



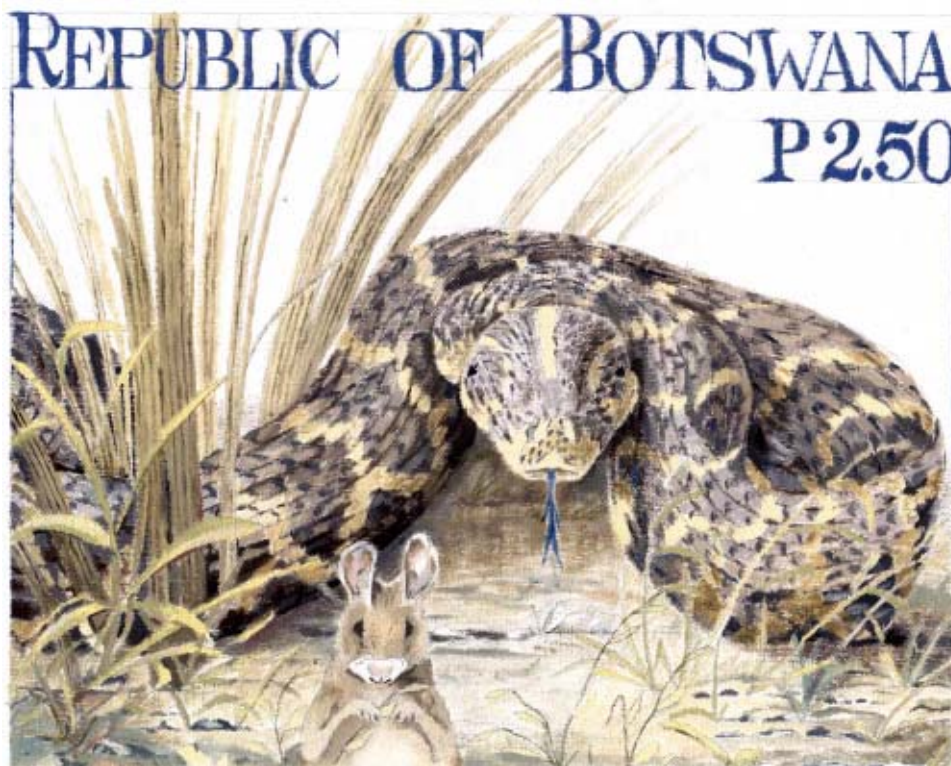
******FORERUNNERS*

JOURNAL OF THE PHILATELIC SOCIETY FOR GREATER SOUTHERN AFRICA

Affiliated with the American Philatelic Society and the Philatelic Federation of Southern Africa

Volume XVII, Number 1, Whole No. 47

July-October 2003



Design by Peter Lodoen for snake stamp
issued by Botswana Post in 2002

Highlights of This Issue

Botswana Snake Stamps
Wakefield's Africa Air Survey
Transvaal Newspaper and Parcel Rates
Released-by-Censor Handstamps
Interview With Alex Visser
Bechuanaland Air Letter Sheets
Transvaal Postals Used as Revenues
Botswana Due Stamps
Telegraphic Money Orders

RHODESIA BSA COMPANY

SELECTION FROM STOCK



RHODESIA BSA COMPANY / REVENUE 1906 'Certificate of Transfer' document issued at Hartley, certifying the transfer of ten claims from the 'Butterfly Gold Development Co. Ltd.' to the 'Indarama Gold Mining Co. Ltd.'. Bearing, on the reverse, a pair of £100 'cherry-red', £30 and £50 large format revenues and a 'postage' £2 rosy red. All tied by '27/1/06' perfins and 'MINING COMMISSIONER / 27 JAN 1906 / HARTLEY' oval datestamps struck in violet. (Mewett 13,75,78,99; B&H 2a,8,9,19). Extremely rare and attractive. Stunning!

£6500 / \$9600



RHODESIA BSA COMPANY / REVENUE c1896 Perkins Bacon Die Proof (100x67mm) of the frame of the 1896-97 large format revenue issue, with blank value tablets. Struck in black on gummed, wove paper. Rare and very attractive.

£1500 / \$2200

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Founded 1987

The Philatelic Society For Greater Southern Africa

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Front Illustration:

Artist's design for snake stamp issued in 2002 by Botswana Post.
Compare the design with the issued stamp shown in Peter Lodoen's
feature article in this issue.

***FORERUNNERS

ISSN 1076-2612

Vol. XVII, Number 1, Whole No. 47, July-October 2003

Official Journal of the Philatelic Society for Greater Southern Africa

Silver-Bronze at LONDON 2000; Silvers at JOPEX 99, STAMPSHOW 99, &
COLOPEX 99; Silver-Bronze at PACIFIC 97, Vermeil/Certificate of Merit at
OKPEX 96; Large Silver at New Zealand National Philatelic Exhibition 96; Silver
at SESCOAL 95, CAPEX 96, WAPEX 93, & HAFNIA 94; Silver-Bronze at
ESPAMER 96, SINGAPORE 95, & PHILAKOREA 94.

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Editorial Notes

It is with excitement that we are experimenting with a new software package for producing the Forerunners and are testing new layouts. We hope that you will like the result. Your response will be very much appreciated and will help us direct the future production of our journal. The previous issues have been produced by Bill using a now outdated publishing program. The text was entered manually and all illustrations had to be pasted on paper copy. This issue has been produced using Adobe PageMaker. All illustrations have been scanned and embedded in the electronic copy. This allows a far more efficient use of space and hopefully a better page design. Only your feedback will tell us whether we have succeeded in improving Forerunners. The new production method will also allow us to make an electronic version either in pdf or html formats. We will thus be able to distribute the journal

Editorial Notes Continued

via email or our website. This may have a distinct economic advantage.

Although the new Forerunners may have improved on the surface, it is the content and our authors that shape the journal and make the difference. This time we have assembled an impressive array of articles. Peter Lodoen has graciously shared with us his most recent stamp design adventures. Alex Visser has been interviewed by Ashley Cotter-Cairns. For those who have never heard about Visser, Ashley tells us that he is better known as 'Robin to Putzel's Batman.' In this issue, we are also feature articles on the Transvaal by Tim Bartshe and Bob Hisey. We admit that the issue may have a distinct Bechuanaland profile. Only your active contributions will help balance better future issues. Hope that you will find something of interest in this issue.

The deadline for next issue will be January 15, 2004. Let us have your contributions as soon as possible.

Peter Thy and Bill Brooks

Society Affairs

The Forerunners are the official journal of the Philatelic Society for Greater Southern Africa. The journal is published three times per year for the periods July/October, November/February, and March/June. Subscription to the Forerunners is included in the membership fees to the Philatelic Society for Greater Southern Africa (PSGSA). The membership fees are \$25 to North America and \$30 air to Europe and Africa. A sample copy of the Forerunners is available from the Editor for \$5. Advertising rates can be found in the Market Place section. Payment options are (1) check drawn on a US bank and made payable to PSGSA, (2) £ Sterling bank draft at current exchange rate with 'payee' left blank, (3) US\$ or £ Sterling bank notes at the current exchange rates and mailed at the sender's own risk, or (4) Paypal to the Society Treasurer at bobhisey@strato.net. All membership fees and other payments should be mailed directly to the Treasurer. All communications about membership, subscriptions, publications, activities, and services of the Society should be sent to the Secretary.

Some Useful Web Links

American Philatelic Society

<http://www.stamps.org/TheAps/index.htm/>

Philatelic Foundation of Southern Africa

<http://www.philatelysa.co.za/Home.htm/>

Bechuanalands and Botswana Society

<http://www.netcomuk.co.uk/~midsoft/bbsoc.html/>

BotswanaPost

<http://www.botspost.co.bw/index.htm/>

South Africa Post Office

<http://www.sapo.co.za/comm/postofficeframe.html/>

Philatelic Society for Greater Southern Africa

<http://www.homestead.com/psgsa/>

Rhodesian Study Circle

<http://www.rhodesianstudycircle.org.uk/>

Department of History, University of Botswana

<http://ubh.tripod.com/>

Deverell & MacGregor

<http://www.rhodesia.co.za/>

Colonial Stamp Company

<http://colonialstamps.com/>

Philatelic Friends

<http://www.philatelicfriends.com/>

Stanley Gibbons On-Line Stamp Catalogue

<http://www.allworldstamps.com/>

Cwiakala Auction Agents

<http://www.cwiakala.com/>

Show Reports

Several exhibits relevant to Southern Africa were shown at CHICAGOPEX 2003 in Arlington, Chicago (November 21-23, 2003). Gary Brown showed South Africa - Airletters (5 frames) GOLD; Peter Thy showed Bechuanaland Postal Stationery (10 frames) out of competition; Tim Bartshe showed Transvaal Occupation Stationery 1900-1908 (1 frame) VERMEIL; Bernard Doherty showed South Africa Postal Cards 1927-1951 (6 frames) SILVER; Ron Strawser showed Transvaal Postal Stationery (5 frames) SILVER; Antonio Bertolaja exhibited his book 'My Romance with the Cape' SILVER. Ron Strawser received the United Postal Stationery Society Marcus White Showcase Reserve Grand Award. Congratulations to all members and nonmembers.

Work in Progress

Bob Hisey and Tim Bartshe are working on the second volume of their multi-volume book series covering all aspects of the philately of the Orange Free State. Volume 1 covered the postage stamps. Volume 2 will deal with the OFS telegraph system, its stamps and postmarks. Bob and Tim are asking readers who can help to contact them.

Back Issues Available

Back issues of the Forerunners are in stock and available for purchase. These are listed by whole number: #1, 2, 3, 4, 6, 7, 8, 9, 11, 12, 13, 14, 15, 16, 17, 22, 23, 24, 25, 26, 27, 28/29, * 30, 31, 32, 33, and 34-46. The price per copy is #1-3, \$2; #4, \$4, #6-11, \$3; #12-13, \$4; #14-15, \$5; #16-17, \$6; #22-27, \$7; #28/29, \$10; #30-33, \$7; #34-45, \$9. Prices include shipping by lowest rate. Many back issues only exist in few remaining copies. Send orders to the Editor together with payment. * Combined as a British Africa Anthology with articles from 15 speciality groups celebrating PSGSA's 10th Anniversary during PACIFIC 97.

Instructions for Manuscript Submissions

Manuscripts should be sent to the appropriate member of the Editorial Board or directly to one of the Editors. Electronic versions of submissions are preferred either embedded in an email message, email attachments or on a floppy disk or CD. MS Word files are preferred. Illustrations should be scanned at at least 150 dpi and submitted in tif or jpg formats. Illustrations should not be embedded in manuscript files. Contact the Editors if you have any questions and your submission requires special attention. Needless to say, good old fashioned typed or written manuscripts and photocopies can still be submitted and are most welcome.



Snakes

by Peter Lodoen

Never certain as to whether snakes should be termed venomous or poisonous, we tend to forget that the huge majority of snakes are neither. They are, in fact, constrictors which grasp their prey with needle-like fangs and coil themselves deftly around their victims, and gently squeeze the life out of them before swallowing them whole.



Issued stamps.

A man who lives in no fear of being swallowed whole, Barrie Forrester-Smith, brought the suggestion of snake stamps forward at the February 2001 meeting of the Botswana Philatelic Society. The snake-stamp proposal was included in a long list of ideas, and though it was entered into the society newsletter, no one

gave serious consideration to adders and mambas on letters, until four months later when Botswana Post placed an ad in a Gaborone newspaper. The ad requested sketches and paintings which might be used for stamp designs.

With our February list conveniently in hand, philatelic society members and I chose out the two most presentable ideas: first, snakes and second, the big five. The latter - a set of stamps portraying the lion, the leopard, the rhino, the buffalo and the elephant - was another Forrester-Smith suggestion.

Lene Bay and Jodi Anderson, long-time BPS members, helped me select the serpents that might appear on a four-stamp set. From the outset the four most frightening snakes - mamba, cobra, puff adder and boomslang - were not hard to specify, and I began to sketch, thinking the whole project folly, for what people, postal authorities or otherwise, would be attracted to the idea of licking poisonous snakes?

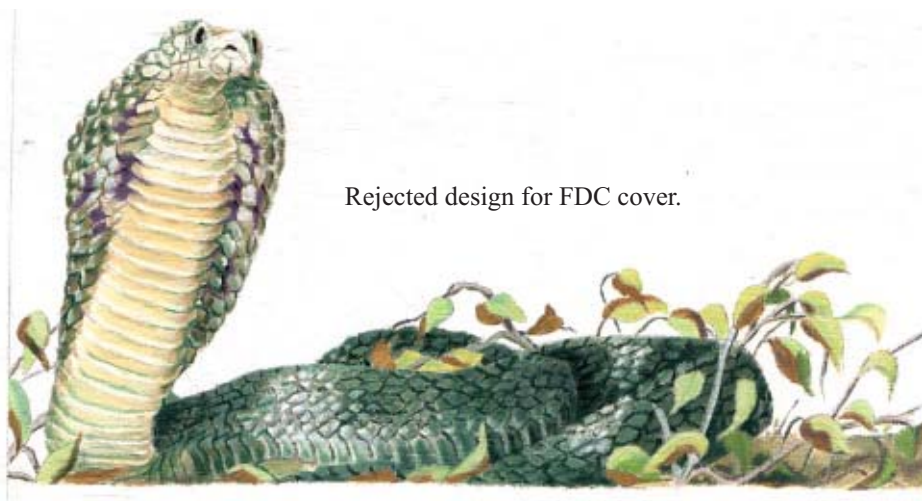
The second proposal, the big five, had been taken as a stamp theme by South Africa that very year, so I decided to transform it into an issue of lions, and only lions. Employing a selection of splendid photographs taken by northern-swamps pilot Brian Wilson, I painted four oil designs, which were eventually to be rejected because the philatelic authorities had already commissioned a wildlife issue for late 2001.

As an erstwhile biology teacher, I thought it would be good to show the symbiotic relationships between the snakes and their prey. Thus, into each original oil sketch I painted victims as well as predators: mamba-hare, boomslang-weaver, puff adder-mouse, cobra-shrike. Working in haste on ice-cold July weekends, I delivered rough work for the snake and lion stamp designs, eight A-4 size paintings in all, on the deadline date 31.07.01.

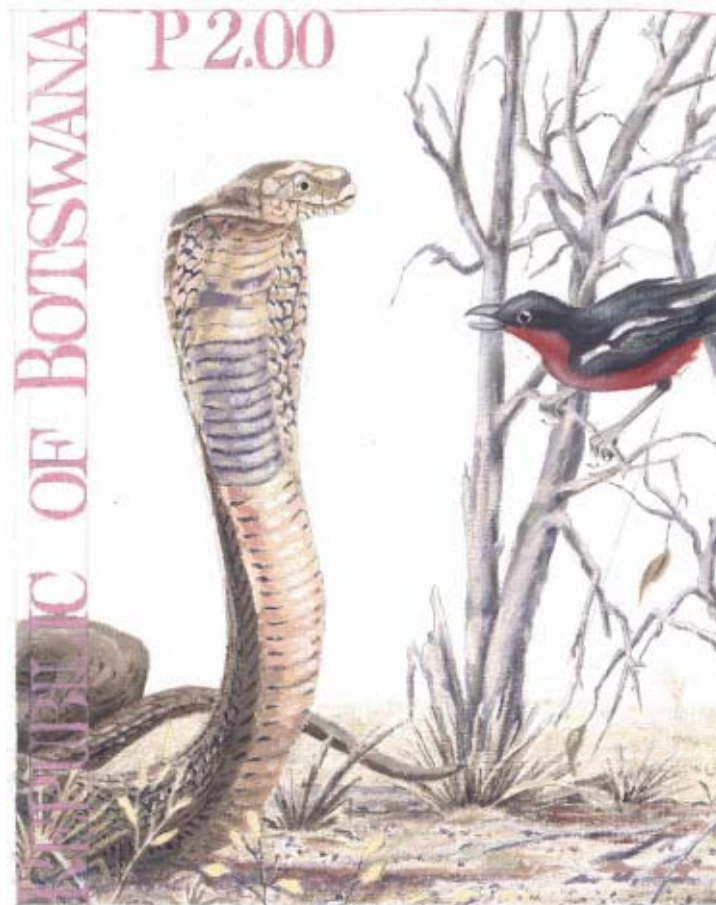
Margaret Ruda of the Botswana Post Philatelic Bureau accepted the portfolio of sketches, though she resolutely refused even to peek at the snake designs. She took the paintings with delicate and frightened fingers, and promised to pass them on to the Stamp Advisory Committee.

After a month's leave in the USA, I stopped in at Mrs Ruda's office on the 11th of September, 2001. Good omen or bad, she informed me that the proposal of snakes on postage stamps had been approved. Hallelujah! Who ever thought that the letter-sending public would be sticking cobras and adders on envelopes.

Mrs Ruda gave me a few brief notes from the Stamp Advisory Committee, hastily scribbled on a



Rejected design for FDC cover.



Rejected design for the 2001 snake stamps issued by Botswana Post in 2001. See also front cover.

scrap of paper. None were helpful, saying only that the designs should be done as soon as possible, and that the little animals should be taken out of each of the designs.

Without delay I started collecting pictures and information about poisonous snakes. My first stop in a search for information was the Wildlife Department in Molepolole. The agents there seemed to want to have nothing to do with snakes, and referred me to the Snake Unit of the Botswana Defence Force, under the leadership of Captain B. Motsu in Mogodishane. I phoned the captain, who seemed immediately pleased with the idea of snake stamps, for to him snakes were both beautiful and fascinating, and well worthy of being painted. He informed me of the 20-year existence of a serpentarium at the Mogoditshane camp. He also put me in touch with a snake handler, who answered my numerous questions about the chosen four.

After a seemingly endless process of re-working the original designs and of re-painting snake scales, I felt that the snake stamp artwork was ready. The redoubtable rock python, thanks to its unequalled length, I chose to be the first day cover serpent. While the advisory committee mulled over the designs, I wrote the text for the pamphlet which accompanies the first day cover, and sent a copy off to Captain Motsu. The captain, again very appreciative, returned a few helpful additions - that snakes are fond of eating each other, for example, or that puff adders bear their little baby adders alive, and by the dozens.

With the usual last-minute changes completed, the month of January 2002 saw all parts of the stamp designs ready for submission: five paintings, pamphlet text, instructions to the printer, and invoice to Botswana Post. The issue date was set for 22 March 2002; the venerable Dutch printer Joh Enschede was chosen to produce the stamps.

Though the stamp poster was beautifully printed, with colours true to the paintings, the stamps themselves all appeared a bit indistinct and greenish. The names of the snakes were printed in near microscopic letters, practically invisible to the naked eye. But at last our snakes were out, and these quiet and shy reptiles have made their way to the far corners of the globe. "When you go," said Jesus as he sent his disciples to the extremities of the ancient world, "be harmless as doves, and wary as serpents."

A copy of Peter Lodoen's original snake proposal to Botswana Post can be downloaded from www.kronestamps.dk by using the link from "Krone Publications." This is the latest of a series of articles dealing the author's experiences as stamp designer for Botswana Post. The complete collection is in preparation for publication by Krone Publications. The monograph will include color illustrations of accepted and rejected stamp designs and is planned to be released early in the new year.

Interview with Alex Visser

by Ashley Cotter-Cairns

Ashley Cotter-Cairns talks to Professor Visser, whose assistance to the late Ralph Putzel ensured the completion of the landmark South African postal markings encyclopedia.

ACC: Tell the readers a little about your background.

AV: I was born in Rotterdam, Netherlands in 1946, and migrated to South Africa in 1951, where the family settled in East London. I completed school and studied civil engineering at the University of Cape Town, where I graduated in 1967. I hold a Masters in Civil Engineering from University of the Witwatersrand, Johannesburg, and a PhD in Transportation Engineering from the University of Texas at Austin, USA. In addition, a bachelors in economics from the University of South Africa.

I have lived in Pretoria since 1971. Currently I am the South African Roads Board Professor of Transport Engineering at the University of Pretoria, where I have worked since 1989. I was president of the South African Institution of Civil Engineering (1997), and have advised on numerous road projects locally and abroad. I've been married to Trippie for 30 years. We have two children: Linda (25) is married and lives in London, and Andre (21) is studying investment management at the University of Pretoria.

ACC: How did you first get involved in philately?

AV: My philatelic career followed a typical path of a schoolboy collection of the world, stimulated by my Grandmother sending me Dutch stamps for my birthdays. From there, I specialised in the stamps of the Netherlands where I have a nice collection, moved on to specialise in the postage dues, and started a thematic collection of bridges on stamps, none of which have been exhibited yet. I then became interested in postal history, which led to my involvement with Ralph Putzel.

Having taken over the Putzel collection, I believe that I have one of the most extensive collections of South African postal history, excluding the earlier entities such as the Transvaal, Natal, etc.

ACC: Have you ever looked back with regret on something you've allowed to slip through your fingers?

AV: I cannot say that I am sorry about any material that I have missed, as opportunity only knocks once, and I have learned to live with that.

ACC: Are there any highlights in your philatelic career?

AV: A delight was that both Volumes 8 and 9 of the Postmark books were awarded a Vermeil at the National Exhibition held in Port Elizabeth in 2002.

ACC: When did you first meet Putzel?

AV: My first contact with Ralph Putzel was after Volume 1 of the Encyclopaedia appeared. I was mightily impressed with the scope of the work, but also deeply distressed by the typographical and factual errors. I offered to assist with proof reading and validating the subsequent volumes, which Ralph accepted. This close liaison lasted until his death in 2002.

ACC: How did your input effect the progress of the work?

AV: I developed a computer database which facilitated cross-checking and is immensely

useful in deciphering illegible or partial cancellations. After the four-volume encyclopaedia was completed, Ralph asked me to assist with the revision of the South West Africa/Namibia handbook. Once that was done, we started with the Postmark books, no less than ten volumes of approximately 350 pages each.

ACC: That was quite a task to undertake.

AV: I had not appreciated the extent of the project. We were only able to complete one volume a year. As time progressed, Ralph became more frail and I promised to complete the magnus opus should something happen to him.

When Volume 7 was at the printers, Ralph had a stroke, and publication was stopped by his family, awaiting his recovery. After a year it was clear that recovery would not occur, so I took over the project, had Volume 7 printed and distributed and started compiling the other volumes. I maintained the same style and the printed format as it is the easiest to use.

ACC: Has improving technology made any difference? Can you see it replacing traditional means of reference?



Alex Visser

AV: Although technology has improved with scanned images being readily available, for the postal historian it is still easiest to refer to a book. However, the Addendum will make use of the electronic medium, as it is impossible to keep printed material ordered as new additions are identified.

ACC: How many copies of the postmark reference guides and encyclopaedias have been sold so far?

AV: I am not sure of the number of copies that have been distributed, but it must be several hundred of each book by now.

ACC: What does the future hold for stamp collecting?

AV: Philately is moving into a more select community, almost as in the 19th century. Most correspondence is by email or telephone, so used postage stamps and non-meter mail in becoming extremely difficult to find. In South Africa, commemorative stamps on cover are virtually unheard of.

So postal history will continue to play an important part, although as in the past, modern postal history is frowned upon, and after 30 years it is impossible to find!

ACC: Do you feel that stamp-issuing countries have created this problem for themselves?

AV: The postal authorities are trying to artificially create a demand which, unfortunately, I think is short-term. Once the gimmicks have worn off, the schoolboy collector will stop.

Even more advanced collectors, such as in the Netherlands, are stopping at 2001 when the conversion to the Euro currency took place, as the current mint sets were exorbitant in price and contained a range of gimmicks.

It is also no longer possible to complete a country collection, as the number of variations on a theme, including personalised stamps with photographs, means that it can never be finished. By doing this the postal authorities are creating their own demise, accelerated by the electronic means of communication.

The final volume of South African postmarks, compiled by Ralph Putzel and Alex Visser, is now available, along with the previous nine volumes, the original encyclopaedias and other works. For details of how to order, contact Alex at avisser@postino.up.ac.za.

Transvaal Postals Used as Revenues

by Tim Bartshe

Just for fun, I thought, I would show you some of the things that one can find in the ephemera boxes of this world. Even though the South African Republic had issued 1d revenue stamps for use in the transactions requiring small revenue payments, so many

of the examples seen on or off document are postage issues either of the Vurtheim or shaft/disselboom issues. I am not going to discuss the rates or regulations because frankly I don't know much about them. What I would like to show are a few examples.

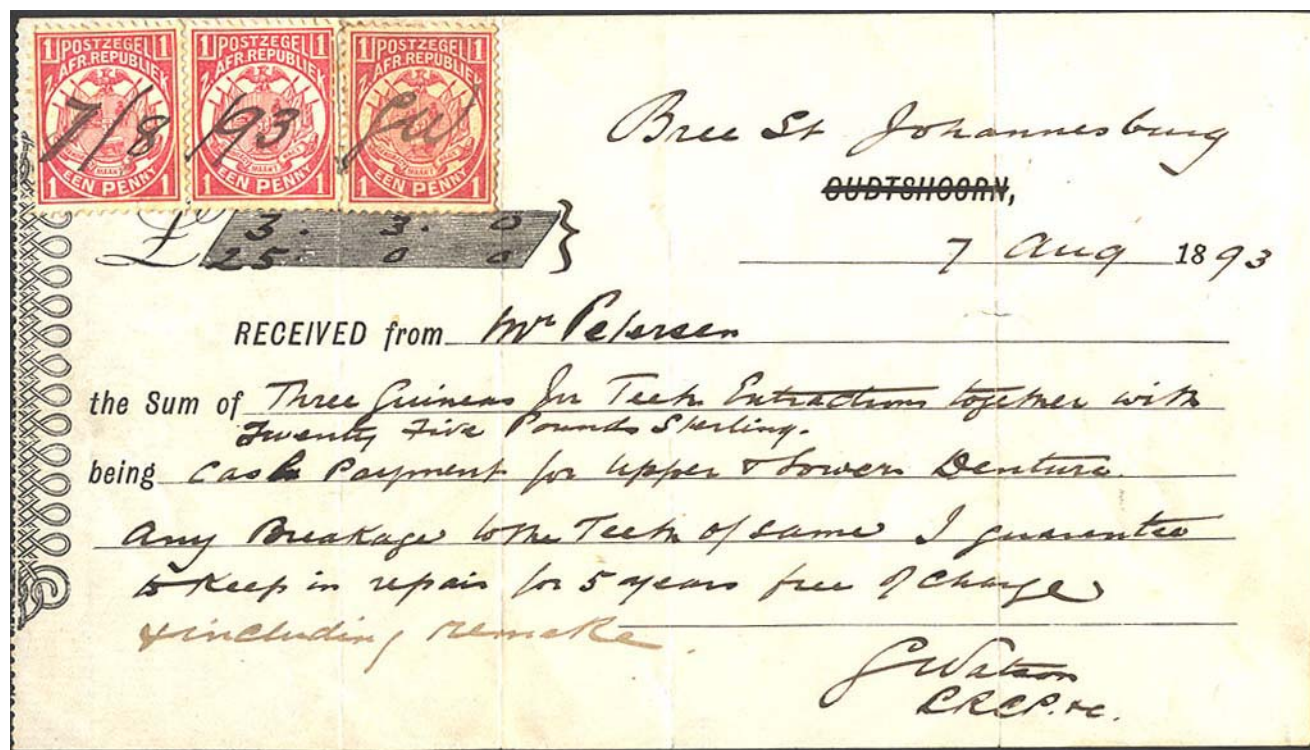


Figure 1.

Figure 1 is a receipt of payment that is perhaps more interesting because of what it is for than for the 3d revenue payment. The receipt states "Three Guineas for teeth extraction together with Twenty Five Pounds Sterling, [being] cash payment for upper and lower denture. Any Breakage to the teeth of same I guarantee to keep in repair for 5 years free of charge including remake." OUCH!!! The dentist G. Watson's office was on Bree Street in Johannesburg, one of the major thoroughfares in the city. This is the kind of stuff that Display Division exhibits are made for!

Figure 2 is a simple example of a transactional receipt between Banks, originating in Ventersdorp to Potchefstroom for £3=15=0. There certainly should be a lot of these floating around somewhere in South Africa, but they don't show up very often, even on e-bay.

Figure 3 is a simple handwritten final receipt of payment for a loan of £40 from Mr. S. Tamury to W. F. Charter. Why the need for 1d transaction payment when it was obviously done quite informally, I don't know (*would not be legally binding without, ed.*).



Figure 2.

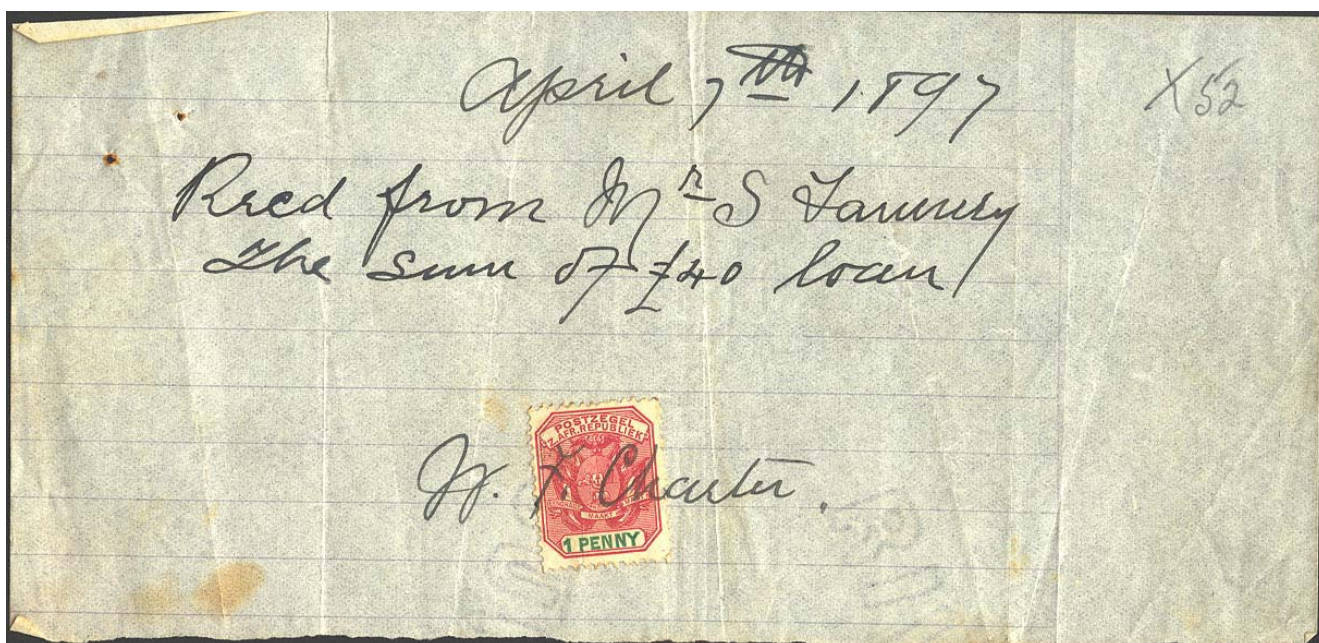


Figure 3.



Figure 4.

Finally, figure 4 is a lovely item showing receipt of payment for an insurance premium. This is one of two examples from the same insurer for two successive years, the rate being £6 for £1600 of insurance. No mention is made of what the insurance is for, but is probably a business structure and contents of a Mr. James

Reid in Zeerust. The difference in receipt numbers of the two items is 85,771 which I find rather remarkable, considering the smallness of the town. What is fun and interesting about these kinds of items is that it gives us a small peak into the lives and conditions of the area some 100 plus years ago.

Telegraphic Money Orders of the O.V.S. and Z.A.R.

by Bob Hisey

The Orange Free State and the South African Republic (Transvaal) were among the first nations to allow cashing of postal orders between two nations. This program was established by "The Agreement concerning Postal Orders" of 1 December 1888.

It is clear by inference that each country had also established a system of telegraphic postal orders within its borders at about the same time.

In 1891 a further agreement was signed between the two countries that allowed telegraphic postal orders to be exchanged. This may not be the first international telegraphic postal order system, but it was at least one of the first.

I was fortunate to have obtained an original of this treaty, apparently a ZAR copy from internal evidence. The full title is "Convention concerning Telegraphic Postal Orders between the Orange Free State and the South African Republic." I have made a translation, shown here, that explains how the system was to work.

The treaty also appends in Schedules E (original transmittal and advice telegrams) through G examples (4 forms to be used in the Transvaal). These are also illustrated.

The wrinkles are due to having been pasted into the treaty. There are no Schedules A through D, which are presumably the corresponding Orange Free State forms.

The net result is that any postal order office (PWK) in either country that was associated with a telegraph office could send telegraphic postal orders to any similar office in either country, up to a value of £10 sterling.

It is true that the printed pre-stamped postal orders were not introduced in the Free State until 1898, and that these only went up to £1 sterling. But postal orders were introduced in both countries by the middle of the eighties, using a preprinted, serially numbered blank form. Unfortunately, none of these are known to me personally. Jack Harwood reports seeing a Free State example on eBay, which looked somewhat like a check, with the postal order fee paid with revenue stamps.

The system was later expanded to include Natal, and was re-instituted by the British after the war.

Convention concerning Telegraphic Postal Orders between the Orange Free State and the South African Republic

Convention

The State President of the Orange Free State and the State President of the South African Republic, desiring to give further expansion to the "Agreement concerning Postal Orders" made between the two states on 1 December 1888, through the exchange of Postal Orders per telegraph, - are agreed on behalf of their respective governments that the following provisions will be established:

Article 1.

The cashing of a postal order issued by a postal order office in the Orange Free State at a postal order office in the South African Republic, or vice-versa, can be authorized by telegraphic means under conditions, about which mutual agreement must be reached by the administrations of the Postal Service in both countries. The cost of telegraphing, which in all cases must be paid by the sender, shall be of a rate of one shilling for each Postal note, not to exceed a value of £10.. (Ten Pounds Sterling). – The cost of telegraphing shall be retained by the country of issue.

Article 2

Telegraphic Postal Notes issued under authority of the above article shall only be payable at Postal Note Offices in towns or villages that are in telegraphic communication with the telegraph net of the Orange Free State and the South African Republic respectively; all advice telegrams shall be drawn up on a form similar to the one shown in the schedule marked E, hereon attached and shall begin with the serial number of the postal order that is to be advised.

Article 3

Whenever a telegraphic postal order is sent, a receipt shall be given to the sender in a form similar to that, shown in the schedule marked F, hereto attached and the thereto corresponding postal order form, after the words "Payment authorized per telegram" are stamped thereon, shall by the Postmaster of the office of issuance be attached to the Postal Order Account, which is made up monthly by him, together with the undercopy of the advice-telegram.

Article 4

Upon receipt of a telegraphic Postal Order notice, the Postmaster of the paying office shall take up the receipt of the recipient on a form similar to the one shown in the Schedule marked G attached, which in all respects shall be handled as a normal paid postal order and after the advice telegram is attached, shall be sent to the Head Office, together with the monthly Postal Order Account, as a certificate for the payment.

This Convention shall take effect on the 1st of January 1892 and shall remain in force until 12 (twelve) months after one of the contracting parties has given notice to the other of their intent to annul this.

Given under my hand and the great seal of the Orange Free State this 22nd day of the month of December in the year of our Lord One Thousand eight hundred ninety one.

Signed Government Secretary ????

Signed State President F. W. Reitz

Given under my hand and the Great Seal of the South African Republic on this 2nd day of the month of December in the year of our Lord One thousand eight hundred and ninety one.

Signed State Secretary W.J. Leyds

Signed State President S. J. P. Kruger

G.P.K.—P.W. 13.

Telegraafdienst, Z. A. Republiek.

POSTWISSEL-TELEGRAM.

Naam van afzender en bestemmeling.		Waarde.	Verzonden.	Sign. d. afz.	Telegraafkantoor Bijz.
		Kosten.	in		
			aan		
			door		

VAN		AAN	
Postnummer		Postnummer	

Nummer			
Bedrag			
Van			

Postmaster		Ik verklaar dat bovengemeld is aan op dit kantoor is betaald.	
		Handtekening	
		Postmaster to	
Inz. stamp.			
Gedien.		Directeur.	

*N.B.—De cijfers, gedrukt op den Postreken, moeten hier in woorden, niet in cijfers worden ingevuld.

Deze kennisgeving mag in geen geval worden toegeweend aan eenen vreemde, of aan anderen persoon, niet werkzaam in dienst van het Postdepartement.

Schedule E—Postwissel-Telegram
This is the Sending Telegraph Office original copy of the advice telegram, which had to be filled out and signed by the Postmaster, and then countersigned by the Director when sent in for accounting.

G.P.K.—P.W.13
At 40% of life size of 7.5"x10"
Color Pale Green

G.P.K.—P.W. 11.

Telegraafdienst, Z. A. Republiek.

POSTMEESTER'S AFSCHRIFT
VAN
POSTWISSEL—TELEGRAM.

Kantoorstempel.

VAN AAN

Postmeester Postmeester

Nummer

Bedrag

ponden pence (£ 1 1 1)

Van

Postmeester

Ik verklaar het bovengemelde aan op dit kantoor te betalen.

Handtekening

Postmeester te

Datum Stempel

*N.B.—De cijfers, gedrukt op den Postwissel, moeten hier in woorden, niet in cijfers worden ingevuld.

INSTRUCTIEN.

Dies vorm moet met den Postwissel worden ingezonden bij de maandstaten naar het Hoofdkantoor, bij het einde van iedere maand, op dezelfde wijze als "Verzigtelijke" wissels.

Schedule E—Postmasters Copy of the advice Telegram.

Instructions: This form must be sent in with the Postal Note with the monthly report to Headquarters, by the end of each month, in the same manner as 'canceled' Postal Notes.

G.P.K.—P.W.13
At 40% of life size of 7.5"x10"
Color Pale Green

Schedule G— Two part receipt from the recipient of the postal Order. The left side signed by the postmaster and the right by the recipient.

G.P.K.—P.W. 14.

TELEGRAFISCHE POSTWISSEL.

AFZENDERS KWITANTIE.

No. No. van Wissel

Uitgereikt te £ s. d.

Bedrag van Wissel

Commissie

Telegraafkosten

Totaal

Ontragen van

den Afzender van bovengemelden Telegrafischen Postwissel, betaalbaar aan te de somma van ponden shillings en pence.

Gedateerd heden, den d'g van 18

Postmeester.

Datum Stempel

Handtekening van Postmeester.

G.P.K.—P.W. 14.

Kwitantie aan Afzender voor Telegrafische Postwissel.

No. No. van Wissel

Uitgereikt te £ s. d.

Bedrag van Wissel

Commissie

Telegraafkosten

Totaal

Ontragen van

den Afzender van bovengemelden Telegrafischen Postwissel, betaalbaar aan te de somma van ponden shillings en pence.

Gedateerd heden, den d'g van 18

Datum Stempel

Handtekening van Postmeester.

Schedule F—Two part receipt for the sender.

The left side is the sender's receipt, detailing the amount and commission and telegram costs, etc.

The right side to be retained by the postmaster with full details. Both signed by him.

G.P.K.—P.W.14
At 50% of Life size 8"x6.5"
Color pale tan.

G.P.K.—P.W. 15.

TELEGRAFISCHE POSTWISSEL.

ONTVANGERS KWITANTIE.

No. No. van Wissel

Uitgegeven te £ s. d.

Bedrag van Wissel

Commissie

Telegraafkosten

Totaal

Ontragen van

den Afzender van bovengemelden Telegrafischen Postwissel, betaalbaar aan te de somma van ponden shillings en pence sterling, aan mij gezonden door to

Postmeester.

Datum Stempel

Handtekening van Ontvanger.

Uitbet. Ambtenaar.

N.B.—Het Telegram van Kennisgeving van het Kantoor van Afzending moet hiernaau gehecht worden. Geene kwitantie mag worden verleend voor een bedrag, £10 te bovengaan.

G.P.K.—P.W. 16.

Kwitantie van Ontvanger van Telegrafische Postwissel.

No. No. van Wissel

Uitgereikt te £ s. d.

Bedrag van Wissel

Commissie

Telegraafkosten

Totaal

Ontragen van

den Afzender van bovengemelden Telegrafischen Postwissel, betaalbaar aan te de somma van ponden shillings en pence sterling, aan mij gezonden door to

Datum Stempel

Handtekening van Ontvanger.

Uitbet. Ambtenaar.

Serial Numbers on Bechuanaland Air Letter Sheets

by Peter Thy and John Inglefield-Watson

Serial numbers occur on some of the South African military air letter sheets that were overprinted for use in Bechuanaland. However, little information on the occurrences as well as the rationale for these numbers is found in the standard catalogues and handbooks. The perhaps most authoritative of these, the Kessler Catalogue, notes as an introduction to their listing that “Most of the Military Aerograms and early regular aerograms (1941 to 1945) exist with so-called serial or control numbers in various different positions on the form. Normally these numbers are printed in black, but red numerals also exist. These numbers are sometimes found with double, triple or even quadruple impressions. Sheets bearing two different numbers can also be found.”

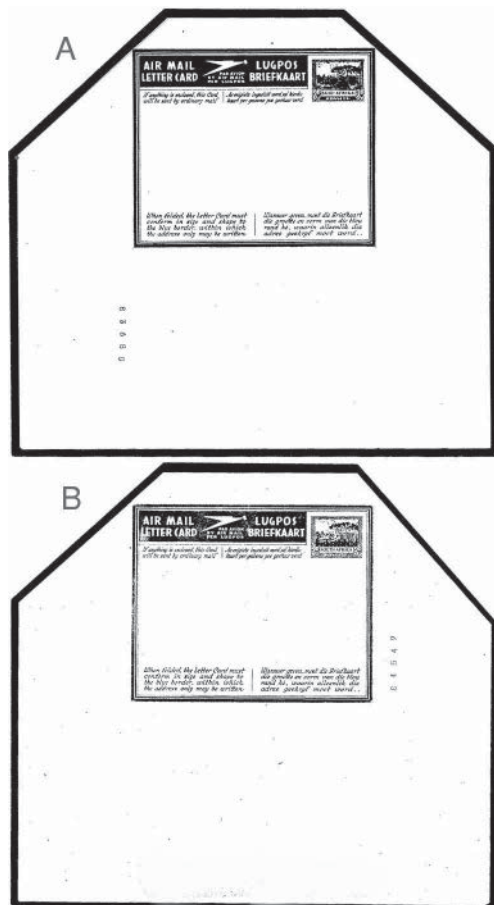


Figure 1. The Bechuanaland military 3d sheets with 5-digit serial numbers, unfolded and viewed from the front. (A) Printed on coarse paper with serial number reading down on the front of the left flap. (B) Printed on smooth paper with serial number reading up on the front of the right flap.

The 1952 Union Handbook states that the air letter sheets “... appear to exist both with and without serial control numbers on

the inside” and indicates the presence or absence of serial numbers in the general listings as summarized here in Table 1. Also included in Table 1 are cross-references between the Union catalogues and the Bechuanalands and Botswana Society catalogue. The 1946 Handbook is largely consistent to the 1952 Handbook with the interesting additional observation that the 6d civilian sheets “... are numbered, very badly.” Later catalogues appear to have lost interest in the serial numbers or list them as occurring on all sheets (1960 Union Handbook; Hodson’s; Quik, 2000). The wording in the Union Handbooks that the serial numbers are printed on the inside may be confusing. Undoubtedly, the meaning is that the numbers are printed on the sheet front (the printed side) on the left or right flap that were folded inside when the sheet was prepared for mailing. However, some sheets issued before PAL 9 (BBS AE 2), as well as PAL 17 (BBS AE 1), have the serial numbers on the reverse.

The South African, 3d military air letter sheets overprinted for Bechuanaland are from the May 1944 and April 1945 printings. These sheets as well as the overprinted sheets are said by Kessler to exist with or without serial numbers. The 1944 South African, 6d civilian letter sheet was the only civilian sheet that was overprinted for use in Bechuanaland. Both the original and the overprinted 6d sheets exist, according to Kessler, with and without serial numbers.

The observations on the Bechuanaland sheets largely confirm the observations detailed in the 1952 Union Handbook. The exception is that the overprinted 3d Afrikaans sheet (PAL 14; BBS AE 5) on smooth paper is known both with and without serial number. It must be assumed that the observation from the Bechuanaland sheets also applies to the unoverprinted South African sheets, despite that the Bechuanaland sheets were only a small proportion of the total South African printing.

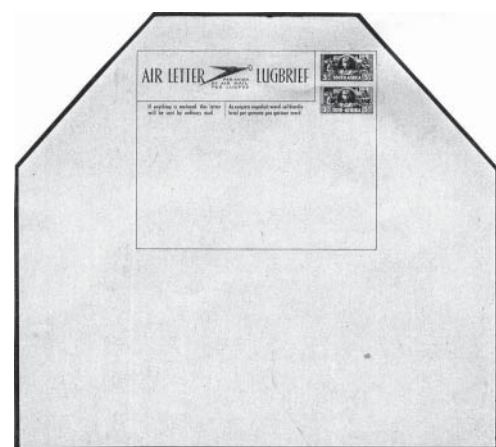


Figure 2. The Bechuanaland civilian 6d sheet unfolded and viewed from the front.

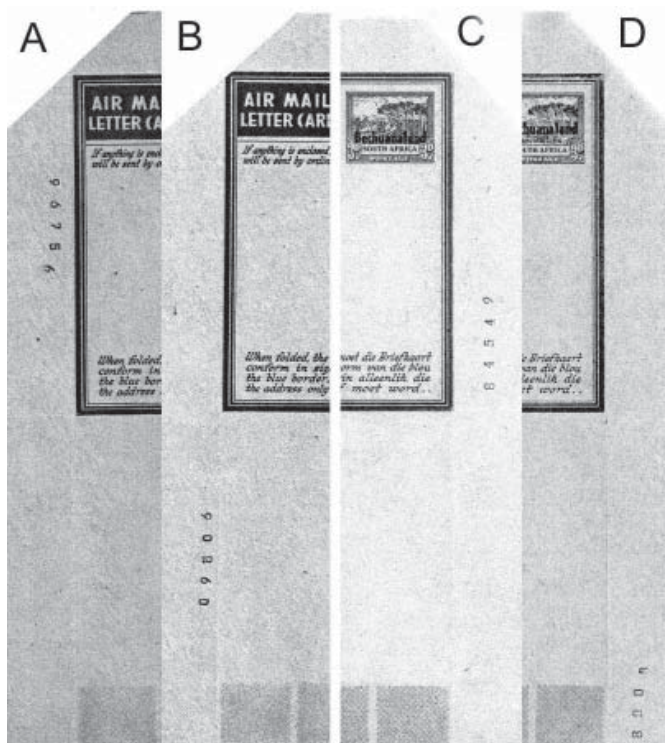


Figure 3. Close-up of serial numbers on the Bechuanaland military 3d sheets.

The position of the numbers on the 3d Bechuanaland sheets varies in a systematic fashion (Figures 1 and 3). The numbered sheets bear five-digit numbers located on the front either on the left flap (English, coarse paper) or right flap (Afrikaans, smooth paper). The numbers on the left flap read up (coarse paper). The numbers on the right flap always read down (smooth paper). The vertical position is either toward the top or toward the bottom of the sheet (Figure 3). There are no intermediate positions. The ink used is always black. The ciphers are often poorly aligned and may be broken (e.g. '2'). The numbers recorded vary from around 83000 to a roll-over to low numbers preceded by zeros. The numbers in the down position may be truncated by the cutting of the sheet (Figure 3). The number has not been seen on the reverse of the 3d military sheets. This clearly shows that the serial numbers were applied to the paper prior to printing and cutting.

A census of a limited number of sheets suggests that the sheets with English and Afrikaans text exist in approximately equal amounts. For the sheets expected to occur with serial numbers, the majority are found with serial numbers (73-79 %), while the remainder occur without serial numbers (21-27 %). The majority of the serial numbers on the coarse paper occur toward top of the sheets (62 %). For the smooth paper the dominating position is toward the bottom (66 %).

A simple model can explain some of these observations. We base it on the observation already made that the serial numbers were applied to the paper sheets prior to printing. We also assume that the letter sheets were printed on paper sheets large enough to contain 6 individual air letter sheets (or any other even numbers) in two rows (Figure 4). One row was with English text and the other with Afrikaans text. When the coarse paper was printed, the serial numbers were located on the same row as the

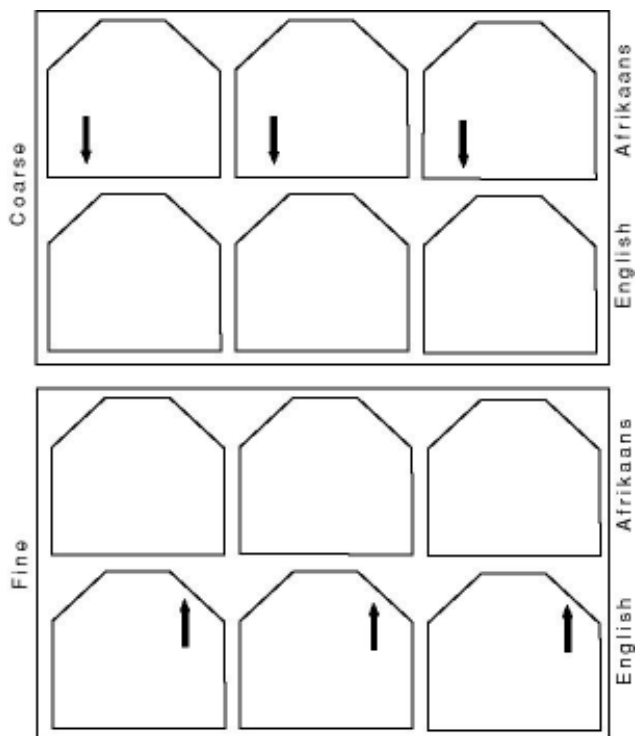


Figure 4. Schematic illustration explaining the two fundamental positions of the serial number on a sheet of paper used for printing: first the coarse paper (serial numbers reading down) and then the smooth paper (serial number reading up). Upper row of letter sheets was with Afrikaans text, while the lower row was with English text.

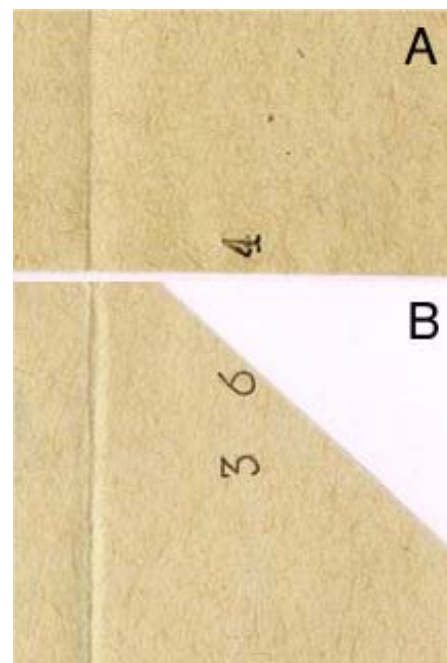


Figure 5. Close-up of partial serial numbers on the reverse of the Bechuanaland civilian 6d sheets. (A) Single cipher on left flap at the bottom. (B) Double ciphers on left flap at the top (the ciphers have been touched-up to allow them to be easily seen).

English inscribed letter sheets. When the smooth paper was printed, about a year later, the paper was now rotated with the result was that the serial numbers now were located on the bottom row, reading up (Figure 4). Thus, the smooth paper sheets have the serial numbers on the Afrikaans inscribed letter sheets, while the coarse paper sheets have the serial numbers on the English inscribed letter sheets.

This simple explanation accounts for the main observed features and also accounts for the ‘reversal’ in the position of the serial numbers from ‘up’ to ‘down.’ About one out of four sheets must have been without serial numbers. This would explain why about one-quarter (27 %) of the letter sheets with English text on the coarse paper and an about equal number (21 %) with Afrikaans text on the smooth paper are found without serial numbers. It is also possible that some ‘positions’ on the sheet were missing a serial number or that some sheets lacked serial numbers altogether.

The serial numbers on the 6d civilian sheets, referred to by the 1942 Union Handbook as ‘badly’ printed, were not intended to have appeared on the sheets (Figure 5). Three or fewer ciphers have so far been observed, always located on the reverse side on the left flap (seen from the front) either toward the top or bottom. These are clearly remains of the serial numbers after the cutting that was intended to have completely removed these with the margins and gutters. The remains observed so far are ‘2’, ‘3’, ‘33’, ‘36’, and ‘354’ (part ‘4’), all reading up (Figure 5). A count of a limited number of the unoverprinted South African sheets (PAL 17) suggests that such remains of serial numbers appear on about 20 % of the sheets.

The final question is obviously why were the serial numbers applied to the letter sheets? As we have shown, the serial numbers were applied to the print sheets and not to the individual letter sheets. It is thus plausible that the serial numbers were applied to the unprinted paper sheets for accounting purposes. This could have been part of a war time effort to ration paper supply.

Thanks to Jerome Kasper for help.

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Table 1. South African Letter Sheets Overprinted for Bechuanaland

PAL 9. 3d light blue, English stamp, coarse buff paper.
With or without serial numbers (MAL 11; BBS AE 2).
PAL 10. 3d light blue, Afrikaans stamp, coarse buff paper.
Without serial numbers (MAL 12; BBS AE 3).
PAL 13. 3d bright blue, English stamp, smooth buff paper.
Without serial numbers (MAL 13; BBS AE 4).
PAL 14. 3d bright blue, Afrikaans stamp, smooth buff paper.
With serial numbers (MAL 14; BBS AE 5).
PAL 17. 6d deep blue, smooth buff paper.
With or without serial numbers (CAL 1; BBS AE 1).

Catalogue numbers are from the 1952 Union Handbook. The numbers in parentheses are first from the 1960 Union Handbook and second from the Bechuanalands and Botswana Catalogue (Thy and Inglefield-Watson, 2004)

Table 2. Census of Bechuanaland Letter Sheets

<i>3d, coarse paper, English stamp</i>			
Without serial number	3	27 %	
With serial number	8	73 %	
Top position	5		
Bottom position	3		
<i>3d, coarse paper, Afrikaans stamp</i>			
Without serial number	6		
<i>3d, smooth paper, English stamp</i>			
Without serial number	20		
<i>3d, smooth paper, Afrikaans stamp</i>			
Without serial number	6	21 %	
With serial number	22	79 %	
Top position	6		
Bottom position	16		
<i>6d civilian sheet</i>			
Without remains of serial number	10		
With remains of serial number	5		
Top position	3		
Bottom position	2		



Bechuana Pioners served in the Middle East during World War II. It is estimated that 10,000 Bechuana soldiers were enlisted in the British Army and thus would have been expected to have been the main target group for the Bechuanaland military air letter sheets. However, the letter sheets were not supplied to the Bechuanaland soldiers.

Transvaal Newspaper, Book, and Parcel Rates

by Tim Bartshe

Usages of Transvaal stamps on cover are fairly common during the mid- to late 1890's. The letter rates had standardized and the ZAR had been a member of the UPU since 1893. Some of the more interesting and scarcer items, however, are examples of the auxiliary services such as newspaper rate, book rate and parcels.



Figure 1.

Soon after the beginning of the Second Republic in 1881 and the issuance of the new stamp design in 1885, the literacy of the republic increased markedly particularly after the discovery of gold in the Witwatersrand. Printed matter slowly increased to outside the borders of Southern Africa. The earliest example I have (Figure 1) is one from our friend Emil Tamsen, sending "Printed Matter. Per Book Post" to Germany. It was sent from Pretoria unsealed canceled with a 3-ring 1 and arrived 22 Oct 1885. The rate at this time to Europe was 2 1/2d per 4oz for "newspapers" for which unsealed letter/printed matter would

apply as opposed to the higher rate of 3d per 2 oz for book post. Printed matter rate was reduced after joining the UPU 1 January 1893 to 2d. The next example shown in Figure 2 is another item to Germany from Johannesburg and the offices of Malcomess & Co, General Merchants. Unsealed at mailing it received the same service utilizing the 2d olive bistre stamp perforated 12 x 12.5 issued in early 1887. This rate was given if sent via Natal which added a week or so to the sailing time.

The advent of newspaper rates made mailing of local news to the "folks back home" easier and many different newspapers sprang up in the Republic. The Star Weekly Edition was a popular paper published by the Argus Printing and Publishing Co in Johannesburg. They printed up their own wrappers for overseas and Southern Africa delivery showing the rates. As the size of the newspaper varied according to content, different wrappers



Figure 3.



Figure 2.

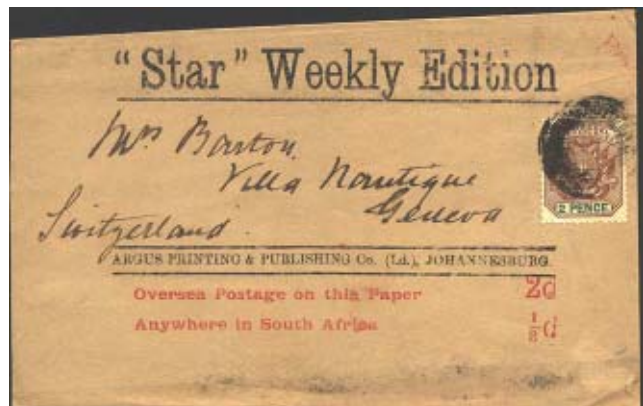


Figure 4.

were used. The overseas rate at the time of the examples shown in figures 3 and 4 was per schedule between 1 January 1891 and 1 January 1899, 2d per 4oz to Europe and most of the world excluding Asia, 1d for 4 oz to the UK, and 1d per 2 oz for foreign countries (Proud, 1996). Figure 3 shows 3d usage and under the stamp the printed text states 3d, 2d and 1/2d for the services listed at the left. Figure 4 shows the lower rates of 2d and 1/2d. The Southern Africa rate was 1/2d for 4 oz since 30 June 1886 (Mathews, 1986) and from 1894 1d per 4 oz to Rhodesia. Obviously the newspaper in figure 3 was 6 oz and figure 4 was less than 4 oz, but greater than 2 oz.

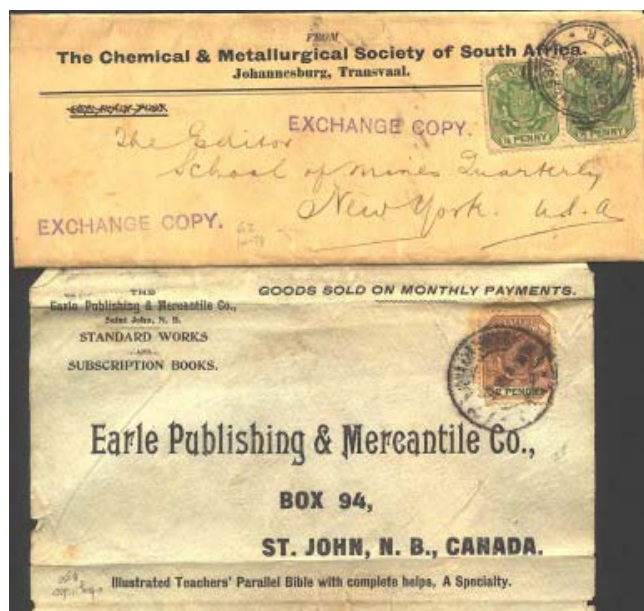


Figure 5.

Figure 5 is an example showing the rates from 1899 as 1d per 2 oz, for a 4 oz paper going to New Brunswick (nice destination and only \$3.50 on eBay) and the other is a 2 oz 'exchange copy' from The Chemical and Metallurgical Society of South Africa.

The final examples are of the book post. Figure 6 is a mailer card for photographs paying a 9d rate. As the stamps are perforated 12.5 with small holes, they are from the 1884 printing. Since



Figure 6.

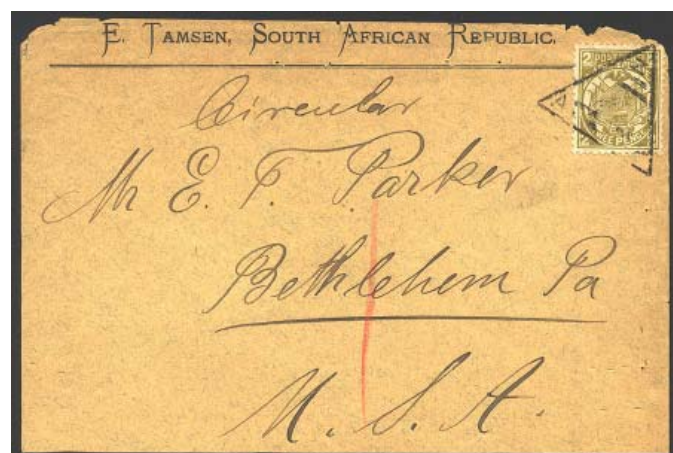
there is no indication of date of use, the rate paid was either 3d for 2 oz per the postal convention effective 1 January 1885 or 1d for 2 oz which supplanted the prior rate 1 April 1885. That being said, the parcel was either 6 oz or 18 oz depending upon how old you want it to be! Considering that the mailing label weighs almost a full ounce, the later may be the proper assumption.



Figure 7.

The final figure 7 is a dated book post label dated 11 March 1899 to Germany. The postage of 3d is the proper rate for a book between 4 and 6 oz at the prevailing rate as of 1 January 1899.

As one can imagine, these little items are scarce, particularly the older ones as they treated them back then just as we do now, placed in the circular file. Regardless of your collecting area, these items will not only increase the difficulty of the hunt but enhance your collection and display.



Privately produced wrapper by Emil Tamsen.

Botswana Dues

by Peter Thy

It with sadness this is written. Words have come out of Botswana that Botswana Post has discontinued it's series of postage due stamps. A very popular and esthetic appealing series of stamps thus has been removed from active service. The time has, therefore, come to review the due stamps issued by Botswana since Independence. Another good reason is that the existing listings in both the Scott and Stanley Gibbons catalogues are unnecessarily complex and may require extensive explanation to make them understandable.

A summary of the known issues as identified by the printer is given in Table 1. The information on date of issues, colors, and perforations (approximate only) is mainly from Stanley Gibbons British Commonwealth catalogue. A following column will review the Bechuanaland dues.



Figure 1. The first Botswana postal dues series issued in 1967.

Overprinted Bechuanaland Dues

The first postal due stamps were issued in Botswana on March 1, 1967, shortly after independence on September 30, 1966. These were overprinted Bechuanaland dues originally printed in 1961 by De La Rue. They were overprinted 'REPUBLIC OF' covering 'BECHUANALAND' and 'BOTSWANA' covering 'PROTECTORATE' and were available in the same three Rand denominations as for the Protectorate (1c, 2c, and 5c; Figure 1). The stamps were overprinted on full sheets of 10 rows of 5 stamps (Figure 2); however, the story of these sheets and the original stamps will have to await the discussion of the Bechuanaland dues.

Elephant Dues

The overprinted Bechuanaland dues were replaced in 1971 by a set of four Rand denominations (1c, 2c, 6c, and 14c) showing an elephant charging the viewer located above it (like in a helicopter?). Figure 3 shows a set of bromide proofs made by Bradbury Wilkinson in preparation for the printing. We have never seen a full sheet and, therefore,

know little about the pane layout except that it was of 50 stamps (5 rows of 10 stamps, according to Stanley Gibbons) with the printer's imprint in a central position on the bottom margin. Figure 4 shows that two right margins exist: without (so far only seen on 1c and 2c) or with a fancy ornament (all denominations). These different sheet margins may signify different printings. Or perhaps



Figure 3. Bromide (photographic) proof of the 1971 Elephant dues.

the stamps were printed in sheets of two (or more) panes and cut before shipped. In the latter case, the different margins may thus reflect different pane positions.

Zebra Dues

Government Printer Design. The elephant dues were in use for 6 years until 1977 when the first zebra dues were issued (April 18). The South African Government Printer, Pretoria printed these in four Pula denominations (1t, 2t, 4t, 10t, and 16t) (Figure 5). The Government Printer kept the printing contract for 12 years until 1989 when they lost it to Harare. During that period, several printings were made of individual or several denominations in response to orders from Gaborone submitted to the printer when the supply was running low.

There were likely many more printings made; however, without the detailed printing records these are not known. We can nevertheless make some observations simply from the day



Figure 2. Part sheet of the 1967 dues.



Figure 4. Upper right corner examples of the Elephant dues with and without marginal ornament.

of issue of the individual perforation and color types of the stamps. It appears that in 1977, only the 2t, 4t, 10t, and 16t denominations were printed. It is interesting that the 1t stamp was not included (or delivered) with the first order. The reason may have been that the 1c stamp of the Elephant issues may still have been available and in use despite being in the Rand denomination.

The 1t denomination was first printed in 1978 and reprinted in 1980 and finally again in 1982. The 1980 reprinting had a distinctly bright orange color instead for the vermilion color of the 1978 and 1982 printings. These two colors are easily distinguished.



Figure 5. The Zebra dues first issued in 1977 (Government Printer).

The 2t and 4t denominations were reprinted in 1981. The 10t and 16t denominations were reprinted in 1984.

But, as said, many more printings may have been made over the 12 years the Government Printer had the printing contract. It is also interesting to note that Stanley Gibbons in a footnote mentions that a 1988 printing was on a poorer grade paper than the previous printings. However, the examples in our collection do not clearly identify this poor quality paper.

First Harare Design. In 1989 the contract for printing the Botswana due stamps went to First National Printing and Packaging, Harare. The stamp design used by National Printing was very similar to that used by Government Printer. However, during transfer and production of the printing plates, several details were lost. Most clearly, this is seen in the grass vegetation surrounding the zebra. Figure 7 shows the Pretoria stamp (upper) compared to the Harare stamp (lower). However, as we shall see, these differences in design details are not a uniquely identifying feature.

The perforation of the Pretoria dues are either 12.5 or 14, while for the first Harare design the perforation is 14.5. However, as we will see, the perforations also do not uniquely identify the first Harare designs.



Figure 6. An example of the 1977 Government Printer dues with marginal ornament.

The best and fool proof way of identifying the two printers is that the spacing between the vertical perforation rows are wider (by 1-2 mm) for the Harare production than for the Pretoria production (Figure 7).

Second Harare Design. With a reprinting in 1994 (Jan. 12), the Harare printer reverted to the original Pretoria design with all the fine details retained (Figure 8). This may have been the result of general complaints from collectors and postal administrators. Therefore, the point is that



Figure 7. Comparison of the Government Printer design (upper) and the first Harare design (lower).

it is no longer possible to distinguish the Harare from the Pretoria dues based only on the design details. Fortunately, Harare used the same spacing in their perforator and produced a sheet with

the same wide spacing between the vertical perforation rows as for their first printing.

The first stamps with the detailed design were with perforation 14. A later printing probably around 2000, was with perforation 14.5. Thus, the last postal due in use in Botswana was printed by National Printer of Harare using perforation 14.5 and with design details like the 1977 Pretoria printing.

Zebra Sheet Layouts

There are several diagnostic sheet layout features that define the three different designs (Figure 9). All layouts are with 50 stamps (5 rows of 10 stamps). The Pretoria sheet is comb perforated with perforation extending to the left and right margins. Sheets have been seen without the perforation also extending to top margin. Thus, it is possible that the

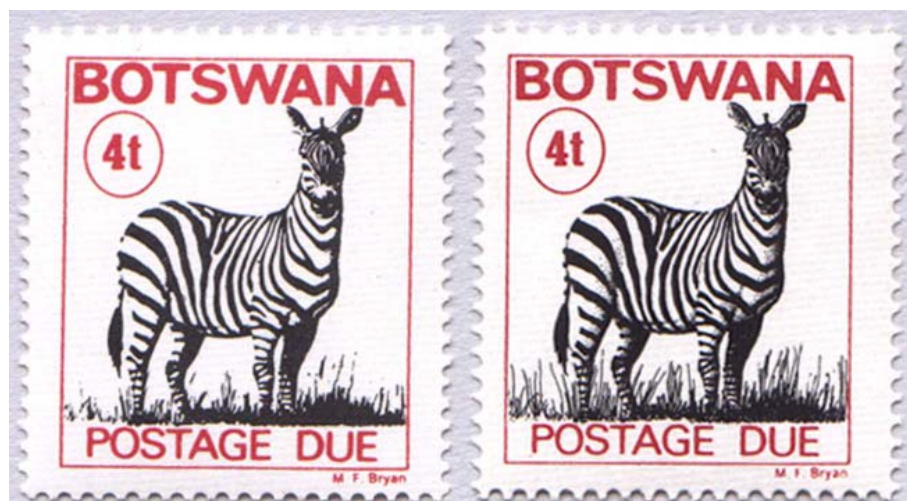


Figure 8. Comparison of the two Harare designs. Upper, the first design and lower, the second design.



Figure 9. The three different sheet layouts (lower rows only). Upper is the second Harare layout, middle the first Harare layout, and lower the Government Printer layout.

Pretoria dues were printed in sheets of two (or more) panes. Fancy ornaments occur on both left and right margins terminated before the top and bottom margin. No printer's imprint occurs on the sheet. A positional arrow is on the center of the bottom margin. This design and sheet layout is typical for the products made by the South African Government Printer at that time.

Both the first and second Harare sheets are likewise comb perforated with perforation only extending to the left margin.

The printer's imprint is centrally located on the lower margin. The imprint is 'National Printing & Packaging, Harare, Zimbabwe' and measures 75 mm on the first and 65 mm on the second sheet design. The first sheet is 290 mm long, only a few mm longer than the Pretoria sheet. In contrast, the second Harare sheet is much shorter measuring only 275 mm, achieved by trimming the margins (Figure 9).

Table 1. Summary of Botswana Postal Dues

Scott	SG	Date of Issue	Deno.	Colors	Perf.
Overprinted Bechuanaland issue					
J1	D13	1967 Mar. 1	1c	carmine	14
J2	D14	1967 Mar. 1	2c	violet	14
J3	D15	1967 Mar. 1	5c	green	14
Bradbury Wilkinson (Elephant)					
J4	D16	1971 Jun. 9	1c	carmine	13.5
J5	D17	1971 Jun. 9	2c	bluish violet	13.5
J6	D18	1971 Jun. 9	6c	sepia	13.5
J7	D19	1971 Jun. 9	14c	blue-green	13.5
Government Printer, Pretoria (Zebra)					
J8	D20	1978	1t	vermilion & black	12.5
	D20a	1980	1t	bright orange & black	12.5
J8a	D20b	1982 ?	1t	vermilion & black	14
J9	D21	1977 Apr. 18	2t	emerald & black	12.5
J9a	D21a	1981 Jun. ?	2t	emerald & black	14
J10	D22	1977 Apr. 18	4t	red & black	12.5
J10a	D22a	1981 Jun. ?	4t	red & black	14
J11	D23	1977 Apr. 18	10t	deep ultramarine & black	12.5
J11a	D23a	1984 Mar. 7	10t	deep ultramarine & black	14
J12	D24	1977 Apr. 18	16t	chestnut & black	12.5
J12a	D24a	1984 Mar. 7	16t	chestnut & brown	14
First National Printing and Packaging, Harare Design (Zebra)					
J8b	D25	1989 Apr. 1	1t	reddish-orange & black	14.5
J9b	D26	1989 Apr. 1	2t	emerald & black	14.5
J10b	D27	1989 Apr. 1	4t	bright scarlet & black	14.5
J11b	D28	1989 Apr. 1	10t	deep ultramarine & black	14.5
J12b	D29	1989 Apr. 1	16t	reddish brown & black	14.5
Second National Printing and Packaging, Harare Design (Zebra)					
J8c	D25a	1994 Jan. 12	1t	reddish-orange & black	14
		2000?		reddish-orange & black	14.5
J9c	D26a	1994 Jan. 12	2t	emerald & black	14
		2000?		emerald & black	14.5
J10c	D27a	1994 Jan. 12	4t	bright scarlet & black	14
		2000?		bright scarlet & black	14.5
J11c	D28a	1994 Jan. 12	10t	deep ultramarine & black	14
		2000?		deep ultramarine & black	14.5
J12c	D29a	1994 Jan. 12	16t	reddish brown & black	14
		2000?		reddish brown & black	14.5

Usage of Postal Dues

Postal due stamps were introduced in 1926 in the Protectorate as a means of accounting for money collected for unpaid and underpaid mail (Figure 10). It is also likely that postal due stamps were used to pay for certain types of unpaid business mail. The recent demise of the Botswana postal dues parallels the development of postal dues in many other stamp issuing countries (US issued its last due stamp in 1956; UK discontinued in 1995 the use of dues for non-business mail). The reason is that methods of dues collection have changed. Business mail is now mostly charged to customer accounts and underpaid letters are returned

to the sender or their payment has become a matter of trust. It is indeed surprising that the Botswana postal dues have survived for so long as they have.

There is sign that the Postal Service long since has lost interest in due stamps. The due denomination has not changed since 1978, when a 14c denomination was replaced by a 16t denomination and the local rate was 4t. The result is that the low denominations of the existing postal due stamps have long made them out of reach of the escalation rates. The current local letter rate is 55t. To pay a deficient letter at the double rate would require eight 16t stamps, if they were available, or perhaps most likely 55 2t



Figure 10. An example of Government Printer dues used on an underpaid 1986 letter from South Africa.

stamps. A whole sheet of due stamps! Not surprising that postal office cancelled full sheets with intact gum often surfaces. The decision by Botswana Post was inevitable.

Previous Bechuanaland Columns can be downloaded by going to www.kronestamps.dk and clicking on the link under 'Useful Information.' They are posted as pdf files and can freely be downloaded for your own use. Many of the columns have been revised and updated and illustrations in full color have been added.

Favorite Philatelic Item

Rare Rate and Destination

by Tim Bartshe

Not wanting to be outdone by Ron Strawser (God forbid!), here is an item I just picked up at NAPEX from an Irish dealer, David Wiggly. Numerous things caught my attention, not just the nice destination of Tasmania, namely the date of 1886 and the high franking amount. The letter was mailed from Pretoria (GPO CDS and 3-ring 1) 16 Aug 86 via Cape Town 23 August arriving at Hobart 22 September and Doce the next day. Upon first glance I was at a loss as to what I was looking at, but back peddling from



Cover mailed from Pretoria to Tasmania with 13d per 1/2 oz rate.

a known rate of 2d from Pretoria to Cape Town for a letter of 1/2 oz or less, the rating of 1/10 in red pencil indicated a double weight or 1/2-1 oz or 4d. According to Mathews a new postal law was enacted 30 June of 1886 stated that letters to Australasian Colonies via Cape Town and the UK was 13d, via Mozambique and Cape Town 14d while going through Natal the rates decreased to 11d and 12d. Problems arise as we know it went through Cape Town, but there is no transit markings indicating it went through Mozambique or the UK. Besides, there is no way it could have gone from Cape Town to the UK and back to Tasmania in a mere 31 days. Obviously two things must be correct: the cover caught a ship going directly to Australia from Cape Town and the rate mentioned in the table was all inclusive. The marking was the external fees attributable to the cover's fees. The 6d stamps used are from the uncommon 13.5 x 13.5 perforations printed in August 1884 and the 2d brown printed in April 1885. I don't know how scarce examples of this is, but it is the only one I have seen and worth the price paid; coming soon to a Second South African Republic exhibit nearest you!

Civil Censorship

South Africa - 'Released' Handstamps

by Chris Miller

'Released' handstamps, were used throughout the British Commonwealth and Empire during the war, but particularly in Canada, Kenya and South Africa.

Much has been written about the reasons for the use of such a handstamp and the argument has been that mail is only released if it has been held. The discussion has therefore centered on the reasons why mail has been held and a consensus arrived at that such mail, because it is so often maritime related, was held back to deny shipping information to the enemy. The other category was mail, which was 'condemned,' but released at the end of the war.

It might have been expected that released handstamps would be recorded used in Port Elizabeth but although they are common for Cape Town and only fairly scarce for Durban, none have yet been recorded for Johannesburg. The alert reader will note that of the three; only Johannesburg is not on the coast, which does satisfactorily explain most known examples of the boxed or unboxed two-line handstamps.

We illustrate those two-lined 'RELEASED' handstamps shown in Little's book and also show the whole cover for a new example from Durban with smaller print.

What throws some doubt on the use of these handstamps was the introduction of the ringed arms handstamp with a code letter. Although it is known without a code letter this is assumed to be because of the worn state of the Durban handstamp.

Post Office Circular 1269 dated 19 October 1942 - paragraph 4; page 7258, gives us a date for the introduction of these handstamps. Paragraph 4 reads: "*Censorship Releases*. Mail matter which must ordinarily be seen by the censor, but which is released by him without a censorship label and the Union Coat of Arms will, as from 19th October 1942, bear a circular rubber stamp impression, in red, of the Union Coats of Arms with the word 'Released' and a letter of the alphabet." No letter designations, less version, were mentioned.

CAPE TOWN
RELEASED BY CENSOR

CAPE TOWN
RELEASED BY CENSOR

DURBAN
RELEASED BY CENSOR



Currently recorded are codes A (Cape Town), C (Durban), D (Windhoek), F (Pretoria) and H (De Aar). It is again noticeable that no released handstamp for Johannesburg is known. It can be stated that all are scarce except code A for Cape Town and very few copies are known of most types.

The Post Office Circular gives credence to the theory that a similar handstamp should exist for all censor stations. The explanation of its use is similar to that of the 'Not Opened by Censor' (early) or 'Passed by Censor' or 'Examiner' handstamps used elsewhere.

Another interesting fact is that no examples of the circular Arms handstamp with 'released' have been seen for any of the 'extra' sections set up at the existing censor stations of Cape Town, Durban and Port Elizabeth. Although this type is not known for any of these, the similar type which omits the word 'released,' is known for J and S (Port Elizabeth), R (Cape Town) and T (Durban). These are also very scarce and it is noted that to date there is no overlap between censor stations having both types. Known examples of the type with 'released' are chronologically



Two-lined 'DURBAN RELEASED BY CENSOR' handstamp used on letter from Mocambique to Durban in 1941.



later than those without, suggesting that the word 'released' was not included in later handstamps as inappropriate.

If you have any information on these or any other South African censor handstamps please let Chris Miller know either on cpbmiller@aol.com or by mail to 161 Upper Woodcote Road, Caversham, Reading, RG4 7JR, UK.

An example of the circular Arms 'RELEASED' handstamp used on letter to Kenya.

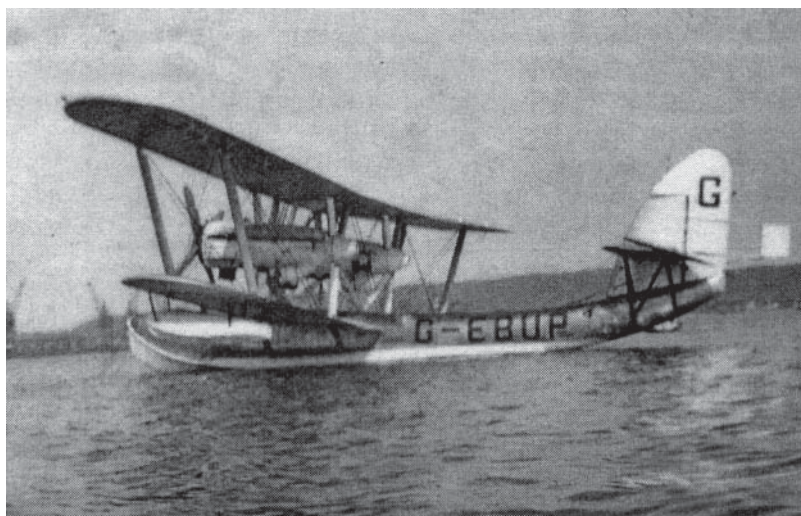
The Wakefield Survey Flight Round Africa

by Paul Magid

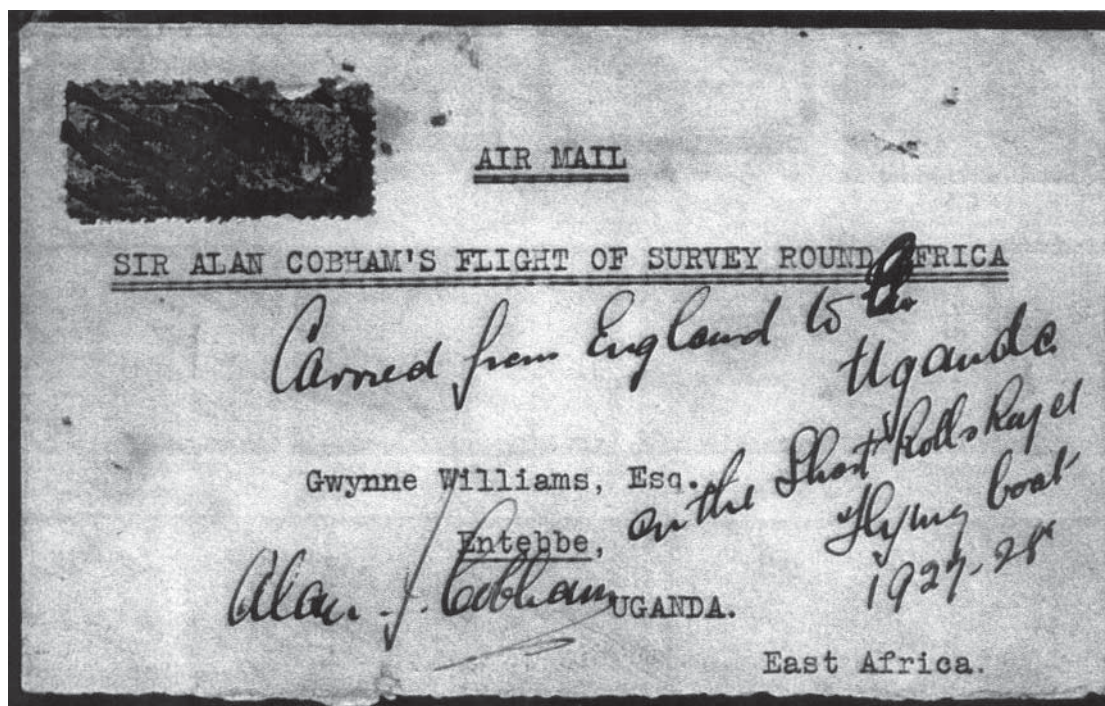
Following his hugely successful flight from Cairo to Cape Town (described in a previous article) and a similarly audacious flight from Britain to Australia, Sir Alan Cobham, having been knighted for his historic contributions to commercial aviation was ready for another challenge. His friend, Oswald Short, owner of Short Brothers, a company that pioneered the construction of seaplanes had just constructed for the British Government the first all-metal flying boat. In 1927, it was the largest such aircraft ever built. Covered with a duraluminum skin that was, in most places, only one thirty-second of an inch thick, it was sixty five feet long, had a wing span of 93 feet, and weighed ten tons. To carry this huge bird aloft, Short installed two 700 horsepower Rolls Royce engines that were mounted above and just behind the plane's open cockpit. The noise when she was airborne must have been deafening.

Short was interested in testing the plane's long distance capabilities and its operation under

tropical conditions at high altitudes. Cobham was interested in returning to Africa to prove the viability of commercial aviation on the continent. The two men convinced the Air Ministry that a 20,000 miles survey flight, taking the new plane right around the



The Singapore side view at port (on water). The A.J. Jackson Collection.



Letter carried by the Singapore from England to Uganda and signed by Cobham.

African continent, was just what was needed. The Ministry gave its approval subject to two conditions: the aircraft, by now christened *Singapore*, must be insured, and Short and Cobham would have to raise most of the expenses for the flight themselves.

Short and Rolls Royce provided some of the backing. The rest was provided by Sir Charles Wakefield, later to become Lord Wakefield of Hythe, a wealthy aviation enthusiast, who had backed many such ventures and who, in turn for his backing of this flight, was rewarded by having it named in his honor.

Since one of Cobham's primary objectives was to raise the interest of various British colonial administrations in Africa in subsidizing commercial air transportation, an endorsement of the flight from Britain's Colonial Office was deemed essential. This was obtained when Cobham agreed to make a 2,700 mile detour from the flight plan to carry out a survey within the survey to determine the possibilities and hazards involved in maintaining an air mail service down the Nile from Khartoum to Lake Victoria.

Captain Tony Gladstone had operated an experimental service on this route commencing in February, 1927. It had been partially financed by the Air Ministry under a contract that required him to make twelve round trips between Khartoum and Kisumu in Kenya. Unfortunately, in October, before he could complete the necessary number of flights, his only plane crashed, damaged beyond repair. The Air Ministry and Colonial office agreed that Cobham could now team up with Gladstone and, flying the *Singapore*, fulfill the terms of the contract by making two additional flights over the route.

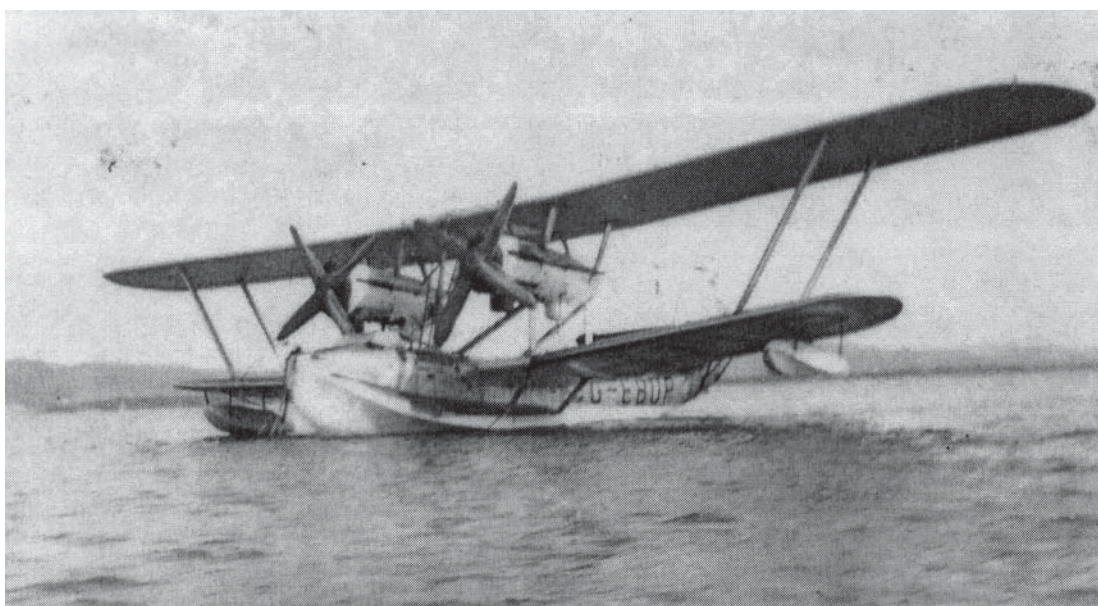
November 17, the date picked for take off, dawned overcast and dreary. But despite the fog and drizzle, Cobham was in high spirits as he maneuvered the ungainly seaplane away from the dock at Medway in Rochester, England, pointing her south to France, the Mediterranean, and on to Africa.

This was to be no solo flight. The aircraft was too big for one man to handle in heavy weather so he had with him an experienced assistant pilot, Captain H.V. Worrall. In addition, he carried two engineers from Rolls Royce, Green and Conway, and a photographer named Bonnett supplied by the Gaumont Studio, which had provided the camera work for his flight to the

Cape. He had also wisely elected to bring along his wife, Lady Gladys Cobham, a one-time showgirl of indefatigable spirit and great gumption.

It was not long before the flight encountered its first serious problems. A sea plane, particularly one of *Singapore's* size and weight, is particularly vulnerable while resting on water. With her head into the wind, she could weather fairly heavy seas, but if turned sideways to the waves, her wing tip float might dip under the water and suffer damage from the weight of the sea as she rolls back the other way.

While being towed in heavy seas into the harbor at Malta, that is exactly what happened to *Singapore*, and her float was torn away by a wave. The three crew members and the photographer then proved their true value, climbing out on the opposite wing, hanging on bravely in gale force winds in order to stabilize the aircraft while she was slowly towed to shore. The flight was delayed for six weeks while the lost float was replaced. Repairs were then made to a wing that was subsequently crushed in a collision with a sea wall, and finally a second float damaged by rocks in yet another storm had to be fixed. So it was not until



The *Singapore* 3/4 front view (moored at buoy). The A.J. Jackson Collection.

January 21 that the plane was able to take off from the island and resume its flight to Africa.

Gladstone joined the crew in Egypt, and together they began their survey of the Lake Victoria route, flying back and forth from Lake Victoria to Khartoum twice as agreed upon. In doing so, Cobham was required to cross the broiling Sudanese desert through thick dust storms. The intense heat did not effect the aircraft, but for the pilots in the plane's open cockpit, it must have been an ordeal to remember.

Between Malakal and Mongalla in the southern Sudan, the route carried *Singapore* over a huge swamp that was home at the



Men with linked arms trying to pull Singapore ashore during gale. The A.J. Jackson Collection.

time to one of the largest elephant herds in the world. The crew spotted the herd, and flew lower to enable Bonnett to film the animals. In his enthusiasm to make sure the photographer got a good shot of the elephants, Worrall pointed out the herd, forgetting the presence of the huge propellers only a foot behind him. The result could have been far more serious - any contact with the propellers at that speed could cause them to fly apart with predictable results to the aircraft. However, Worrall only suffered a glancing blow to one finger, which was attended to at the tiny hospital at Mongalla, where he shared a room with three Africans who had been badly mauled by a lion.

From Mongalla, Cobham followed a course that would later be adopted by Imperial Airways' East Africa service. Taking advantage of the string of lakes that mark out the Rift Valley, he made scheduled landing on Lake Albert at Butiaba, and Lake Victoria, at Entebbe, Kisumu, and Mwanza. At Entebbe, he was greeted by a fleet of war canoes coming at the seaplane full tilt, their pointed prows causing Cobham some anxiety as he feared that in their enthusiasm, the Ugandans might ram the plane, piercing its thin skin. But, they proved far more skillful than he had anticipated, carefully avoiding any contact with the aircraft.

After completing a second round trip from Mwanza to Khartoum and back again, Cobham put *Singapore* on a southern heading, continuing down the chain of lakes, first Tanganyika, followed by Nyasa, and then heading out to the coast of Mozambique. By successfully landing at Durban, the first seaplane ever to do so, Cobham influenced the choice of the

town's harbor as the terminus for the flying boat service introduced by Imperial Airways in 1937. While at Durban, he borrowed a land plane and flew off to visit Bechuanaland and the Rhodesias before returning to *Singapore* in Durban.

Continuing on to Cape Town, the most southern point on the continent, Cobham then turned the plane north, called at Walvis Bay and then flew up the coastline of Angola. There Green, one of the engineers, took sick and had to be evacuated through the port of Banana in the Congo. The rest of the crew, depressed at leaving their fellow traveler under these circumstances, departed for Gabon. Much to their chagrin, near Libreville they encountered a fierce hailstorm that forced them to put the plane down in lagoon dangerously strewn with floating logs. As they sat glumly in the aircraft, hoping that the hail would not rip the thin metal skin of the wings, the tide began to ebb. Soon, they were stranded on the mud and as the storm lifted, besieged by mosquitoes that rose in clouds from the surrounding wetlands.

It was here that Lady Cobham proved her true mettle. As the crew wallowed in self-pity, she quickly prepared a sumptuous picnic of canned crayfish, chicken, cheese and biscuits, topping it off with fresh fruit. After the men had filled their bellies, she entertained them with songs played on her ukulele. Soon, the tide rolled back in and the lagoon became deep enough for take off, and the *Singapore* was once more on its way.

Days later, departing Abidjan for Free Town in Sierra Leone, Cobham felt an unusual vibration in the engines and they began to overheat, once again, he was forced to find a lagoon in which

to make an emergency landing. Securing the aid of an Leonan with a canoe, Cobham and his lady were able to get to a town large enough to have telegraph contact with the outside world. From there, he radioed for the parts he needed and arranged for food and supplies to be sent to the crew who had remained with the aircraft.

It took a month for a ship to arrive with the parts, and additional time to repair the aircraft and scrape off the barnacles and seaweed that had accumulated on *Singapore's* hull during her stay in the lagoon. So it was not until May 4, 1928 that Cobham finally brought the huge aircraft safely back to Britain.

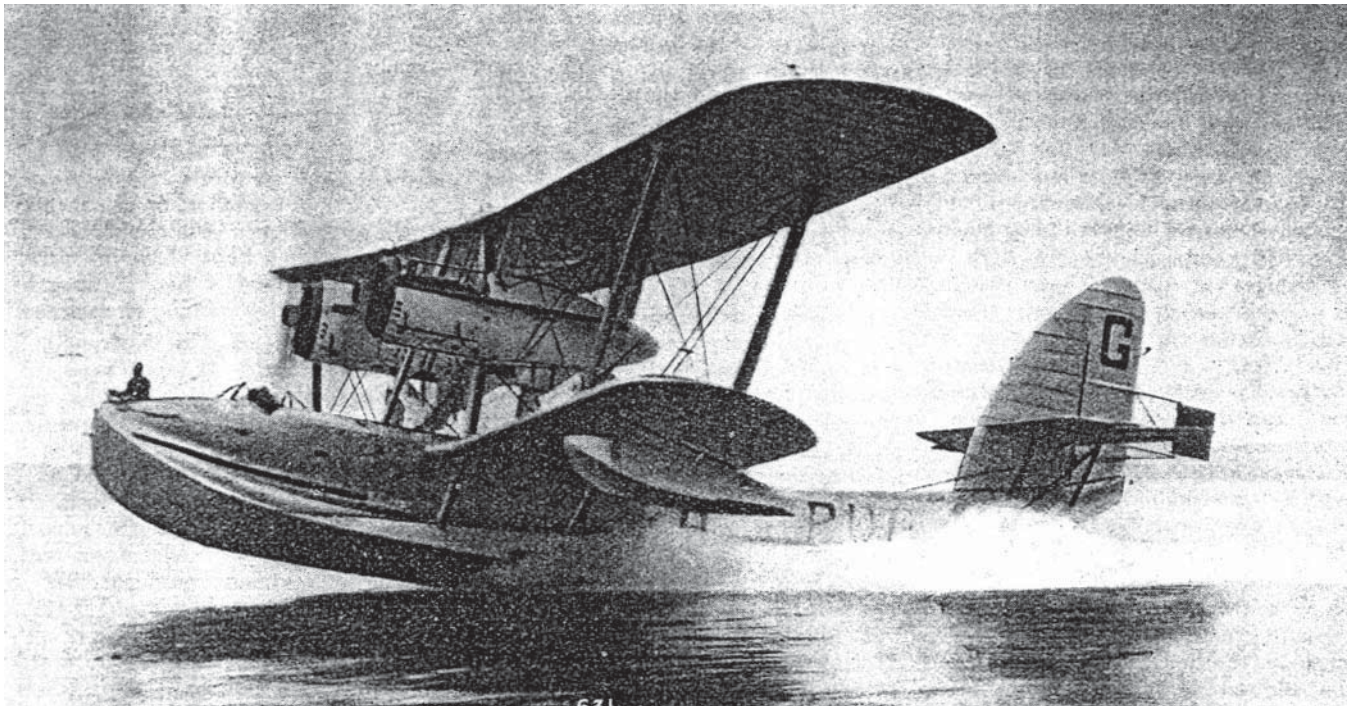
The flight had accomplished a great deal. Aside from proving the viability of seaplane travel in Africa, Cobham and his crew were able to put together a complete report of the available facilities for aircraft, the various challenges that needed to be overcome, and the interest in air travel among the residents of the various African colonies through which he traveled. Much of the information he developed concerning landing facilities, availability of petrol, flying conditions and so on, was of inestimable value to Imperial Airways in planning its Africa route.

From the aerophilatelist's point of view, the flight provided only a few of covers, those being of great rarity. Alex Newall, in his book *British External Airmails Until 1934*, records a total of only three covers carried. one, he says is, "the only letter carried on the Cobham Gladstone local survey Alexandria-Mwanza-Khartoum." This cover, and its enclosed letter, was in Newall's collection. It was postmarked Khartoum 12 Feb. 1928, franked

with a Sudanese 10 mil. stamp, endorsed "by air from Entebbe to Khartoum" and initialed by Cobham. Bill Colley, in his *East African Airmail to 1939* lists two such covers carried from Entebbe, and a third, which was part of the Bute collection auctioned by Robson Lowe in 1959, and most recently by Harmers this year. This cover is not franked, but has an airmail etiquette and was endorsed by Cobham to read, "Carried from England to Uganda on the Short Rolls Royce Flying boat 1927-28." It is signed with Cobham's full signature, familiar to collectors of the first London-Cape Town flight, and is addressed to Gwynne Williams Esq. in Entebbe. (I would appreciate learning who this gentleman is if any reader might know.)

Newall lists two additional covers, one carried from Fort Johnston, Nyasaland and flown by Cobham to Durban where it was posted to an addressee in Natal, and a second, a card from Lady Cobham. The latter bears the message, "Written by me while flying between and Luderitz - Gladys Cobham 3rd April, 1928." It was posted from Luderitzbucht, Southwest Africa to Cape Town, and franked with a 1d South African stamp, cancelled 4th April, 1928. The latter is the only piece of mail on the flight that is related to South Africa.

Colley lists one other cover that was endorsed by Cobham as having been carried on the flight from England to East Africa. According to his book, it is in the King George V Memorial Museum in Dar es Salaam. By my count, that brings the total to five covers carried on the flight.



The Singapore.

The Forerunners Forum

Exhibiting Picture Post Cards

by Tim Bartshe

While judging in South Africa last October, I had the opportunity to lead the team responsible for scoring seven exhibits in the Picture Postcard Class. Not having any experience with this, they fortunately had developed guidelines for judging these exhibits, assigning points in six different categories. I also learned from the Australian judge on the panel that Australia has had a class for picture postcards with a similar six-category score sheet since 1987. The exhibits ranged from three to eight frames and judging by the number of people at the frames, they were very popular indeed.

Upon my return I began reflecting upon the possibilities of initiating such a exhibiting class in the States knowing full well the potential problems involved with another "looney" exhibiting class. I can hear the groans: "What is next, match book covers!" and on and on. This proposal has been presented to the APS (Committee on Accreditation of National Exhibitions and Judges (CANEJ)). The idea of having an experimental class at next year's Ameristamp Expo to see the response from exhibitors and attendees was generally favorably received.

There are numerous reasons not to and at least a few other reasons as to why we should allow such exhibits. The two major problems with today's national shows are the increasing scarcity of exhibits and exhibitors along with the prime movers themselves, dealers. This may help on both accounts. Many shows frequently struggle in recruiting exhibits to meet their minimum along with attracting enough dealers to pay show venue cost. At least one regional show in Texas actually holds a dual exhibition, which includes picture postcards along with philatelic exhibits. The slight majority of the dealers actually were solely picture postcard dealers. With approximately 25 dealers in attendance, how else would the show promoters pay for the venue and support the 70 or so frames of competitive stamp exhibits without the 15 or so card dealers? If the experiment fails, such as by lack of interest of exhibitors or lack of interest by the audience, then let it die. This is not to create a new division to compete with the others for all the major awards (although that is what was said about the Display Class, wasn't it?). Should we not be in the forefront again with a new idea as we were with Single Frame and Display Exhibits'?

What follows below are the criteria suggested for judging picture postcards as adapted from the South African and Australian regulations. I hope that all who read this would consider this as a new way to express ourselves via what we collect. Most picture postcards were in fact made to go through the mail, and they reflect many aspects of our culture and society. Ken Martin will be including this in his prospectus for the show in Norfolk show next year. Some of the details as to judging etc. are still to be decided.

SUGGESTED CRITERIA FOR JUDGING PICTURE POSTCARD EXHIBITS

TREATMENT (20 POINTS)

This category should include the title page, how well the subject is defined, and how well the viewer is told exactly what will be seen in the ensuing pages and frames. The next area of attention is paid to how well the subject is developed and the use of the cards that the exhibitor has as well as what is available. Judges should look for evidence that the exhibit covers all pertinent aspects of the subject per the title page. This category also includes the repetition or padding of material as well as important items one should expect in order to tell the story chosen completely and concisely. Of primary importance is the interweaving of the material into an interesting story.

RESEARCH AND KNOWLEDGE (30 POINTS)

The category should be divided evenly between the two aspects of the exhibit:

The Subject: based upon the subject chosen by the exhibitor in the title, how well has she or he displayed an understanding over and above the knowledge of the average viewer? How much research was necessary in order to fully develop this understanding and how well was it portrayed on the page? Certainly, a high variability of original research can be expected from none to quite a bit depending upon the subject chosen and third party data available. Original research or new conclusions based upon such research should be well rewarded. However, the lack of original research should not be a negative, particularly where related to well-published subjects.

The Cards: they should display knowledge above and beyond what is obvious to the casual observer. Such information related to the cards themselves should include a printer, photographer, method of printing, date printed, number in a series, etc. Some or all of this information may not be available or pertinent, but some should be included where possible. Any original research related to the cards themselves should be noted by the exhibitor and rewarded by the judges.

RARITY (15 POINTS)

Within the theme of the subject, judges should evaluate the rarity of the material displayed. Obviously, not all material will be rare or even potentially scarce, but the presence of rare cards will aid in achieving higher scores in this category.

CONDITION (15 POINTS)

All cards should be free from obvious flaws and defects, such as creases, tears, folds or stains. The only exception to the above statement is for the extremely rare or unusual card. Newer or modern cards should be in pristine condition. Assuming the above criteria is fulfilled, an overall evaluation of the condition of the cards will be made with higher points going for the more flawless and clean accumulation. Photographic cards will be granted some leeway due to the nature of their production, but the image should be sharp and clear. Minor rounding of edges or evidence

of use should be allowed for the older used cards.

APPEAL OF CARDS (10 POINTS)

This is not to be confused with presentation, but is a subjective judgment of the cards themselves and how attractive they are to the general viewer. Obviously, newer and colorful cards selected for a display may be more appealing to the eye, but the exhibit may lose points in the rarity category, for instance. The cards themselves should encourage viewer participation and attract the viewer to delve deeper into the exhibit.

PRESENTATION (10 POINTS)

As is usual for any exhibit, the way the material is laid out in the display should also encourage viewer attention. Creativity should be rewarded but artwork and fancy fonts should not detract from the material being shown. The overall balance of the cards on the page should be neat and clean and not be repetitious or tedious to the eye.

From The Philatelic Exhibitor No. 68, p. 18-19 (2003). Reproduced with permission.



Bechuanaland Border Police on a cigarette card.

The Market Place

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

South West Africa postal stationery. I am seeking pre-1969 items. Please send offer to Jan Stolk, P.O. Box 33223, EE Rotterdam, Holland.

Mafeking covers. Want to purchase or trade for covers to/from, or through Mafeking, 1885 to present. Send photocopies, prices or trade want list to Frederick Lawrence, 5016 S. Kenneth, Tempe, AZ 85282.

OFS Volume in preparation - your assistance needed. Bob Hisey and Tim Bartshe are looking for OFS telegraph postal history items, documents, stamps, and postmarks for the next volume in their Orange Free State monograph series. If you can help, please contact Bob Hisey at 7227 Sparta Road, Sebring, FL 33872, USA, or email bobhisey@strato.net.

Bechuanaland and Botswana postal stationery. Used, stamped and unstamped, stationery from any territory and any period are needed for collection and exhibit. Send offer to Peter Thy, P.O. Box 73112, Davis, CA 95616 or email thy@kronestamps.dk.

Postmarks. Specialist collector seeks trading partners and unsorted low value duplicates in quantity. I collect pre-Union to 1935. Anything later is available to swap with you. Please contact before sending material. Ashley Cotter-Cairns, P.O. Box 603, Hudson, QC, JOP 1H0, Canada, or email acottercairns@hotmail.com.

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

Journal Advertising Manager Sought. Join the journal team. No experiences needed - just desire and commitment. Ongoing support and assistance from the Editor and Society Board members. Contact Bill Brooks, P.O. Box 4158, Cucamonga, CA 91729-4158 or email bbrooks@hss.sbcounty.gov.

Send request for your free non-dealer membership ad to the Editor. Only one ad per issue per member. Ads will run for 3 issues unless specified otherwise. Limits of 40 words plus name and postal and email addresses.

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1/1 page: single issue - \$75, annual \$200

Non-premium position:

1/8 page: single issue - \$10, annual \$25

1/4 page: single issue - \$15, annual \$40

1/3 page: single issue - \$20, annual \$55

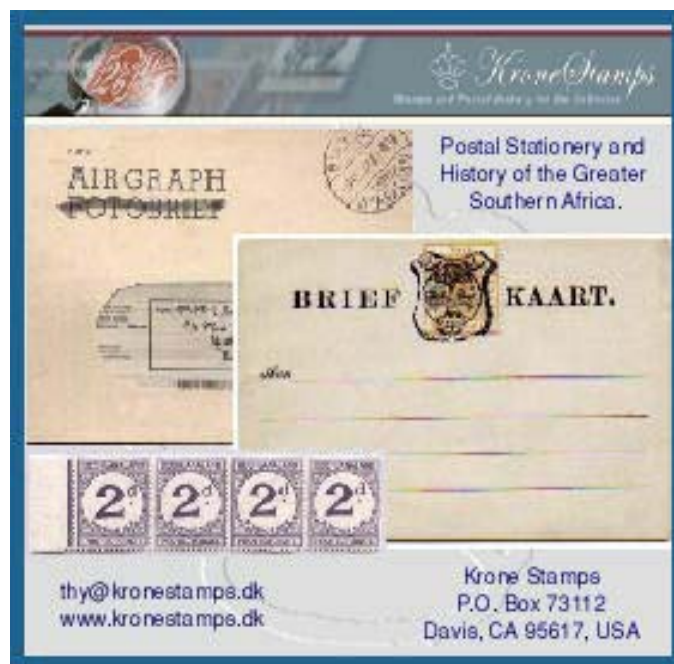
1/2 page: single issue - \$30, annual \$75

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