. The appendices are extremely helpful in condensing all of the text for quick-look techniques and the bibliography is quite large with the citing of over 40 books and various publications. Such subjects include the hospital ships, foreign ambulance services and hospital trains. The POW and Burgher camp medical services are only just mentioned, but then again, that may be an entire book on its own.

The final ABWPS publication, *The Travelling Post Offices of Imperial Military Railways*, was coauthored by Kenneth Griffith and Alan Drysdall. This short volume of 37 pages of text and photos and a 38 page detailed appendix which lists each and every cover recorded by the authors. Where known, additional information on the sender, recipient or any other germane information gleaned from the covers. A very narrow



subject, indeed, but with Drysdall's typical style, is a very concise and informative addition to anyone's library. In Drysdall's earlier book, *Transvaal Railway Stamps and Traveling Post Offices* also published in 1997, this particular subject was dealt with in only five pages! Also typical of Mr. Drysdall is his very comprehensive bibliography and referencing. Don't go expecting slick paper and beautiful color photographs. The paper is, in general, of adequate quality and what are you buying, coffee table books?! Any time you can get a useful reference item for under \$20, it is worth owning.

One final note worth mentioning, *The Transvaal Philatelist* has recently come out with some very useful articles related to two of the most difficult areas of classic ZAR stamps - Otto's forgeries of the 3d "improved" eagle from Luff Plate Q and the printings of J.P. Borrius. The former is coauthored by Fernando Torres and Alan Drysdall and the latter is an expansion of the subject taken from Alan's 1996 *Memoir No. 2 - A listing of the Stamps of the First of the First South African Republic*.

If you have any interest in these or any other items or subjects, please contact me and I will be happy to oblige you. Remember, knowledge is power plus it saves you a lot of money sometimes!

### From the Program Chair.. . Bob Taylor, Dir./Programs

The annual meeting of PSGSA was held at APS's STaMp-SHOW 2001 on Friday August 24 at 11:00 a.m. The following members were in attendance: Bob Taylor, Tim Bartshe, Guy Dillaway, Ron Strawser, T.P. McDermott, Dave Wessely, Patrick Delmore, John Carmody, Joe Foley, and John Petsko.

Discussion largely centered on Society financial issues, in large part due to the postal rate increases. Lacking a quorum, no action could be taken. The following recommendations were made:

(1) Regarding *Forerunners*, no issue may exceed 48 pages - any lesser number divisible by 4 is encouraged; care should be taken that all content is relevant to South Africa collectors; Dave Wessely suggested posting back issues for sale on e-Bay which he offered to do and suggested that back issue be sent to him. (2) Contact a UK member and an RSA member and ask them to remail *Forerunners* to members in their respective countries. (3) The journal exchange program with other specialty groups should be continued with copies being sent only once a year and then to a member with his copy. Societies should be notified of the change. (4) Change the auction schedule to 3 mini-auctions a year, each emphasizing an area of southern Africa philately. Find a new Direction of Auctions. (5) Resign from PFSA. (6) If the journal is entered in a literature competition, the entry fee and cost of the six copies to be borne by the exhibitor. Otherwise, Board approval is needed for submission.

Unanimous praise and thanks to Bob Hisey for his untiring efforts to keep us afloat financially. \* \* \*

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

Below is the cashflow income and expense report for our year 2000/2001. It fully reflects all three journal printings.

Revenues	Expenses
Ads - \$472.10	Journal Printing - \$2,076.21
Auction - (\$12.10)	Journal Postage - \$1,056.30
Donations - \$95.00	Miscellaneous - \$126.14
Dues - \$2,272.50	<b>Total = \$3,071.15</b>
<b>Total = \$2872.50</b>	<b>Net (Loss) = \$243.75</b>

As you can see, we ran an overall deficit. the primary deficit was actually some \$800 on the Journal, partly offset by Ads and Donations. More discouraging is that only the last issue had the higher postal rates. By issue they were:

Issue	Printing	Postage	Total Issue Cost
Fall 2000	\$675.30	\$300.90	\$976.20
Winter 2001	\$673.73	\$361.00	\$1,034.73
Spring 2001	\$727.18	\$394.40	\$1,121.58

If we do nothing and put out three issues like the last one, our total dues income will be \$2,272.50 and the total journal cost will be \$3,360, a deficit of some \$1,000. Budget proposals have been submitted to address this.

Respectfully submitted ... Robert W. Hisey, Treasurer

\* \* \*

### The 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: thy@jade.ucdavis.edu](mailto:thy@jade.ucdavis.edu)

### A Case Study... Peter Thy, Director/Publications

The story starts back in 1993. I had just finished a draft of a rather long article on the use of postal orders in the Bechuanaland Protectorate. Originally, it was intended to be published in *The Runner Post*, publication of the Bechuanalands and Botswana Society. However, with illustrations and appendices it had turned out to be a rather voluminous manuscript. I was rightly concerned as to whether *The Runner Post* editor would accept it and to what extent he would require it to be split up into several smaller sections to better fit the format and reader diversity of his publication.

With these thoughts, I sent the manuscript to a friend to read and comment on. His solution, in addition to suggesting several improvements, was to publish the manuscript as a monograph. I pondered over this for awhile and also consulted my dictionary on the meaning of "monograph." The problem



problem was obvious. It would be difficult, in not impossible, to find a journal that would accept my long narrative of the postal orders in Bechuanaland. Admittedly, it was and is a very esoteric subject, with few devoted followers besides myself.

Although postal orders are postal stationery, it is rarely collected by postal stationery collectors. Part of the reason is that postal orders are so scarce that most collectors may never have seen any within their specialty area. This is specifically true for Bechuanaland for which perhaps less than 20 postal orders are known to have survived. An estimate of a realistic printing would have to take into account that members of the Bechuanaland Society only numbers a small 100 individuals. The membership of the Postal Order Society is barely larger. Therefore, it was clear that the interest would be very limited. I estimated that less than 50 copies could be sold for a price just covering the production and mailing expenses. Finally, I agreed with my friend and finalized my camera-ready copy. The result was 40 pages, including the cover. This barely qualified as a monograph and is perhaps better referred to as a booklet.

My local photocopy shop expertly produced 100 copies of the booklet for a price of \$1.50 each (in 1994). I estimated that the average mailing expense to be \$2 and sold the booklet for \$5 each, including worldwide mailing. The trade discount was set at 33%. The booklet was printed under the imprint of "Krone Publications." The "Krone" logo is the watermark used for the first Danish postal stationery envelope issued in 1864. Today, seven years later, only four copies remain. I estimate that my production expenses have just barely been covered. A significant number of copies have been given away to friends and fellow Bechuanaland collectors. The booklet was sold to collectors in Botswana, South Africa, Australia, Holland, Canada, Germany, USA and Hong Kong. A small number were sold via the UK based Postal Order Society. Interestingly, no request for the booklet was received from the UK, where the majority of the Bechuanaland Society members reside. One should have expected that this first attempt would have quenched my interest in publishing. However, about three years later, in 1997, I put together the frontier writings of the first (and only?) postmaster of Macloutsie, near the Mashonaland-Bechuanaland border and published it as another booklet.

Postmaster Symons wrote about his adventures, in 1892, travelling to Macloutsie and about the daily workings of his post office. His writings were originally published in the British Post Office Magazine *St. Martin's-Le-Grand*. Extensive excerpts had already been used by Alan Drysdall and by Edward Proud in their postal history books. I judged that since *St. Martin's-Le-Grand* was not easily available to most collectors, a comprehensive collection of Symons' writings would be of some interest. They certainly, if nothing else, are entertaining. The production, printing, and selling were similar as for the Postal Order booklet. However, this time I clearly overestimated the interest and 30 copies, now nearly four years later, still remain.

At this point, the story clearly escalates again against my better judgment. Access to the basic source texts for the Bechuana

lands are of fundamental importance for the postal historian. It can be difficult, if not impossible, for most collectors located far away from the main archives and libraries, to obtain the often crucial information about postal laws, regulations, and rates. To improve this situation, the first of a series of monographs is planned to summarize the various printed postal and government sources. The first of these reproduces the sections in the Annual Reports, between 1885 and 1909, of the Postmaster-General of the Cape of Good Hope as they related to the Bechuanaland and Rhodesian mails and telegraphs. This booklet will go to press shortly. An associated volume is in preparation that uses the same source to document the development of the postal rates of southern Africa. Other source texts in preparation will include the Colonial Reports and the various Government Gazettes, such as the elusive British Bechuanaland Government Gazette.

Judging from previous experiences, it is clear that very few copies will sell. The publication strategy must therefore change. The monographs will initially be produced in a small printing the usual way. Orders will be filled on a to order basis. The booklet will also be made available as "pdf" files, readable with Adobe Reader, either via the internet or on CD-ROM. Receivers will be encouraged to photocopy and distribute electronic versions for private use. The intent is to reduce printing and distribution expenses while increasing distribution. To serve the same purpose, the booklets will be dissemination to the main philatelic libraries worldwide.

This is the story of Krone Publications. It was told to remind that the most important reasons for writing and publishing philatelic research and knowledge is to reach the often very few people that share your specific interests.

### *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 will appear.

*No new "works" received this publication period.*

## NEWS OF THE MEMBERSHIP

**Closed Album.** . . Wilhelm "Jack" Grutter, 1936-2001 (Jack was an early member of the Society). We last spoke to Wilhelm in Capetown in February this year. He was then celebrating that it was a year ago that he had had a successful operation for throat cancer. He had just retired after his 65th birthday from his job as cultural editor with the newspaper *Die Burger* and was looking forward to spending part of his retirement with his various philatelic pursuits. Sadly, this would not be so. Early in June, we received his e-mail with the news that for some time he had suffered from cancer of the

# PHILATELIC LITERATURE

of

Greater Southern Africa and  
the British Empire, including:

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Periodicals (including Journal runs)

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other Reference Works

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