



# \*\*\*\*\**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 2, Whole No. 48

November-February 2003/04



The Cape of Good Hope General Post Office  
in Adderley Street, Cape Town.

## Highlights of This Issue

**A Century's Record by the Cape Postmaster-General**  
**British Army Post Office Corps in South Africa 1899-02**  
**Watermarks and Printing of Bechuanaland Aerogrammes**  
**Hut Tax and Hut Tax Tokens**  
**TPO Mail and Services of the OFS**  
**First Pictorial Stamps for South West Africa**  
**Manuscript Censorship at George**  
**F.H. Bakker Express Company**  
**Unframed Decimal Due Markings**  
**Wartime First and Second Mail**

# 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' perfin 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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#### Front Illustrations:

Upper: coat-of-arms of the Cape of Good Hope Colony from the  
Government Gazette, 1829. Lower: the General Post Office as  
relocated to Adderley Street in 1897 under the oversight of Postmaster-  
General French. From Goldblatt (1983, p. 102, The Postmarks of the  
Cape of Good Hope, Reijger Publishers).

Thanks to Ashley Cotter-Cairns for proof reading.

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OKPEX 96; Large Silver at New Zealand National Philatelic Exhibition 96; Silver  
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## Editorial Notes

With this issue we have managed, with a lot of help, to catch  
up to our regular schedule. We offer a strong Cape theme. Frescura  
discusses the British Army Post Office during the Anglo-Boer  
war. We also reprint a status report of the progress of the Cape  
Post Office written in 1907 by the then Postmaster-General.  
Compare this report to Frescura's Cape 'diary' in Forerunners  
#41-43. Another noteworthy contribution is Bartshe's discussion



## Editorial Notes Continued

of the Bakker express labels that is continued from Forerunners #31. Barthse also discusses the services and markings of the OFS TPO. We also in this issue continue Ross' discussion in #45 of hut tax in southern Africa. Other regular columns discuss the first pictorial stamps of South West Africa (Bantz), censorship markings (Miller), and postal due markings (Stolk). Thanks to all contributors for bringing us back on schedule.

You will by now have realized that the Forerunners has slightly changed its outlook. We are still experimenting in an effort to reduce printing and mailing costs. But will like to hear what you think. For the better or the worse?

The deadline for the next issue (#49) will be May 1st. Please let us have your contributions as soon as possible. We are as always in need for new writers and ideas. For #49, we already have a discussion of mail disruption in the Cape during the Boer war (Frescura), the continuation of the TPO story (Barthse), and a 1894 account of the postal development in central Africa (Harrhy). Except for these, the pages are yours to fill.

## 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/>

Bechuanaland 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/>

Toke Nørby's Perpetual Calender

<http://www.norbyhus.dk/calendar.html/>

Orange Free State Study Circle

<http://www.ofssc.org/index.html/>

Rich's Southern Africa Colonies (Transvaal Study Circle)

<http://dialspace.dial.pipex.com/town/terrace/ymw18/>

Natal and Zululand Study Circle

<http://www.nzsc.demon.co.uk/#subscriptions/>

## Work in Progress

Krone Publications is preparing for publication Peter Lodoen's adventures as a stamp designer for Botswana Post. The main content of the book has appeared in the Forerunners and will be collected together with a final chapter where the author dreams about the stamps he would have designed had he been given the opportunity. The book will be in full color. Society members will be able to obtain the book at a reduced price.

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.

### 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; #34-47, \$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.



# A Century's Record: Historical Sketch of the Postal Progress of the Cape of Good Hope to 1907

by Sir Somerset Richard French, Postmaster General

In 1806, immediately after the occupation by the British troops, Sir David Baird, the Officer in Command, made arrangements for the conveyance of letters and small packets between the more important points in the Colony; but it was in 1807 that the establishment of a postal service on really definite and permanent lines was undertaken. It is perhaps permissible, therefore, to regard 1806 as the pioneer year and 1807 as the really first effective working year. A brief review of the earliest history of postal facilities in South Africa and of their development during the past century will no doubt be of particular interest in a Report which submits the results of the operations of the department for the year 1907.

The establishment of the Cape of Good Hope Post Office may be said to have taken place long before any European settlement existed in South Africa - i.e., more than 300 years ago - inasmuch as in those early days it was the practice of the crews of vessels calling at Table Bay (then known as Saldanha Bay), on their way to and from the East, to place letters under conspicuous boulders on the shore with a view to their being subsequently collected and conveyed to destination by other vessels passing in the opposite direction. Several of these stones have been discovered at various times during excavations in the principal street of Cape Town, which at that time was the course of a stream from which fresh water was obtained by the crews for their vessels. In the vestibule of the General Post Office is exhibited a stone which was unearthed in 1897 (directly opposite the main entrance of the present building) and bears the following inscription:-

THE LONDON ARIVED THE 10 OF M  
HERE FROM SVRAT BOVND FOR  
ENGLAND AND DEPAR THE 20 DICTO  
RICHARD BLYTH CAPTAINE 1622  
HEARE VNDER LOOKE  
FOR LETTERS.

From records filed in the United Kingdom it would appear that the vessel referred to in the inscription, the "London" (Captain Richard Blyth), in company with the "Jonas" and the "Lion," sailed from Surat on December 18th, 1622, anchored in Table Bay on March 10th, left again on the 23rd of the same month (not the 20th as inscribed), and reached the Downs on the 18th July.

About the same time as the General Post Office stone was discovered, and in close proximity to the spot, another inscription was brought to light (during building operations at 40 and 42, Adderley Street), graven on solid rock a few feet below the surface of the ground. The portion of the stone upon which the inscription appeared was carefully removed and deposited in the South African Museum. This stone is believed to be the oldest which has been unearthed, bearing the date 1619.

A further stone is preserved in the South African Museum, which records the visit of a fleet of six vessels, including again a ship named the "Jonas," which sailed from the Thames towards the end of January, 1624, and anchored in Table Bay on the 19th July. In a letter which is filed in the India Office, written by one Thomas Kerridge, who was on board the "Jonas," the practice of burying letters and making inscriptions upon rocks on the shore is described. The document, which is of special interest in this connection, runs as follows:-

"Wee anchored in Saldania Baie (i.e., Table Bay) the 19th ditto (i.e., 19th July, 1624). Wee perceaued by inscriptions on shores that the Dolphin was departed thence homeward bound from Surratt the .... April past, but could not finde anie lettres though the inscriptions mentioned some to be there left which appeared plainely to be disinterred and taken hence by the Dutch or Danes shippes of each having touched these since her departure."

For the first century succeeding the settlement of Europeans at the Cape the annals of the Colony furnish very little information respecting the means of communication between one point and another. All that is known is that special riders conveyed "Plaacaats" or despatches, first between Cape Town and Stellenbosch, Paarl, Somerset West and Malmesbury; and afterwards, as the Colony extended, to Swellendam, Uitenhage and Graaff-Reinet.

The first establishment by the Government for the use of the public of anything in the nature of postal communication appears to have taken place immediately after the occupation of the Colony by the British troops in 1806. It was then arranged for postal communication to be carried on by means of relays of Hottentot runners, who were stationed at convenient places along the routes, the farmers with whom they were quartered receiving the sum of five rix dollars (20s. sterling) per month for "lodging and treating them properly." In this way a mail was conveyed "from the Post Office in the Castle" to Stellenbosch three times a week. No payments for postage could be made except at the Post Office in Cape Town; consequently letters from the country districts to Cape Town had to be paid for on delivery.

The rates of postage fixed were as follows:-

Single sheet, to or from Simonstown	...	1 Skilling (6d.)
Double do., do.	...	2 do.
Small parcel or packet, not exceeding 1/2 lb. weight	...	4 do.
Single sheet, to or from Roodezand, Swellendam or Saldanha Bay	...	2 do.
Double Sheet, to or from Roodezand, Swellendam or Saldanha Bay	...	3 do.
Small parcel or packet, not exceeding 1/2lb. weight, to or from Roodezand, etc.	...	5 do.
Single sheet, to or from Graaff Reinet, Algoa Bay, Mossel Bay or Plettenberg's Bay	...	4 do.
Double sheet, to or from Graaff Reinet. etc	...	6 do.

Small parcel or packet, to or from Graaff Reinet, etc.	...	1 rix dollar.
The postage on letters to be forwarded by ship was as follows:-		
Single letter to or from Europe, India, or elsewhere	...	1 skilling (6d.)
Double letter	do. do. ...	2 do.
Packet or parcel	do. do. ...	1 do. per oz.
Non-commissioned Officers, soldiers' and sailors' letters received and delivered gratis.		

In 1807, after a short experiment with the Hottentot runners, the inland postal service was placed on a more permanent and regular basis by the establishment of horse posts, known as "post orderlies," in place of the foot messengers or "post boots"; and an account of the Cape of Good Hope written about that period states that the posts were conveyed with great regularity and despatch.

The revenue of the Post Office in the year 1806 was 191 rix dollars (i.e., £38 4s., reckoning the dollar as 4s., its value at the time); but in 1822 the receipts of the Department had, it is stated, sufficiently increased to be a source of revenue to the Government. At a later date the mail from Cape Town to Grahamstown (a distance of 600 miles by the route then followed) reached its destination in eight days, and that to Graaff-Reinet (a distance of approximately 500 miles) in about seven days. In 1859 the time occupied in reaching Grahamstown and Graaff-Reinet was about 3 1/2 days, as compared with 45 hours and 41 hours respectively at the present time. In addition to three mails in 1822 three posts per week were despatched to Simonstown and one to Stellenbosch, as well as a mail along the west coast.

The Post Office establishment in 1822 consisted of 20 percent in all, viz., a Postmaster (who probably held other important positions under the Government) with a salary of £1,000 per annum, a Chief Clerk drawing £240 per annum, two Letter Carriers and two Post Riders at £96 a year each, and country Postmasters with salaries ranging from £60 to £100 per annum.

Few facts of importance are recorded between the years 1822 and 1843. Branch offices were, however, opened from time to time and the method of calculating the postage upon letters altered, the rates being fixed according to a scale of distances. In the latter year there was still only one post a week running between Cape Town and Grahamstown.

In 1846 the postage rates were again altered, a uniform rate of 4d. per half ounce letter being introduced. At the same time the mails between Cape Town and Grahamstown began to be conveyed twice a week in each direction.

In 1852 the mail service was improved by an additional mail to Grahamstown, making three a week, and two mails a week to other parts of the Colony served by the Karoo route. Daily services were at the same time inaugurated to Simonstown, Stellenbosch and the Paarl. During the year the Book post was established between Cape Town and the United Kingdom, the rate of postage being sixpence per half-pound, and on the 1st September of the following year postage stamps were first introduced. The prepayment of postage in coin or by means of stamps, however, remained optional.

In 1854 the Book post existing with the United Kingdom was extended to Mossel Bay and Port Elizabeth. Book packets from the United Kingdom addressed to persons resident in inland

towns, served through the ports mentioned, were, however, retained at the coast until arrangements had been made by the addressees, who were advised by the Postmasters of their respective towns, for the transport of the articles to their destination. Such packets sent through the post from the coast had to be paid for at the inland Letter rate, viz., 8d. per ounce, in addition to the Book rate from England. Mail contractors were, however, permitted to carry Book packets privately, making their own charges for conveyance.

In 1856 the rate of postage for letters to and from the United Kingdom was fixed at 6d. per half-ounce.

In 1857 publications printed in the Colony, not exceeding 6 ounces in weight, were permitted to be forwarded through the post at 1d. per ounce; and in 1858 the prepayment of inland letters by means of postage stamps was made compulsory.

In 1860 a Penny Post was established in Cape Town, with three deliveries daily, and in 1861 it was extended to Port Elizabeth.

The inland Book post was established in October, 1862, but restricted to places to which the mails were conveyed by cart. In the same year the Money Order system with the United Kingdom was inaugurated.

In 1864 the Penny Post was extended to all places in the Colony between which mails were conveyed twice daily, and in 1866 the Pattern and Sample Post between the Colony and the United Kingdom was established, followed in 1869 by the Inland Pattern and Sample Post. During the last-mentioned year the fee for Registration was reduced from 6d. to 4d.

On the 19th January, 1871, the first mail, consisting of 16 Letters and 26 Books and Newspapers, was despatched from Cape Town to the Diamond Fields, and in August of the following year a second cart post per week was established between the two places. In this latter year - i.e., 1872 - the business of the Department in Cape Town having considerably outgrown the accommodation of the Department in Cape Town provided by the premises then occupied in the public buildings in Bureau Street (the present Office of the Registrar of Deeds), larger premises were secured at the corner of St. George's and Church Streets, on the existing site of the buildings of the "Cape Times" Limited. These premises, together with others in different parts of the city, which had to be utilised as the work of the Department expanded, were occupied until 1897, when the whole of the Post Office establishment was transferred to the building specially erected in Adderley Street.

In 1876 the Cape Colony assumed the responsibility of providing the Ocean Mail Service, and the first contracts under the new arrangement came into operation on the 1st October of that year. Prior to this date the service was performed under contracts entered into by the Imperial Government. Under the new contracts a regular weekly mail service was inaugurated, the passage between the United Kingdom and the Cape to be completed in 26 days.

In 1879 the 1d. Letter rate between places with mails were exchanged twice a day, and the general 4d. rate, were abolished, a uniform tariff of 3d. per half-ounce to all parts of the Colony being instituted on the 1st November.



In 1882 the whole of the Postal enactments then in force, which were scattered through the statute books in 16 separate Acts, ranging from 1846 to 1879, were consolidated in one Act (No. 4 of 1882), in connection with which the Inland Parcel Post was established and the Inland Letter rate reduced from 3d. to 2d., and the Inland Newspaper rate from 1d. to 1/2d. Under the new Act the use of 1d. Post Cards to all parts of the Colony was also provided for. In the same year stamped Newspaper Wrappers and Registered Letter Envelopes were introduced for the first time, and the first issue of the quarterly Post Office Guide made its appearance.

In October, 1883, a new contract for the conveyance of the mails between the United Kingdom and the Cape came into operation, under which the length of the passage was reduced to 21 1/2 days. In this year the foundation of the existing South African Postal Union was laid by means of separate Conventions entered into between several of the South African Governments. A general Postal Union Convention was not, however, signed until many years later. The year 1883 also saw the introduction of Traveling Post Offices on the South African Railways, as well as the adoption of the Telegraphic Money Order system.

On the 1st January, 1884, Post Office Savings Banks were established in the Colony, which brought about the winding-up of the Government Savings Banks previously administered by the Treasury Department. During the year the Postal Note system was also inaugurated.

In the year 1885 the Post and Telegraph Services of the Colony were amalgamated under the control of the Postmaster-General. The Foreign Parcel Post was also established this year, and the exchange of Money Orders extended to the majority of foreign countries and British Colonies with which Great Britain at that time transacted Money Order business.

In 1886 the Postal Draft system was introduced in the Colony, and it is interesting to note that the Cape Colony was the first of the countries of the Empire to adopt the business.

The year 1888 saw the termination of the Ocean Mail Contract entered into in 1883, and the commencement of a new one, under which the mails were to be conveyed between the United Kingdom and South Africa in 20 days, as against 21 1/2 days under the expiring contract. At the same time the rates of ocean postage were reduced, letters addressed to the United Kingdom being transmissible at 4d. per half ounce. On the 1st January, 1889, the inland letter rate was reduced to 1d., and two years later the rate for letters passing between Great Britain and the Cape Colony was reduced to 2 1/2d., and the rate for letters to places on the Continent from 6d. to 3d.

On the 1st September, 1892, the letter rate to the Continent of Europe was made uniform with that to the United Kingdom, viz.: - 2 1/2d., and on the 1st May Embossed Envelopes were introduced by the Department for the first time. During the same year the Inland Book rate was reduced to 1/2d. per 2 ozs.

In 1893 a new Ocean Mail Contract was entered upon, the period of voyage to be the same as in the previous contract, viz.: - 20 days. In this year Ocean Post Offices were first established by the Cape Postal Department upon the mail steamers plying between England and South Africa; and on the 1st April the

administration of the Bechuanaland Post and Telegraph Services, together with the Postal Service of the Bechuanaland Protectorate, was placed in the hands of the Postmaster-General of the Cape Colony.

By the year 1894 the mail matter passing between the Cape Colony and foreign countries had reached such dimensions that the Imperial Post Office found it necessary to request the Cape Post Office to arrange for direct mails to be exchanged with a number of the more important countries hitherto served through the United Kingdom. During the same year a uniform Parcel rate of 9d. per lb. was introduced for parcels from any part of the Colony to the United Kingdom, and the charges on similar parcels for foreign countries with which parcel exchanges existed were correspondingly reduced. The Book rate to the United Kingdom was also at this time reduced from 1d. for the first ounce to 1d. for the first two ounces.

In 1895 the Cape Colony entered the Universal Postal Union, and it may perhaps be taken as an indication of the importance to which the two British Colonies in South Africa then members of the Union (the Cape Colony and Natal) had attained that, notwithstanding the strong objection on the part of a number of foreign countries to the influence of Great Britain in the Union being increased by the granting of any further vote in respect of colonies giving their adhesion to the Union Convention, an additional vote was accorded to Great Britain and assigned to the South African group.

On the 16th November of the same year the annexation of the Crown Colony of Bechuanaland to the Cape Colony took place, and the Postal and Telegraph Services of that territory became absorbed in the Cape Post and Telegraph Department.

The present General Post Office Building, the erection of which was commenced early in 1893 was occupied in 1897. The total cost of construction and fittings amounted to £195,000, and the time it was thought the accommodation would meet the needs of the Department for many years to come; but although only ten years have passed since the transfer of business from the old buildings to the new, the work of the Department has grown so rapidly that steps have already had to be taken for the provision of additional accommodation in the near future. As an indication of the development of the business of the Department, it may be stated that the staff which moved into the new premises in 1897 consisted of 547 Officers of all grades, as against 169 employed in Cape Town in 1884 and 916 at the close of 1907. Again, the annual weight of the mails dealt with in Cape Town when the present building was taken possession of was 4,041,673 lbs., whereas the weight in 1907 was 8,293,376 lbs., or more than double that of 1897, notwithstanding the commercial depression which exists throughout the country.

In 1898 the first South African Postal Union Convention came into force, by which uniformity of practice and rates of postage were secured between the Cape Colony, the Transvaal, Natal and the Orange Free State. At a late date the Portuguese Province of Mozambique became a member of the Union. The year 1898 will, also, always be memorable as witnessing the introduction of Imperial Penny Postage, which became an accomplished fact on the 25th December. Unfortunately, however, in consequence

of certain negotiations with the Imperial Post Office, the Cape Colony was prevented from adopting it until the 1st September, 1899, - i.e., none month later.

In 1899 an agreement was concluded between the United Kingdom, the Cape Colony, and the other Colonies and States of South Africa, for the adoption of a scheme proposed by the Cape Post Office, under which the cost of the Ocean Mail Service should be borne by all Administrations participating therein in proportion to the use made of it by each, the agreement to operate as from the 1st April, 1898. Under this arrangement the Cape Colony negotiates the contract with the Mail Company, superintends its working, and undertakes the whole of the accounting duties in connection therewith. During this year also the sale of certain licenses on behalf of the Treasury was added to the work of the Post Office, the value of which, in the first calendar year after the transfer of the business, reached the sum of £53,425, and in 1907 had increased to £94,923.

In the year 1900 a new Ocean Mail Contract, covering a period of 10 years, came into operation. Under this contract the length of the passage was reduced from 20 days to 16 days for the first three years, and 16 days 15 hours thereafter; the amount of the subsidy being £135,000 per annum.

A system of compensation for the loss of inland registered packets or their contents was introduced in 1902, and the rate for printed matter to oversea countries was reduced from 1d. to 1/2d. per two ounces during the same year.

In 1903 uniform rates of postage were adopted for all classes of mail matter, with the exception of parcels, from the Cape to beyond the Zambesi, including North Eastern and North Western Rhodesia. Postcards of private manufacture were admitted for transmission through the post at this time, and the sale price of Postcards issued by the Department reduced to the amount of their face value.

On the 1st May, 1905, the maximum amount of a single Money Order was raised from £10 to £40; and during the year Conventions for the direct exchange of Money Orders between the Colony and Austria and Norway came into operation. An agreement was also concluded for a direct Parcel post with German South West Africa.

In 1906 arrangements were made for the exchange of Money Orders direct between the Colony and German East Africa, instead through the Berlin Post Office.

In 1907 a Bill was passed through Parliament giving further facilities in connection with the Post Office Savings Bank. Additional facilities for the transmission of small sums of money to the United Kingdom and a number of oversea British Colonies were also afforded to the public by means of the issue of British Postal Orders at all Money Order Offices in the Colony. During the same year the existing Money Order system was also improved by the introduction of an arrangement by which transmitters could receive advises of the payment or non-payment of Orders within a given period.

As showing the improvements which have been effected in the mail service between the Colony and the United Kingdom since the year 1859, the following table is of interest:-

Years of Contract.	Frequency of Service.	Contract length of Voyage.	Average time occupied during first and last calendar year of Contract.	Cost of Service during first and last calendar year of Contract.	Quantity of mail matter conveyed.	
					Number of Mail Bags.	Number of Parcel receptacles.
1859	Monthly 4 times a month. weekly. " " " " "	42 days	...	£ ...	...	...
1873-1876		38 days and 30 days	...	837,746	...	...
1876-1883		20 days	24 d. 6 h. 48 m.	62,895	...	...
			20 d. 6 h. 8 m.	139,865	...	...
1883-1886		21½ days	20 d. 8 h. 55 m.	75,199	...	...
			19 d. 20 h. 4 m.	80,000	...	...
1888-1893		20 days	19 d. 3 h. 38 m.	52,600	...	...
	17 d. 22 h. 45 m.		53,000	17,588	1,710	
1893-1900	20 days	17 d. 7 h. 38 m.	88,000	22,523	3,519	
		16 d. 20 h. 0 m.	94,000	55,779	7,684	
1900-1910	{	16 d. 20 h.	16 d. 13 h. 14 m.	{ 135,000	92,198	36,114
		†16 d. 15 h.	†16 d. 11 h. 39 m.		†132,333	†23,811
§ Approximate.		* Increase due to payment of speed premiums.		† After first three years.		‡ 1907.



The remarkable expansion of the work of the Department which has taken place will be apparent upon a comparison of the figures given in the following table:-

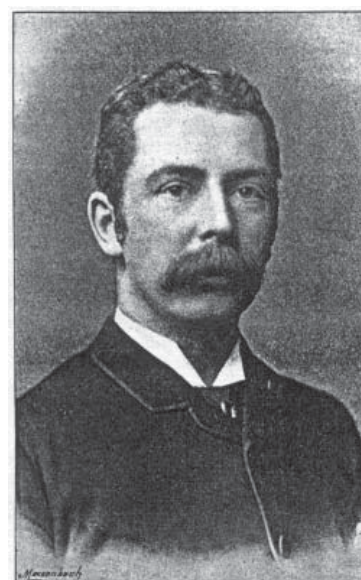
Year.	No. of Offices.	No. of Main and Branch Posts.	Number of Articles of Mail Matter Posted.	Amount of Savings Bank Deposits during the Year.	Staff, exclusive of Contractors, etc.	Revenue.		Expenditure.		Amount of Money Orders Issued.
						Postal.	Tele-graph.	Postal.	Tele-graph.	
				£		£	£	£	£	£
1806	...	...	...	...	...	38	...	...	...	...
1846	...	...	311,654	...	...	8,889	...	5,537	...	...
1856	118	...	466,305	...	...	14,626	...	26,709	...	...
1866	327	†72	...	...	...	24,922	...	44,972	...	...
1876	402	†85	2,306,154	...	...	58,386	10,396	100,608	11,982	83,897
1886	607	316	11,570,517	201,606	1,154	128,539	52,454	189,994	45,030	312,851
1896	839	552	26,584,276	840,790	2,024	234,183	†97,454	251,100	90,603	872,798
1906	1,043	711	62,251,900	1,682,385	2,479	423,056	206,842	456,171	272,863	1,494,940
1907	1,087	747	67,396,463	1,469,401	3,642	348,969	180,261	381,500	237,182	1,291,127

\* Approximate. † Main Posts only. ‡ Value of Government telegrams included from 1st July, 1894.

This brief history of the postal and telegraph services of the Cape Colony was appended to the Postmaster-General's Annual Report for the year of 1907 to the Cape Parliament. Postmaster-General S.R. French retired in December 1907 to take over the position in London as Agent-General for the Cape Colony. He was replaced by W.T. Hoal as Postmaster-General. The 1907 report was published in early 1908 and, therefore, was submitted by the new Postmaster-General. However, it is highly likely that the 'Century's Record' was written, or at least approved, by the previous Postmaster-General. Despite the uncertainty, it is proper to attribute the text to Sir Somerset French in recognition of his life long influence on developing the Postal and Telegraph Services of Southern Africa into the 20th Century. The original text appeared as Appendix 29 in 'The Annual Reports of the Postmaster-General of the Cape of Good Hope' for the year 1907 (p. 73-80). The original title was 'A Century's Record. Historical Sketch of the Progress of the Cape of Good Hope Post Office.' The telegraph section of 'A Century's Record' will appear in a later issue of Forerunners.

**French, Sir Somerset Richard (1849-1929).** Cape Colony Postmaster-General and protagonist of Universal Penny Postage. Born in England, he entered the Post Office service in 1866 and specialised in telegraphy. In 1878 he accompanied an expeditionary force under General Sir Garnet Wolseley to Cyprus to organise the posts and telegraphs of the island. Two years later he came to the Cape as Secretary and Accountant-General to the Cape Post Office, and in 1892 became Postmaster-General. During his period of office, Cape Colony became a member of the Universal Postal Union; its services were modernised and expanded. In 1897 wireless telegraphy came to South Africa. Although his idea of Universal Penny Postage was not accepted, Imperial Penny Postage came into being in 1897. From 1893 to 1897 he was also Manager of the Rhodesian Telegraph Service and of the African Trans-Continental Telegraph Company. Upon his retirement he was Agent-General of Cape Colony in London from 1908 to 1910.

From Southern African Dictionary of National Biography (Eric Rosenthal, editor); Frederick Warne; London, 1966.



S. R. FRENCH  
(Postmaster-General of the Cape of Good Hope).

From St. Martin's-Le-Grand, Vol. 2, 1892, p. 330.

Compare the Postmaster-General's account to that extracted from the official reports by Franco Frescura in Forerunners #41-43.

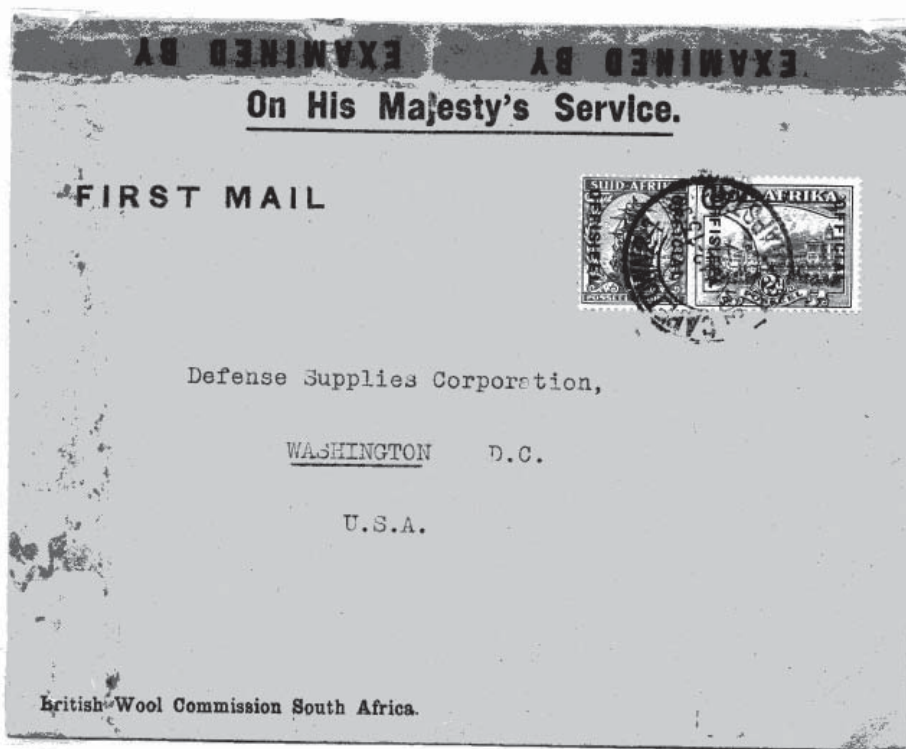
# Wartime: First Mail and Second Mail

by Bob Hisey

During World War II, sending seamaile across the Atlantic was a risky business, with many ships lost to submarine warfare. To counter this problem, people often send the same letter twice, with the second transmission delayed to ensure it was on a different ship. To avoid confusion at the receiving end, the envelopes were conventionally labeled '1<sup>st</sup> Mail' and '2<sup>nd</sup> Mail'.

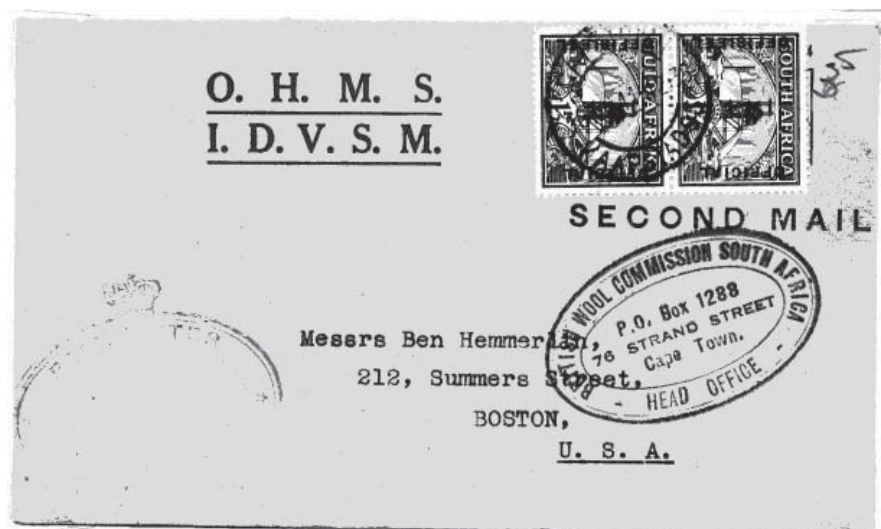
The accompanying two covers illustrate this practice. They are both from the British Wool Commission South Africa, headquartered in Cape Town. They had South African Official Free Franking privileges. They used SA Official Free 'Penalty' envelopes and had a supply preprinted with '1<sup>st</sup> Mail' and '2<sup>nd</sup> Mail' which I have not seen used by any one else.

The first illustration is of a 1<sup>st</sup> Mail cover to the U.S. with normal 3d Official postage for foreign seamaile, sent on the 20<sup>th</sup> of May, 1942. It has only a US censor marking tape. On the reverse is the Commission handstamp, which took the place of the usual 'Official Free' stamping. Most unusually, the inscription on the cover is monolingual 'On His Majesty's Service' and does not bear the usual 'penalty' wording. It looks like a private production of the Wool Commission that overlooked the fact that their host country was bilingual.



First Mail.

Illustration 2 is a '2<sup>nd</sup> Mail' cover to the U.S. with a pair of the 1 1/2d Mine issue paying the 3d seamaile rate. It bears the Commission handstamp on the face. Faintly to be seen on the lower left is the handstamp 'Postmeester' which was used in some cases in place of a 'Censor' mark. This was recognized in the U.S., as there is no U.S. Censor.



Second Mail.

# Watermark Orientations and Printing of Bechuanaland and Botswana Aerogrammes

by Peter Thy, Jerome Kasper, and John Inglefield-Watson

The Queen Elizabeth II definitive aerogrammes of Bechuanaland, as well as later formula aerogrammes issued by both Bechuanaland and Botswana, were printed on 'Gateway' watermarked paper. The watermark is a central stylized gateway with 'IMPERIAL' above and 'AIR MAIL' below (Figure 1). The Gateway was the logo of Wiggins Teape Ltd. The paper had been part of their stock line since 1919 and was widely used for the production of aerogrammes of Great Britain and British Colonies up to around 1975, when Wiggins Teape discontinued their watermarked stock line.

The watermark also contains a single code letter. The known code letters on the issued Bechuanaland and Botswana aerogrammes are 'K' (1957), 'L' (1958), 'Y' (1965), 'Z' (1966), 'A' (1967), and 'B' (1968). The code letter 'I' (1956) has also been reported. The letter codes 'K' to 'Z' are placed directly below the gateway, while the codes 'A' and 'B' are placed below 'M' of 'AIR MAIL'. The early codes (K and L) are on stamped aerogrammes, while the later codes are on unstamped formula aerogrammes. The watermark occurs only once on each aerogramme and is rarely positioned centrally. This can result in an incomplete watermark and the cut-off of the letter code.

The aerogrammes were printed by Bradbury Wilkinson (stamped) and probably McCorquodale (unstamped) on Wiggins Teape paper between 1958 and about 1969. Summaries of these aerogrammes have been presented by van der Molen (1992), Thy (2000, 2001), and are also included in a book on the postal stationery of the Bechuanalands and Botswana that is in press (Thy and Inglefield-Watson, 2004).

We here report new finds, discuss watermark orientations, and propose a consistent terminology for watermark orientations in the aerogrammes.

Four different orientations of the watermark occur as viewed relatively to the imprinted stamp or stampbox of the aerogrammes (i.e., watermark is read from the printed surface). These orientations are schematically illustrated in Figure 1. We propose to identify these orientations according to the nomenclature used in Stanley Gibbons' British Commonwealth

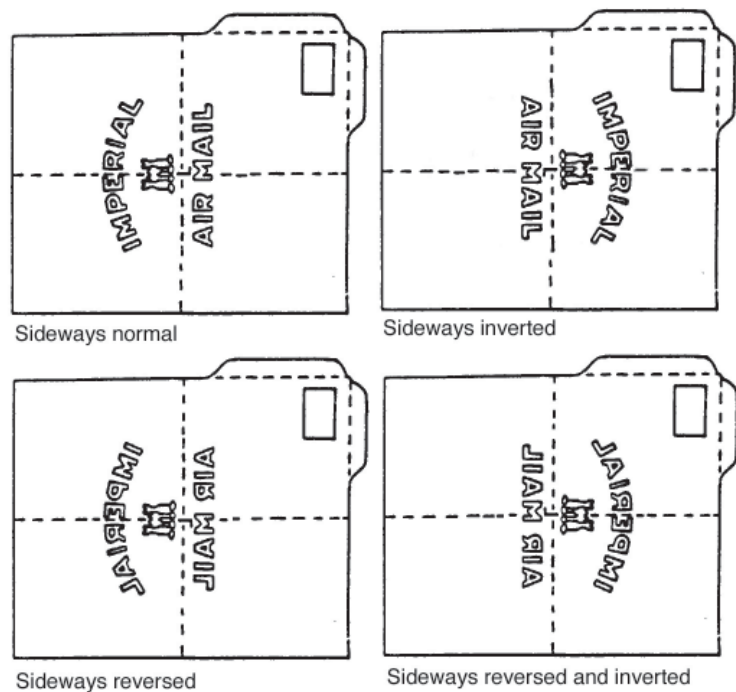


Figure 1. The four watermark orientations found on Bechuanaland and Botswana aerogrammes printed on Wiggins Teape paper.

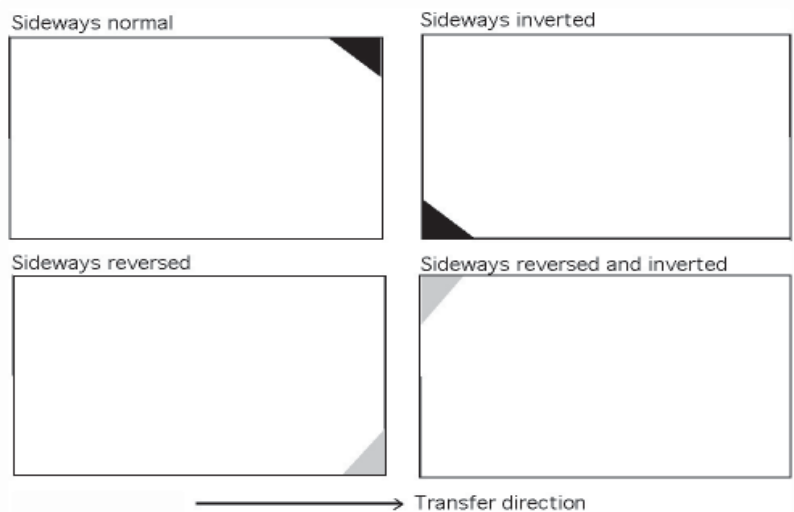


Figure 2. Schematic illustration of transfer direction and sheet orientations. The triangle denotes the top, upper right corner of the sheet (black normal; grey reversed).



Catalogue. All known watermarks on the Bechuanaland and Botswana aerogrammes are sideways oriented. Upright oriented watermarks do not exist. The sideways normal orientation (reading up) is the most commonly found. The sideways orientation can either be normal, inverted, reversed, or both reversed and inverted. The text is reading up on the sideways normal and sideways reversed and inverted orientations, while the text is reading down on the two other orientations (Figure 1).

These watermark orientations are a direct function of the orientation of the watermarked sheet of paper as it was fed into the press (Figure 2). Since only four different orientations are known, and not eight, the paper must have been of a rectangular shape. The perhaps most interesting observation is that the watermark orientations are not random distributed between the various issues (Table 1). All the stamped aerogrammes, with only few exceptions, have the watermark sideways normal oriented. These sheets were printed by a security printer (Bradbury Wilkinson) and were fed into the printing press in the same orientation with printing done on the 'top surface' of the paper (the watermark was indented on the bottom side of the paper sheet). The final product shows few irregularities and orientation errors. Only in a few cases were the paper sheets inverted (1 %; Table 1).

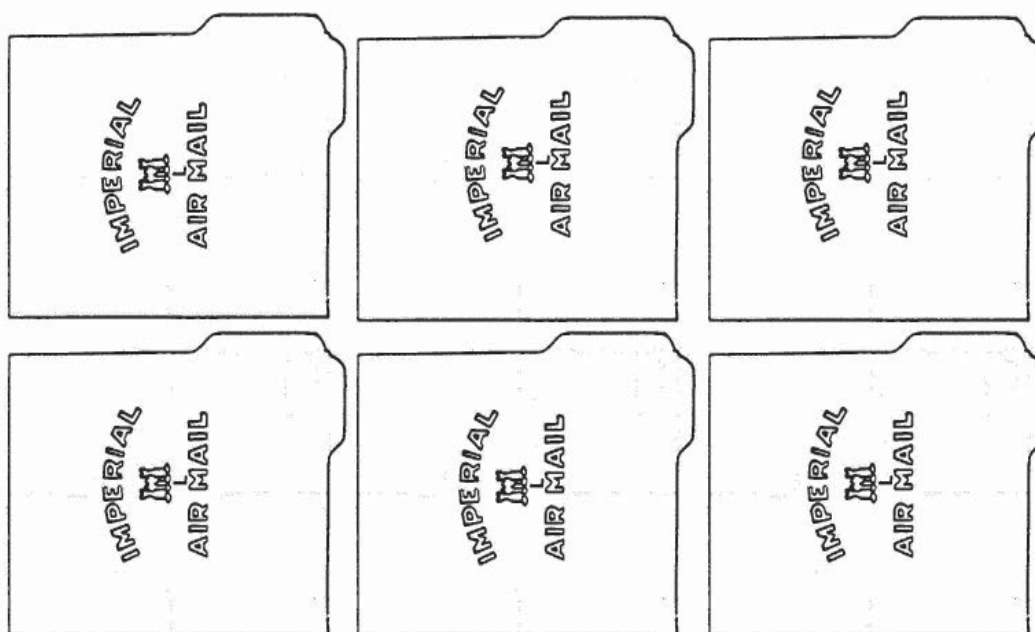


Figure 3. Hypothetical illustration of printed aerogramme on watermarked paper sheet.

The probable change of printer for the stampless aerogrammes to McCorquodale and also the fact that the stampless aerogrammes were not a security job resulted in several orientations (Table 1) and irregular feeding of the sheets to the press. Of the four possible orientations, so far three different have been recorded, despite that relatively few aerogrammes have been recorded by our study. Strangely enough, the only orientation so far not recorded is sideways normal. The use of an unwatermarked

paper (Table 1) of an unknown maker as part of the printings is also an indication of low security measures. Likewise, poor registration of the two printing colors for the 1966 Botswana aerogrammes as well as missing red printing are known to exist.

The dimensions of the Gateway paper sheets are not known for certain. Peter van der Molen's (1992) study of the Crown Agents' register of dies and plates tells us that six dies were used for the production. A hypothetical example with six dies is shown in Figure 3, but other configurations of the six dies would have been possible. The solution shown is not the closest packing possible. Closer packing would have required adjacent aerogrammes to be rotated. Such a close packing would have resulted in two equally common watermark orientations. Because this is not the case, we can infer that the packing was less than ideal and that waste of paper was not a major issue. It is not known how the aerogrammes were cut; however, it is fair to assume, considering that a sheet was only composed of six individual aerogrammes, that a shaped single unit cutting die was used. A pile of say 100 sheets was marginally clamped down and cut with the single unit knife manually positioned for each of the six aerogrammes making up the printed sheet.

The letter code census of the aerogrammes that is summarized in Table 1 suggests that the relative numbers of the 'L' coded

watermarks are higher for the 1961 surcharged aerogrammes (71 %) than for the 1958 aerogrammes as first issued (58 %). There was only one order placed by the Crown Agents for the 1958 issue (van der Molen, 1992). It is not clear why there appears to be this difference in the census between the original unsurcharged and the surcharged aerogrammes. It is possible that the 'K' coded paper (1957) was used first during the printing and was replaced by the 'L' coded paper (1958) later during the printing done during late 1958 (issued in December). However, other possibilities may be just as likely, such as storage, distribution, and return of unsold material

from the postal offices for surcharging.

The existence of an 'I' coded watermark has been reported. The 'I' watermark exists on, for example, the 1956 Gold Coast watermarks (Figure 4). All examples of alleged 'I' codes that we have been able to inspect lack serifs and show the larger 9.5 mm spacing between the gateway and 'AIR MAIL.' This observation proves that the alleged 'I' code does not exist for the Bechuanaland aerogrammes and in fact is a damaged 'L' letter

code (Figure 4).

Several minor damages to the 'L' letter code exist. These include, short 'L', central extra horizontal bar, tail up to right of horizontal bar, filled in letter, two vertical bars, and bending of upper vertical to left. The missing vertical bar of the 'L' code is the only one of these varieties that may have some philatelic significance.

Thanks to Peter van der Molen for valuable help and information.

#### Sources

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Thy, P., 2001. The aerogrammes of Bechuanaland. *Postal Stationery* 43, 55-59.

Thy, P. and Inglefield-Waston, J., 2004. The Postal Stationery of the Bechuanalands and Botswana. British Philatelic Trust, in press.

van der Molen, P., 1992. The Bechuanaland QE2 aerogrammes. *Runner Post* 29, 581-584.

Table 1. Summary of watermark orientations on Bechuanaland and Botswana aerogrammes

#### Bechuanaland:

##### 1958 QE 6d Aerogramme (Dec. 1, 1958)

K	sideways normal	30
L	sideways normal	42
-	sideways normal with letter cut off	3*

##### 1961 QE 5c Surcharged Aerogramme (Feb. 14, 1961)

K	sideways normal	36
	sideways inverted	1
L	sideways normal	89
	sideways inverted	1
-	sideways normal with letter cut off	3

##### 1963 Formula Aerogramme

-	without watermark	9
Y	sideways reversed and inverted	5
Z	sideways reversed	2
	sideways reversed and inverted	12

#### Botswana:

##### 1966 Formula Aerogramme

Z	sideways inverted	1
	sideways reversed	1
	sideways reversed and inverted	3
A	sideways reversed	1
	sideways reversed and inverted	7
B	sideways reversed and inverted	1

\* The essay illustrated by van der Molen (1992) has the letter code cut off. The numbers in the parentheses are the total amounts recorded in this study.

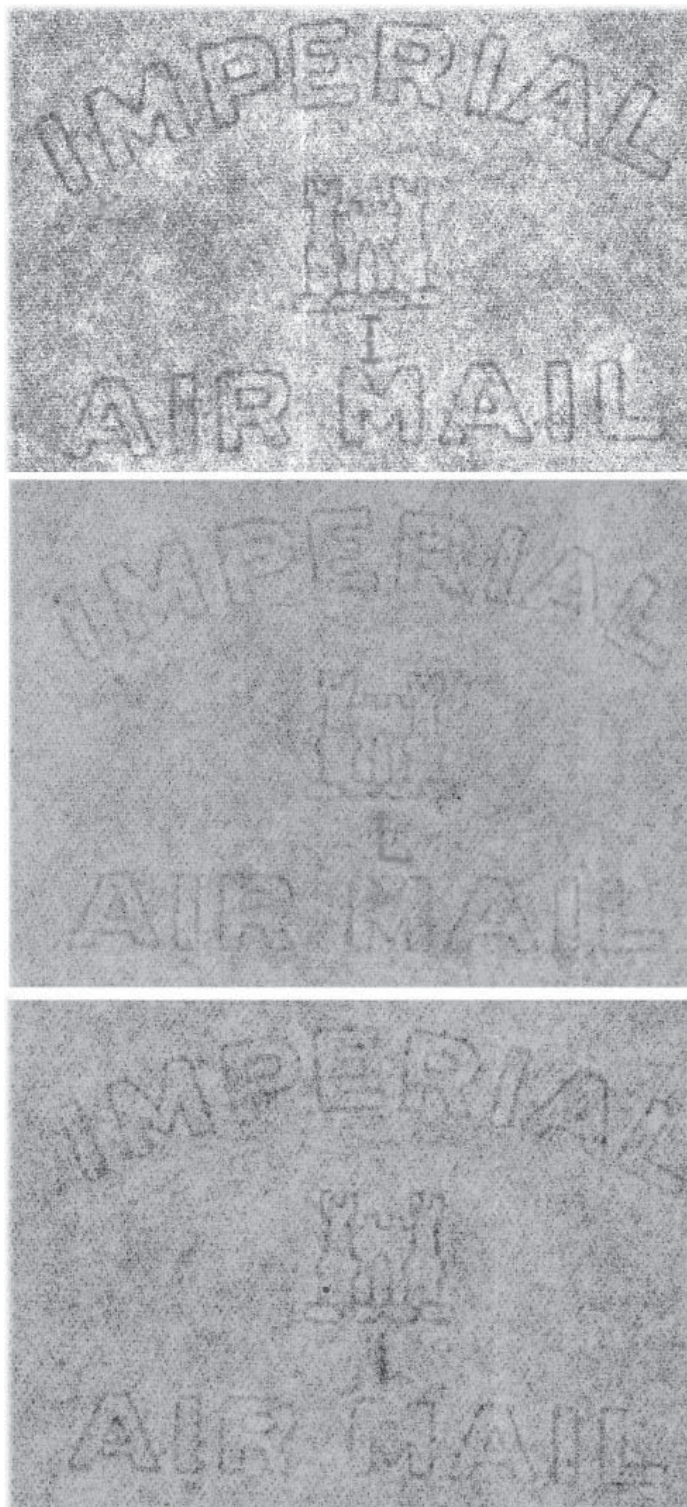


Figure 4. Illustration of the Gateway watermark with the 'I' letter code of the 1956 Gold Coast aerogramme (Kessler 6; H&G F6). This is compared to the Bechuanaland watermark with 'L' letter code and the damaged 'L' letter code appearing like an 'I' without serifs.

Reproduced with permission from The Runner Post No. 55, p. 1360-1362, 2002.



# The British Army Post Office Corps in South Africa, 1899-1902

by Franco Frescura

Following the outbreak of the South African War in October 1899, it soon became obvious that the Colonial Post office could not meet the postal needs of the military. Not only were civilian mails vulnerable to disruption, but the postal needs of soldiers in the field were subject to criteria of performance different to those normally applicable in a Civil Service structure. The British High Command never underestimated the importance of a regular mail service to troop morale, and one of the first service departments to be established behind the lines was the Army Post Office Corps (APOC).

At the beginning of the campaign the strength of the Corps was three officers and eighty-nine men from other ranks, composing one company of the 24th Middlesex (Post Office) Volunteers. These were drawn from post offices in the London area, and included men who had enlisted for a period of six years into the Army Reserve, and were thus available for service in foreign lands. This force traveled to South Africa in October 1899, but its number soon proved inadequate to the growing needs of the Expeditionary Force, and soon after it was reinforced by new

drafts. At first the recruits were drawn from the same regiment, but later on it also included men from post offices in other parts of Great Britain as well as Canada, Australia, the Cape Colony and India. At the height of the campaign the APOC numbered ten officers, a warrant officer, and 396 men of other ranks, with an additional twenty civilian clerks on temporary transfer from the GPO, and 100 soldiers from other units seconded to the Corps for orderly duties.

The Corps was placed under the overall direction of Somerset Richard French, Postmaster General of the Cape, whose previous military experience had included terms of service as officer-in-Charge of the Intelligence Section in the British Telegraph Office, and the organization of the Army Post office in Cyprus during the military Expeditionary Campaign of 1878.

## ORGANIZATION

The administrative headquarters of the Corps was sited in Cape Town, where both it and the Military Censors were allocated offices on the third floor of the newly completed General Post



DETACHMENT OF FIELD TELEGRAPH COMPANY OF 24TH MIDDLESEX R.V. ATTACHED TO THE TELEGRAPH BATTALION ROYAL ENGINEERS, WHO SAILED IN THE SS. "GASCON," 20TH OCTOBER, 1899.  
St. Martin's-Le-Grand, Volume X, p. 7, 1900.



office building. During the early part of the war a separate Base Office for Natal was deployed at Pietermaritzburg, but once hostilities moved into Republican territory, this proved to be unworkable and it was closed down. Distribution of mails was conducted from the Base Office in Cape Town, which was connected radially to a number of Forwarding Offices used for the intermediate reception and forwarding of mails. These, in their turn, were directly connected to seventy-one Field Post Offices, which dealt directly with the receipt and delivery of mails to troops stationed in their areas of operation. These establishments were supplemented by a system of travelling post offices housed in railway box trucks and carriages specifically converted to military use, which were used to deliver mail in the field, to receive letters for forwarding to Cape Town, and to conduct a small amount of business in postal orders.

Given its rudimentary nature, the Corps was charged with the provision of services in two primary areas: the collection of outgoing mails from, and the distribution of incoming mails to troops in the field. While the former was a relatively simple matter involving the receipt, sorting and storage of letters pending their forwarding to overseas destinations, the latter often presented the Corps with extraordinary difficulties.



CAPTAIN G. W. TREBLE.  
*Army Post Office Corps now at the front in Cape Colony.*  
St. Martin's-Le-Grand, Volume X, p. 5, 1900.

For one, the railway service was completely beyond the control of the Post Office and, because of the uncertainties of war, could not be relied upon for the automatic delivery of mails. Trains were often delayed, either by the Military to meet its own transport needs, or by Boer forces that frequently destroyed their lines and placed the trains under attack. In such instances APOC staff on a train could also be called upon to take an active part in its defense, and in one instance, on 7 June 1900, an officer and nineteen men of the Corps were involved alongside regular troops in an action against a Boer commando at Roodewaal. During the

course of the fighting, two of its men were killed and three were wounded. The remainder was taken prisoners by the Boers. At the same time some 2,000 bags of mail were destroyed, and postal stock to the value of £4,284 was lost, including stamps and postal orders. Boer forces also captured military travelling post offices on at least two other occasions.

Another complication arose as the result of the incessant movement that both individuals and military units were subjected to. Forces were liable to be broken up, reconstituted into new units, or transported rapidly from one end of the war zone to the other as the contingencies of war demanded. This often made them untraceable for prolonged periods of time. Individual officers and men might be engaged in battle, or be out on prolonged patrol, they might have left their units on leave of absence, or be recovering in hospital, or be missing in action, or even be dead. Some fortunate ones could even be on a troopship on their way back home. Finally, many men, such as those serving in the Imperial Yeomanry, arrived in South Africa without regimental numbers, were not posted to specific units, and were generally almost unidentifiable as soon as they had disappeared into the enormous whirlpool of the campaign. As if this was not enough incoming letters and parcels were often insufficiently addressed and required extensive investigative works by APOC staff before they could be delivered.

Given these, often insurmountable, difficulties, the APOC were generally able to cope with an extraordinary measure of success. This was assisted by the institution of a system of rolls compiled from information sent to the Corps on a weekly basis from all hospitals, depots, departmental corps and casualty offices. These were carefully consolidated into alphabetical lists, and in time became so reliable that the Corps was often able to furnish other military departments with the whereabouts of individuals whose location had become lost in the general movement of troops.

The distribution of incoming mails followed a set pattern. Because Field Post Offices were mobile, sorting was divided according to military units rather than postal routes, as was the practice in the civilian post office. Next, letters were sorted into twenty-four alphabetical divisions and, after comparison with the alphabetical lists mentioned above, forwarded to the relevant address. Provision was also made to redirect mails to individual soldiers who, for whatever reason, were absent from their units. After Boer commandoes invaded the Cape in December 1900, the nature of the campaign began to change and the method of distributing incoming mails had to be revised. Conventional wisdom had designed a system whereby mails had previously been delivered to fixed stations, which were divided into roads radiating from a central core, but because the new methods of warfare now required army units to become highly mobile and subject to irregular and unpredictable movement, so then the APOC had to adapt to new condition in the field.



*Photograph by A. Weston, Newgate Street, London.*

INSPECTION OF MAIN DETACHMENT OF ARMY POST OFFICE CORPS UNDER CAPTAIN PRICE BY THE POSTMASTER GENERAL  
AT THE GENERAL POST OFFICE, 16TH OCTOBER, 1899.

*They sailed for South Africa in the SS. "Moor," 21st October, 1899.*

*[Frontispiece.]*

St. Martin's-Le-Grand, Volume X, January 1900, frontispices.

Each military unit was allocated to a single APOC officer whose task it was to cater to their dedicated needs irrespective of their geographical location at any one time. Each unit was also given a specific telegraph code number, which it now bore for the remainder of the campaign irrespective of which Field Post Office it was served by at the time. In the final stages of the war, when troops operated almost exclusively in mobile columns, these units superseded the Corps as the Post Office unit. Mails for the different columns were then made up separately, so that even if they were consigned to an abandoned address, they could be redirected to any point and, if necessary, follow the column about until they caught up with it.

This system of organization allowed the Corps to handle an average of 190,000 letters, 300,000 newspapers and packets, and 8,400 parcels per week. Although it was not intended to act as a fighting unit, during the course of the war two of its personnel were lost in action and three were wounded. More significantly

however, 45 members of its staff died as a result of disease (Grant 1910: 625-28). Towards the end of the war, Lord Roberts made special mention of the work done by the Corps. He stated that:

"No little credit is due to the Department under Major Treble in the first few months, and for the greater part of the time, under Lieutenant-Colonel J. Greer, Director of Military Postal Services for the way in which he has endeavoured to cope with the vast quantity of correspondence, bearing in mind the incessant manner in which the troops have been moved about the country, the transport difficulties which had be encountered, the want of postal experience among the bulk of the personnel, and the inadequacy of the establishment laid down for the several organisations."

Lt-Col Greer and Maj Treble were both awarded the order of St Michael and St George. Somerset French was knighted in 1901 and, following his retirement from the Cape Post office in 1908, he was appointed as the Cape Colony's Agent General in London.



A photograph in the South African Post office archives indicates that the first mail train to reach the Transvaal after the British occupation of Pretoria was a Travelling Post office operated by the Army Post Office Corps. The van, which was little more than a railway boxcar, is clearly identified as a TPO by a large sign on its side, and a member of its staff, identified as GW Bamber, is shown seated at its door. Field PO 22 is known to have been located at Enslin Camp, near Honeynest Kloof.

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Frescura, F., 2002. The Cape Post Office During the South African Anglo-Boer War of 1899-1902. Occasional Paper No. 16. Postmark and Postal History Society of Southern Africa, Pretoria, South Africa.

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The Postmark and Postal History Society of Southern Africa is the premier Postal History Society of Southern Africa. The official journal of the Society is the 'Post Office Stone' which appears several times a year. The editor is Lappe Laubscher of Menlo Park, South Africa. The Society can be reached by writing to the Secretary/Treasurer Marge Viljoen, P.O. Box 835, Groenkloof 0027, South Africa. Membership fees are modest and include the Occasional Papers.

## MILITARY POST OFFICES OPERATIONAL IN THE CAPE COLONY 1899-1902

The earliest and latest dates given below do not represent dates of opening and closing, but are periods of recorded usage. These may be extended in due course as more research material becomes available.

POST OFFICE	DIVISION	OPENING	CLOSING
Army PO 43	Colesberg	6 MY 1900	6 NO 1901
Army PO 54	Cape Division	10 AU 1900	1 OC 1902
Bellevue	Alexandria	not known	not known
Burghersdorp	Albert	not known	not known
Cape Town Army PO	Cape Division	22 AU 1901	5 NO 1902
Field PO 1	De Aar	3 DE 1899	DE 1899
	Modderfontein	JA 1900	JA 1900
	Kimberley	AP 1900	MY 1900
Field PO 2	Modder River	JA 1900	JA 1900
	Naanmpoort	31 MR 1901	not known
Field PO 4	Orange River	NO 1899	NO 1899
	Modder River	DE 1899	JA 1900
	Mafeking	JY 1901	JY 1901
Field PO 11	Orange River	DE 1899	JA 1900
	Modder River	17 NO 1899	19 DE 1901
Field PO 14	Port Elizabeth	5 DE 1899	6 JU 1902
Field PO 16	Modder River	4 DE 1899	30 OC 1901
Field PO 22	Enslin Camp	2 FE 1900	4 MY 1900
Field PO 27	De Aar	5 MR 1900	6 JU 1902
Field PO No Number	Cape Town	29 JA 1900	22 MY 1901
Green Point POW Camp	Cape Division	not known	not known
Mafeking Army PO	Mafeking	12 DE 1901	21 FE 1902
Midland TPO 22	Travelling PO	SP 1901	15 JU 1902
Naauwpoort Army PO	Middelburg	9 FE 1902	13 AU 1902
Simonstown POW Camp	Cape Division	not known	not known

# Hot Tax and Hut Tax Tokens

by Peter Thy

The paper trail after the 'hut tax' in Northern Rhodesia has been elegantly detailed by Joe Ross in a recent number of Forerunners (#45). However, paper was only one of the traces after the African hut tax. I will here first discuss taxation of the native population in southern Africa around the turn of the century. Then I will review the use of metal tokens as receipts for payment of hut tax. These metal tokens had an equal function as the stamps and paper recipes illustrated by Ross and should, therefore, be of equal interest to the revenue collector.

## Hut Tax

Taxation has been an instrument used by colonial administrators and statesmen to defray governing expenses in southern Africa (Figure 1). However, the real purpose of hut tax was often, in addition to balance the budget, to force the native population to seek paid employment in the private farming and mining sectors. The hut taxes were normally collected in cash without consideration of the subsistence economy of the primitive pastoral society. The result was that the native population was transformed into a labor reserve that could be utilized as needed by imposing taxation. The native population was thus forced to work for wages. Although this may not

impress us today, the effect on the tribal society at the turn of the century must have been dramatic.

A few definitions are at this point perhaps appropriate. 'Hut tax' refers to a tax imposed on the male provider of a household (or hut). Later tax was also imposed on 'second wives.' 'Poll tax' was imposed on all males above say 18 years. There may for practical purposes have been little differences between hut and poll tax. 'Labor tax' was a tax on able-bodied males unable to prove that they had been employed say three months a year. The taxes were yearly and were normally collected by the local chiefs or headmen that kept a percentage of the tax before handling it over to the central government.

A contemporary economist, J.A. Hobson, has discussed hut tax and its effects in a book published in 1902. The following extracts keyed to the main geographical areas of southern Africa are from this work.

"The hut tax in [the Cape Colony and Natal] has [...] not proved an oppressive burden. Only when the diamond fields found difficulties in obtaining a ready supply of native labour, and wages rose, did Mr. Rhodes, a chief proprietor, use his public position as Cape Premier to procure an Act designed to assist De Beers in obtaining cheap labour. By this statute, the Glen Grey Act, it was





Figure 1. The Magistrate of Ladysmith of Natal collects the yearly fourteen shillings hut tax in 1879.

enacted that every male native, in districts where the Act was adopted, should pay a "labour-tax" of 10s per annum, unless he could prove that during three months of each year he has been in service or employment beyond the borders of the district. No secret was made of the fact that this measure was designed, not to provide revenue, but to compel to labour."

"It is in the Transvaal and Rhodesia that taxation of natives ripens into a plan of forcing labour. The mine-owners of the Transvaal agreed as to their right and their need to compel the natives to undergo the dignity of labour, and they regard taxation as one important instrument. The testimony of witnesses before the Industrial Commission in 1897 was unanimous in favouring such compulsion, and Mr. Rudd, of the Consolidated Goldfields, stated the demand very plainly at the annual meeting of his company. 'If we could only call upon one-half of the natives to give up three months of the year to work, that would be enough. We should try some cogent form of inducement, or practically compel the native, through taxation or in some other way, to contribute his quota to the good of the community, and to a certain extent he should then have to work.' The general feeling of the 'Outlanders' in Transvaal has favoured the oppressive hut tax of £2, imposed by the Republic in 1895, and has only complained its inadequate enforcement."

"Similarly, in Rhodesia, where mines require a large supply of labour than can be obtained from natives by ordinary economic

motives, and increase in the hut tax and a labour-tax are an integral part of the public policy. Earl Grey, recent administrator and present director of the Chartered Company, thus states the case: 'Means have to be found to induce the natives to seek, spontaneously (sic), employment. An incentive to labour must be provided, and it can only be provided by the imposition of taxation. I look forward to the imposition of a hut-tax of £1 per hut in conformity with the practice which exists in Basutoland, and I also hope that we may, with the permission of the imperial authorities, be able to establish a labour-tax, which those able-bodied natives should be required to pay who are unable to show a certificate of four months' work.'"

It may be difficult to evaluate the social and economic effects of taxation to induce to labor on the native population. Particularly since the developments that here interest us coincide and mingle with the general modernization and industrialization of the agricultural societies. Bechuanaland may give some clues, although perhaps not representative for the region at large. The reason for the latter is that taxation in Bechuanaland was imposed to force labor across the border from Bechuanaland into mainly South Africa and to a lesser extent internally migrate as in South Africa and Rhodesia.

A hut tax was in effect early in British Bechuanaland, but amounted to only below 8 % of the annual colonial revenues (Sillery, 1965). Hut tax was not imposed in the Protectorate,

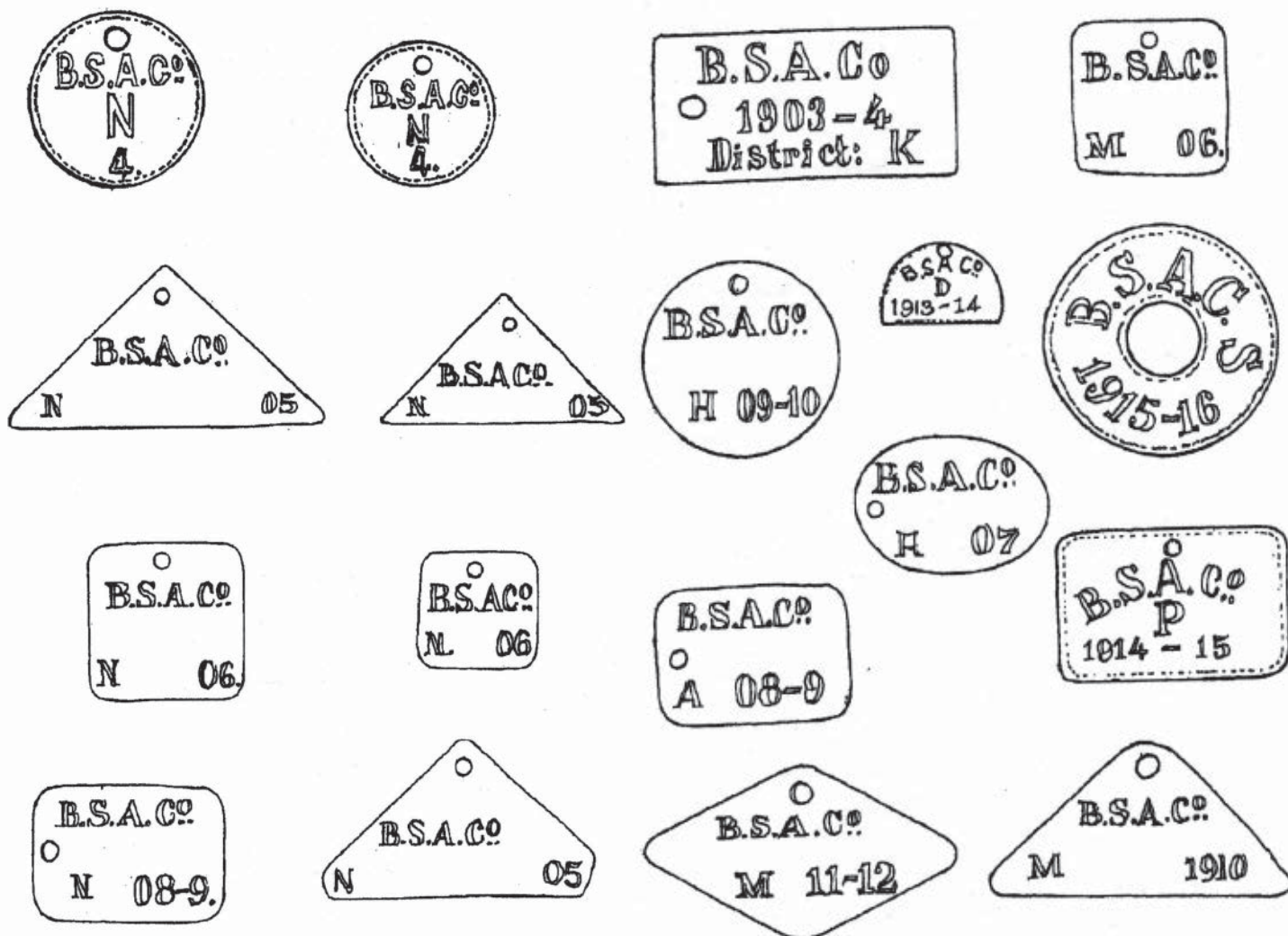


Figure 2. Brass tax tokens from the Melssetter district, Mashonaland. The small size tokens were issued for women. Actual sizes. From Locke (1992, figure 1).

apparently because of fear of the response from the local chiefs. Nevertheless, a hut tax was in principle agreed to by the Bechuana Chiefs when they went to London in 1895 to plea their independence and protection. A 10 shilling hut tax was first introduced by the British administration in the Protectorate in 1899 (shortly raised to £1). This tax was imposed as a poll tax on all male above 18 year and also on 'second wives.' The hut tax was the main revenue for the Bechuanaland Protectorate and was collected by the local chiefs that retained a small portion (10 %) for their own administration (Rey, 1988; Wylie, 1990).

The need to obtain money to pay taxes and other fiscal obligations contributed to migration from the Protectorate to the South African labor market in agriculture and mining (Schapera, 1947; Sillery, 1952). It has been claimed that the absence of a large proportion of the able-bodied male population has had a marked influence on the deterioration in the rural economy. The migrant Batswana worker amounted to 2,600 in 1890 and 10,000 in 1930 (Paton, 1995). This would amount to 2.3 % and 6 % of the total population that recast into percentage of the male population of the age between 15 and 40 would be 20 % of the

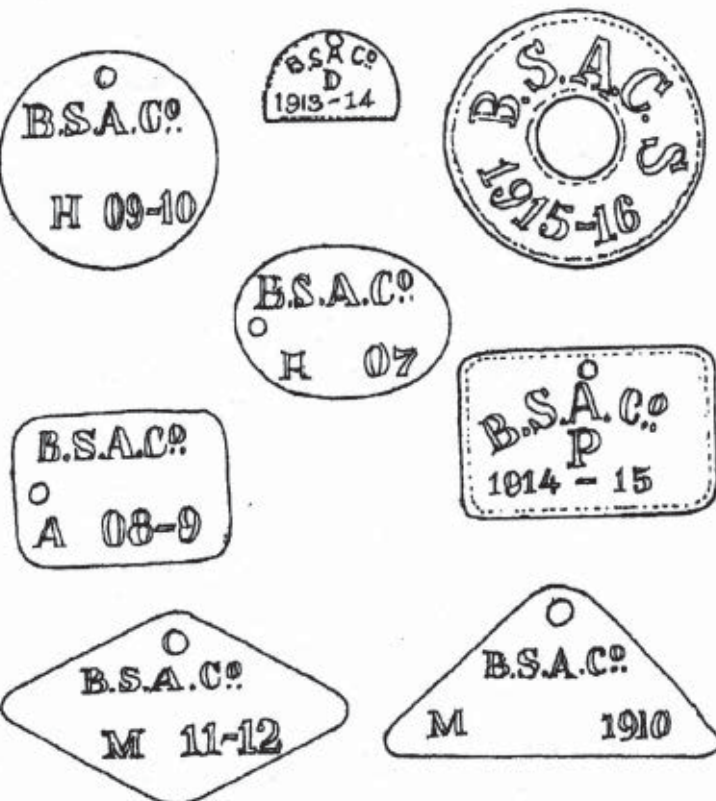


Figure 3. Brass tax tokens from Southern Rhodesia. Actual sizes. From Locke (1992, figure 2).

workable male population.

Obviously, other factors than tax collection may have contributed to the decay and the development of a migrant labor economy, such as abolition of initiation ceremonies, spread of education, ban against polygamy, administrative limitation in executive power of the local chiefs, decline in traditional religious beliefs, and many others factors (Schapera, 1947; Sillery, 1952).

#### Hut Tax Tokens

Hut tax tokens made from metal are only known to have been used by the British South African Company in Southern Rhodesia and the High Commissioner's administration in Bechuanaland. There are two main sources for the present discussion. Firstly, a paper by P.G. Locke on 'Hut Tax Tokens' published in 'Heritage of Zimbabwe' (No.11, 1992) provides a comprehensive discussion and illustrations of hut tax tokens. Secondly, the change finding of the website of 'Afrilibia' <<http://www.afrilibia.com>> that lists (or listed) several tokens. The illustrations here are from these sources as well as of a few items





Figure 4. Examples of brass tax tokens (not to scale). (1) 1903 £1 tax token, 2.4 x 4.8 cm, 'K' for Mazoe district of Mashonaland or Sebungwe district of Matabeleland. Thought to be an experimental issue prior to the enactment of the Hut Tax regulation in 1904. (2) 1909 10 sh. tax token (second wife), 2.2 cm diameter, 'A' for Charter district of Mashonaland or Bubi district of Matabeleland. (3) Lozenge shaped 10 sh. tax token (second wife), 3.6 x 2.3 cm, 'A' for Charter district of Mashonaland or Bubi district of Matabeleland. (4) 1915 10 sh. tax token (second wife), 2.6 cm diameter, 'A' for Charter district of Mashonaland or Bubi district of Matabeleland. (5) 1915 £1 tax token, 3.8 cm diameter, 'A' for Charter district of Mashonaland or Bubi district of Matabeleland.



Figure 5. Front and reverse of 1915-16, 10s token issued in Umtali District of Mashonaland (second wife). The district letter core (S) embossed both on front and reverse.

in my own collection.

*Southern Rhodesia:* Hut tax was imposed by the British South African Company (B.S.A.Co.) in 1894 in Mashonaland and Matabeleland at the rate of 10s per hut. From 1904, the tax collectors were required to give each payer a metal token as well as a paper receipt. In 1931, the distribution of metal tokens were discontinued. The hut tax regulation remained in effect until 1961.

Examples of B.S.A.Co. hut tax tokens are illustrated in Figures 2 and 3 taken from Locke's article and in Figure 4 showing scans of actual tokens. The tokens were made from brass. Two pieces of information are embossed on the metal tokens in addition to 'B.S.A.Co.' These are the year and a location letter code. The letter codes are detailed in Table 1 after Locke (1992). The same letter codes were used in both provinces (Mashonaland and Matabeleland) and, therefore, does not always uniquely identify the district. Another interesting observation is that the tokens were issues in two different sizes, with the smaller size for women (lower tax). The tokens were pierced to allow them to be either nailed to the payers hut or to be worn around the neck. Sometimes, sharp corners have been filed off. The tokens were clearly centrally produced, while the district identifications were embossed locally, sometimes on the reverse (Figure 5).

*British Bechuanaland:* Hut tax tokens were used in British Bechuanaland, but no illustrations are available. Locke (1992) describe these as being consecutively numbered and marked with a crown and 'VRI.' The tokens were in two different shapes alternating from year to year (round and diamond).

*Bechuanaland Protectorate:* Large elaborate embossed tin plate tokens were used in Bechuanaland Protectorate. Hut tax was enacted in 1899 and probably modeled on the British Bechuanaland tax laws. The tax tokens were according to the original law required to be affixed "in a conspicuous place on the right-hand side of the entrance of the hut paid for" (quoted by Locke, 1992). Locke (1992) further quotes an official correspondence from "the Chief Inspector for Native Locations in 1899, that the reasons for issuing metal tokens in lieu of written receipts were considered by him to be invalid. According to the Inspector, the requirement that these tokens should be displayed outside huts to facilitate annual checking of tax payment, though a good idea in theory, 'was found to be impracticable as the Natives (simply) did not fix their tokens to the huts.' Similarly the implication that 'receipts were likely to be destroyed by white ants' was countered by the claim that every villager 'know how





Figure 6. Bechuanaland Protectorate hut tax tokens made from embossed tin plate. Each token has a serial number. 1-4 are from Gaberones, 5 and 6 are from Francistown. Half sizes. From Locke (1992, figure 3).

to secure his receipts from the ravages of these pests, so that there is really no reason why tokens should be used.”

It is reasonable to assume that the use of metal tax tokens were discontinued in the thirties, if not before, like in Southern Rhodesia. Rey (1988) quotes a 1930 statement collected by the local inspector during a visit to the Kalahari District: “If I pay my hut-tax that shows I am a man, not a dog. (...) If I pay my hut-tax the Government will give me a paper that prove that they regard me as a man” (p. 24). (The joke to Ray is obviously that Kalahari Busmen do not live in huts and do not pay tax.)

The tokens illustrated by Locke (1992; Figure 6) are made from tin plate and are large ornamental with coat-of-arms and inscribed ‘BECHUANALAND PROTECTORATE’ and ‘HUT TAX RECEIPT’. They also give the tax year, district/town, and a serial number. There were two holes punched in the tokens to allow them to be nailed to hut. It must be assumed that the tax collector carried a ledger where name, location, amount paid, and serial number of token were entered.

Hut tax tokens appear not to have been in use in other areas

(South Africa and pre-union states, Nyasaland, Northern Rhodesia). Or at least have not yet been recorded. Paper receipts or certificates (with or without revenue stamps) may have been widely in use. However, these are only well described for Northern Rhodesia (Locke, 1992; Ross, 2003). Let us know if you have additional information on hut tax and hut tax tokens.

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John Atkinson Hobson (1858-1949) was a British economist and journalist, widely popular as a lecturer and writer. He maintained that economic theory was related to ethical and social welfare, as later advocated by John Keynes.

Table 1. Letter Codes used on Hot Tax Tokens of the B.S.A.Co.. (1904-05)

Mashonaland		Matabeleland	
A	Charter	A	Bubi
B	Chibi	B	Bulilima-Mangwe
		C	Gwelo
D	Chilimanzi/Gutu	D	Selukwe
E	Hartley	E	Insiza
F	Inyanga	F	Belingwe
G	Lomagundi	G	Matobo
H	Makoni	H	Gwanda
J	Marandellas	J	Wankie
K	Mazoe	K	Sebungwe
M	Darwin	M	Buluwayo
N	Melsetter		
P	Mrewa		
Q	Ndanga		
R	Salisbury		
S	Umtali		
T	Victoria		
Y	Nyamandhlovu		
Z	Umzingwane		

From Locke (1992) and sources cited therein.

# F.H. Bakker Express Company Revisited

by Tim Bartshe

Some time back in 1998 (Forerunners #31), I discussed the Bakker Express labels and displayed each type along with some of their usages from auction catalogs. Subsequent to that time, a few more items have come to light that I would like to share. For those unfamiliar with Mr. Bakker, a small refresher is in order on his mail-delivering services in the South African Republic between 1886 and 1887.

Nylstroom, and Pretoria. Therefore, three of the four labels issued by Bakker include these names with Marabastad being abbreviated as MARABA<sup>STAD</sup>. The labels are green, blue and pink, respectively. The fee for delivery within Nylstroom was only 1/2d, while the more distant deliveries to the north or south were 1d. These values are given in each of the four corners of the labels. The other notation in the center of the labels, 'VRY/TOT POSTK,' means loosely 'free to the next post office'. A fourth label was expressly for incoming mail using the service where the fee had not been prepaid. This label is white and reads TE/BETALEN in the center meaning 'to pay.' The value in the corners incorrectly reads 1/2 instead of the double deficiency of 2d.

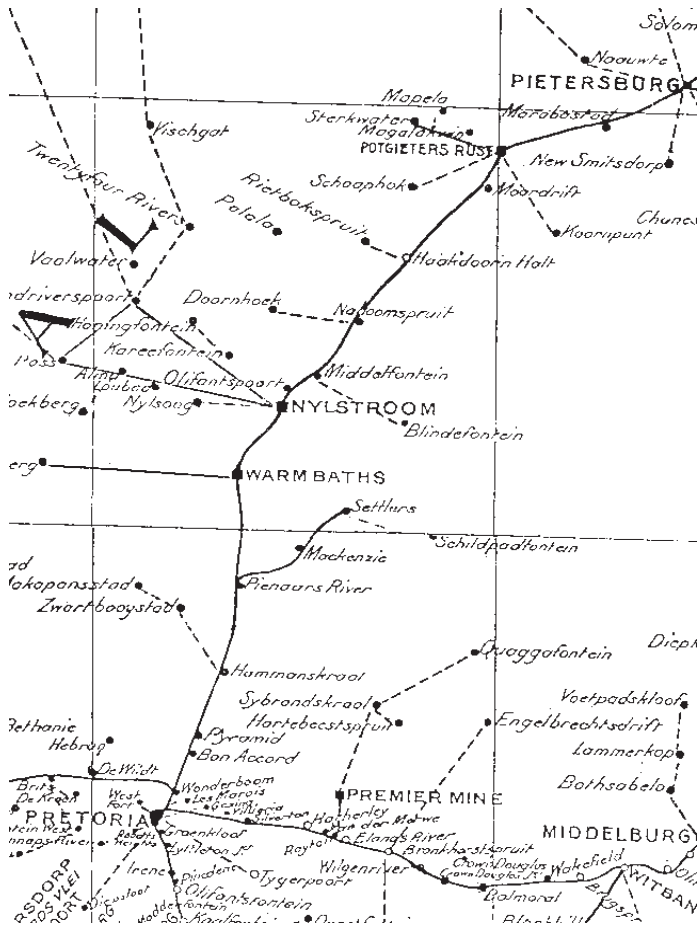


Figure 1. Part of postal route map of 1911.

The local mailcart service was centered in Nylstroom, according to the references I have been able to find. Most of the existing postal items are to/from Emil Tamsen who, during this time, lived in "Tweefontein, Waterberg". Putzel's listing of these two locations states the former was not open during the time period in question. Waterberg, interestingly enough, is listed as open in 1887 with its head office being Potgietersrust. Figure 1 shows a map taken from a Union GPO map of 1911 (from the endpaper of Mathews' book).

The major delivery points for the Bakker Express were Marabastad, halfway between Potgietersrust and Pietersburg,



Figure 2. From Mauritius to the South African Republic in 1887.

The first example shows an incoming usage of the 'due' label. Two recorded examples are known from the New Republic sent to Mr. Tamsen, March and May 1887. Without exhaustive research to prove otherwise, the only other incoming example, I know about, is shown in Figure 2. This highly brittle and damaged item came from Mauritius also to Emil Tamsen. It is dated 4 March 1887 and arrived in Durban and moved on to Pretoria. The strikes are only partial on the reverse without dates clearly visible. From Pretoria, the Bakker Express carried the cover to Waterberg where the due label was affixed and canceled with a fancy boxed cancel. The Mauritius stamps total 16c, but the BONC B53 cancels of Port Louis would indicate that some stamps are missing. The rate from the ZAR to Mauritius in 1887 was 9d per 1/2oz.

The next two covers came from a great collection formed in South Africa that was broken up last year. One of these is a Tamsen cover with his name on it. The other was mailed with an illegible signature from Waterberg that may also belong to





Figure 3. From Transvaal to Egypt in 1887.



Figure 4. Registration cachet of Figure 3.



Figure 5. Bakker label from Figure 3 canceled Waterburg.

Tamsen. The two previously shown items in the 1998 article were a cover to Senegal and a front to Switzerland without any ZAR postage.

The first of the new items (Figure 3) is a registered letter to Egypt. Mailed 1 July 1887 (registration cancel of Pretoria, Figure 4), it was routed through Durban and Natal on 5 July via London on 2 August and arrived in Alexandria on 9 August. The pink Bakker label to Pretoria was canceled in Waterburg and paid the costs to get from Tweefontein to Pretoria (Figure 5). The rates were cheaper via Natal, 7 1/2d, instead of 9 1/2d via Cape Town. The

additional 6d is the registration fee. The franking is made up of 1/2d, 1d (rose) and 2 x 6d all perforated 12.5 x 12 of the August 1884 Vurtheim printing.

The second cover (Figure 6) is similarly registered, but going to Italy. It was mailed from Waterberg to Pretoria utilizing the same Bakker label as used for the previous letter. It arrived in Pretoria on 7 May 1887. The cancels on the front are examples of the marks used by the British some 6 years prior (Figure 6), only later supplanted by the new registration cancel used on the previous cover. The letter to Italy likewise went through Durban on 17 May via London on 14 June and arrived in Rome on 17 June. The stamps on the reverse add up to 14d and overpaid the rate by 1/2d. The stamps are canceled by the newly requisitioned truncated double circle date stamp which has 'PRETORIA. Z.A.R.' in the outer ring and a tripartite date code in the center. It is unclear in the scan, but it is possibly that it is the earliest usage of this cancel. The stamps are the newly received Vurtheim issues perforated 12.5 which were shipped late in 1886.



Figure 6. To Italy from Waterberg in 1858.

These items are keenly sought out by Transvaal and local post collectors alike and are rarities of the first order when found on cover.

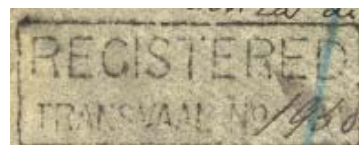


Figure 7. Registration cachet of Figure 6.



# First Pictorial Stamps for South West Africa

by Hans Ulrich Bantz

*Summary: This column brings together some background information on the 1931 First Pictorials of S.W.A., not normally found in standard catalogues. It is hoped to encourage collection and research into this fascinating series.*

## Introduction

From 1900 to 1915, German South West Africa had its own distinctive stamps, showing the Kaiser's yacht, the 'Hohenzollern.' Prior to 1900, unoverprinted and overprinted German stamps were used. Normal South African stamps were in use from 1915 till 1922, during the time when the status of occupied South West Africa was still undecided. Following the confirmation of the mandate granted by the League of Nations to South Africa, South African stamps were issued from 1923 onwards with 'South West Africa / Zuid-West Afrika' overprinted in English and Dutch and later in Afrikaans (compare my previous column in 'Forerunners,' Vol. XVI, No.3, pages 125–127).

March 5, 1931, a Thursday, saw finally the release of South West Africa's own stamps, thus raising SWA's status and bestowing some dignity to this country, identifying her as a separate entity and not as a handed down appendix to South Africa. The symbolism and significance for a country to have its own stamps instead of makeshift, provisional ones should never be underestimated. Distinct stamps are on the one hand a signal to the outside world and serve on the other hand as a political statement by the ruling powers of a dependent country. Own stamps are also a way to win the hearts of the people.

It should be noted that Britain too gave her two Southern African protectorates, Swaziland and Bechuanaland, and the

Crown Colony of Basutoland their own unique stamps in the early 1930s. Was it a change in thinking of how to treat dependent and unfree nations?

In this and the next column, I will like to try a different approach and give my readers a glimpse into the nature, fauna, flora and native life of South West Africa by using this well-designed 1931 issue as a base to start your own collection with a South West African theme.

## Philately

### Postal Stamps

**Printers:** Bradbury, Wilkinson & Co., Ltd., New Malden, Surrey, England. The name of the printings firm is shown on the bottom margin of the sheets. Certain reprints have the word ENGRAVERS added between Ltd. and New Malden.

**Printing method:** Recess, two color steel engraved printing.

**Sheet layout:** Two panes of 60 (6x10) stamps each. It is practice to collect the stamps in pairs, as inscriptions alternate between English and Afrikaans. Gutter pairs from Bradbury Wilkinson & Co. archives have recently come onto the market and are commonly found without gum. Lower values with gum originate from a different source.

**Perforation:** Comb perforation 14x13.5. The perforation is another reason for collecting the set in pairs. Depending on how the printed sheets were fed into the perforating machine two groups of stamps were generated:

Group I: Perforation 14x13.5 up and

Group II: Perforation 14x13.5 down.

These are already rather specialized differences which appeal mostly only to the expert. Certain students maintain that Group I represents the original printing and Group II the following reprint. Any opinion?

**Watermark:** Multiple Springbok Head.

**First day of issue:** March 5, 1931.

**Last day of postal validity:** December 31, 1972, resulting in a period of over 41 years during which the stamps could be used for franking. As from January 1, 1973, only stamps showing the decimal currency, Rand and Cent, were allowed. During the long period of their validity, the Pictorials were reprinted number of times. The various reprints are still a matter for research and offer a lot of philatelic challenges. One reprint that can be more easily identified is the issue from 1944. The 2d, 1sh, 2/6sh and the 5sh were printed on an inferior 'war time' paper, whereby the printing shines through on the reverse of the stamps. There are plenty of subtle colour varieties, which can be grouped and sorted with the help of cancelled stamps, provided you can gather enough of them,



Examples of the 1931 SWA pictorial stamps.

especially of the higher values. Another obstacle is the issue of a number of commemorative stamps in fairly large numbers, which were popular with the public and used for franking. A gap in the use of the pictorials occurred also when the so-called 'Bantams,' the reduced size South African "War Effort" stamps, overprinted for use in South West Africa, replaced them during World War II paper shortages. Reprinting the Pictorials came to an end with the issue of the next definitive set on Nov. 15, 1954.

#### *Postal and Revenue Stamps*

The 1/2d and 1d stamps paid not only for postage, but served also for revenue purposes, indicated by the inscription "POSTAGE – REVENUE" / "POSSEEL – INKOMSTE". They can be found on checks and other documents.

#### *Official Stamps*

Certain stamps of the set received overprints in red reading "OFICICIAL / OFFISIEEL". All in all five different overprints were applied between 1931 and 1952. These official stamps, some are quite rare, were used to frank government mail to foreign countries. They form a collecting and study field of their own and have catalogue status. They are usually listed at the end of the SWA section of the catalogues.

#### *Non-Postal Stamps*

Not listed in catalogues are the stamps of this set that were overprinted for specified taxes and government levies. The most recent listing can be found in *Jacobson (1990)*. He distinguishes the following categories:

- a) Revenue stamps: 1931 to ca. 1950 overprinted "Revenue" on English and "Inkomste" on Afrikaans stamps in a variety of types. Transposed overprints (English on Afrikaans stamp and vice versa) are known. The 3d, 6d, 1sh., 2/6sh., 5sh., 10sh. and 20 shilling stamps can be found on documents and form an added study field.
- b) Penalty stamps: 1931 to ca 1945. The same values as listed above can be found overprinted with "Penalty" or "Boete" in black or red in a variety of types.
- c) Cigarette Tax stamps: 1931 to 1935. 1d, 2d, 1 1/2d, 3d, 5d and 10d stamps overprinted "Cigarette Tax" or "Sigarette Belasting" in red. The 1/2d, 4d, 6d and 1sh. stamps can be found with "Cigarette Tax" – "Sigarette Belasting" and additional surcharges ranging from 1 1/2d to 10d. The stamps were applied to the packets of cigarettes such that they have to be broken when the packet was first opened. Very few survived this treatment.
- d) Cigarette and Tobacco Tax stamps: ca. 1931. The 3d, 6d and 1sh. stamps were overprinted "Cigarette Tobacco Tax" or "Sigarette Tabak Belasting" and additionally surcharged in black. To some of the 3d "Penalty" – "Boete" stamps, described above, an additional overprint reading "Cigarette Tobacco Tax" – "Sigarette Tabak Belasting" was added.
- e) Entertainment Tax stamps: ca. 1931 to ca.1961. The 1d, 2d, 3d, 4d, 6d and 1sh. stamps were overprinted "Entertainment Tax" – "Vermaaklikheidsbelasting" in red

in a variety of types. These stamps were not cancelled in any way but were simply affixed to cinema, circus, theater and other tickets. Few survive and deserve a premium when found. The 1d and 1 1/2d stamps were later overprinted with a surcharge of 4d or 6d, respectively. Decimal currency surcharges were applied in 1961 to the 1/2d and 1 1/2d stamps, bearing the "Entertainment Tax" - Vermaaklikheidsbelasting" overprint. Very little is known about this issue as merely a handful of these stamps have come to light, e.g. only one pair each surcharged with 5 cent and 7 1/2 cent, respectively and three singles surcharged 10c are known so far. Please let me know whether you come across more examples.

- f) Tribal Tax stamps: ca. 1931 to 1950. This is another fascinating feature connected with this issue. Tribal Tax stamps indicated the levies raised for tribal funds from every black adult living in the Ovamboland and the Kavango regions of the country. The stamps acted as receipts and were fixed to a special card. The tax, paid annually, was originally 5sh., then increased to 7/6sh. in the early 1950s and later to 10sh. Initially the 5sh. postage stamp was used by obliterating "Postage" or "Posseel" with a silver bar and inserting the tribal name in black over the bars, later in red without obliterating "Postage"-"Posseel". The following tribal names, which have been recorded on the stamps, give an indication of the ethnic and linguistic diversity found in the country: Basubia, Mafuri(Bayai), Ombalantu, On-donga, Ongandjera, Ovambo, Ovambo-kushu, Ukualuthi, Ukuambi, Ukuambi. The above tribes live all in Ovamboland. Note, that some tribe names are spelled differently on later issues, e.g. *Ondonga* / *Ondangwa*. Tax stamps for tribes living in the Kavango region were just overprinted *Kavango* without identifying specific tribes. The 1/2d, 1d, 1 1/2d and 2d stamps suitably overprinted and surcharged with 5sh. and later 10sh. replaced the 5sh. as base stamps, after the stock on this stamp was depleted. There is still a field for further research as the survival rate of this type of stamps is low. A further problem is the population size of some tribes, which in some cases is quite small, which in turn affects the number of stamps needed for overprinting.

(Information on the design of the 15 stamps of the set will be given in the next issue of 'Forerunners'.)

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Jacobson, L., 1990. The Revenue and other Non-postal Stamps of South West Africa 1900 – 1978. Alnis Guide 10. York, England.



## Censorships

# Manuscript Censorship at George

by Chris Miller

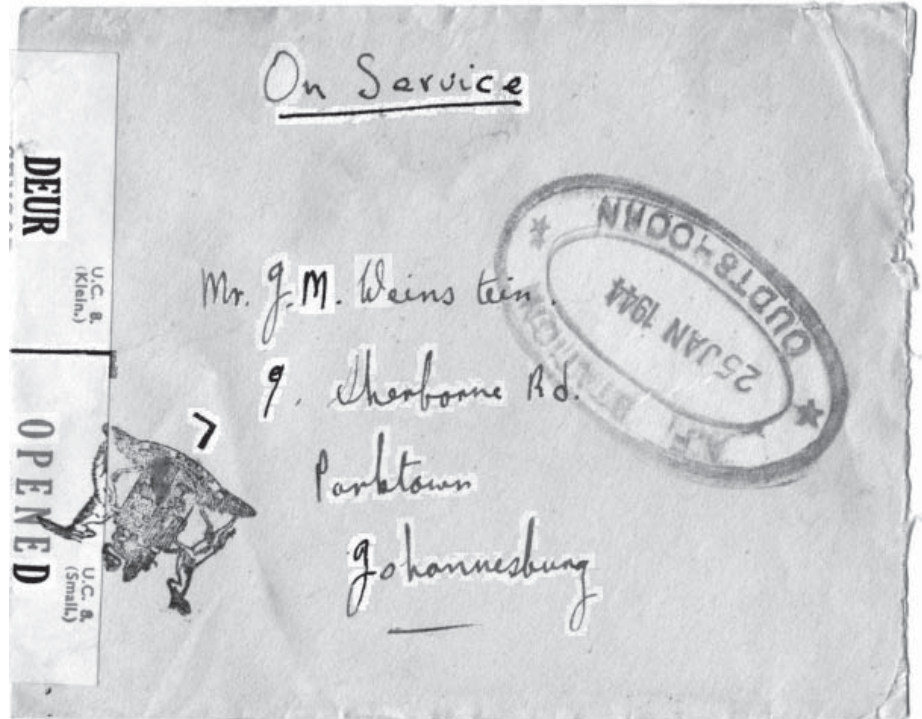
Those readers who have access to the groundbreaking article on South Africa by John Little will know that the failure of resealing labels to arrive at the George censor station created an interesting type of censorship.

The censors, who are reported to have used numbers from one to three, wrote their number on envelopes in red crayon. There is clearly a need to exercise care before parting with the prices asked for the very few examples known.

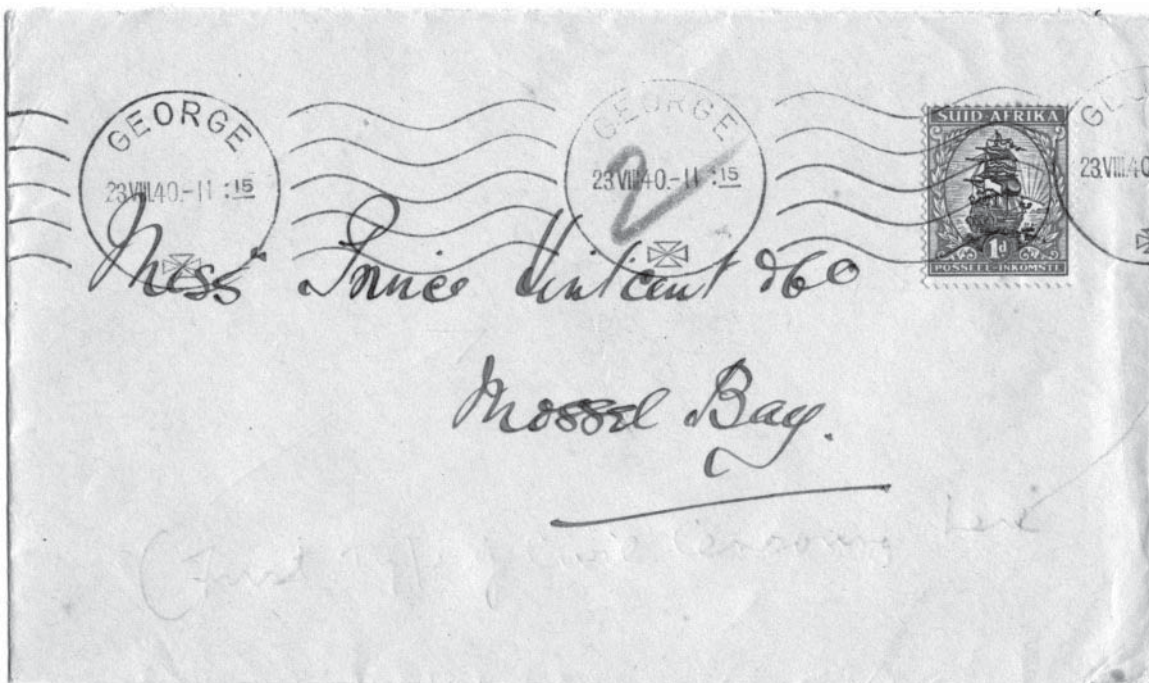
An illustration is shown below of one of these covers.

Where articles are passing through a bigger censor station there was a tendency for no censorship to take place at the smaller station. It is unlikely although not impossible that any overseas mail or that addressed to a P.P.E. would carry a genuine manuscript mark.

The dates of use recorded are both in August 1940 and both covers are addressed to Prince Vincent and Co. in Mossel Bay,



The Arms-L censor handstamp on cover to Johannesburg.



Censor number (2) on envelope in red crayon at George.

which is only about twenty-five miles away.

The writer would be interested to learn of any other covers bearing this type of censorship. The current tally is one with number one, two with number two and none with any other number.

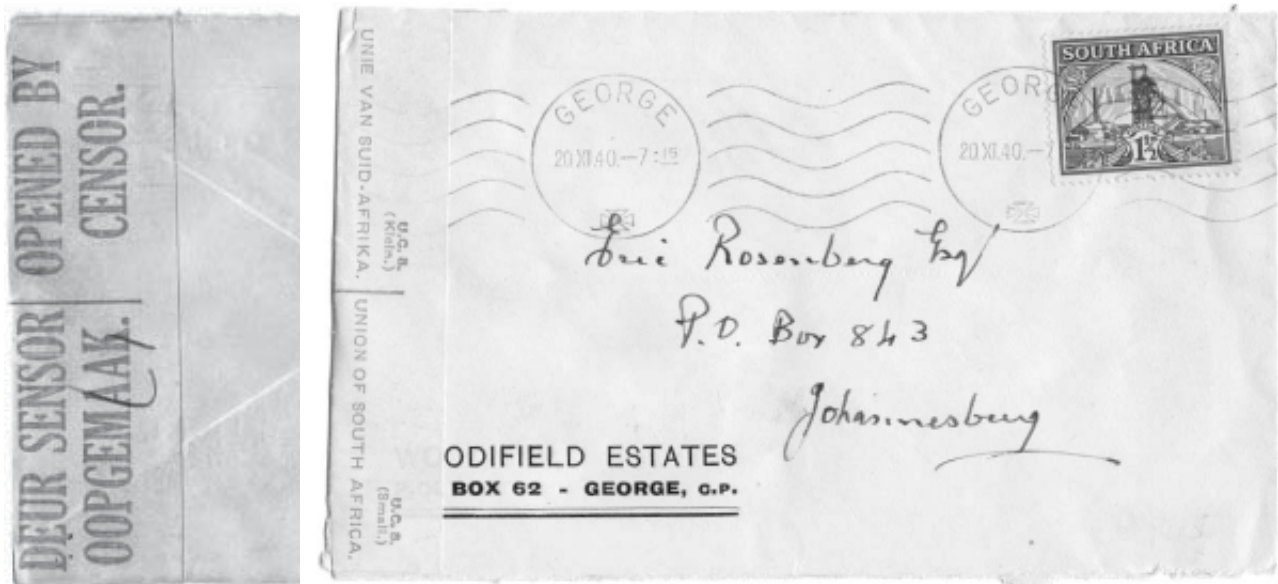
On the same page in John's book it is also mentioned that 'no covers have been reported with a standard type device.' Since publication of the book a number of such covers have been seen many of which have a forces background with examples from the Air Force Station at Oudtshoorn or Number 61 Air School being comparatively numerous.

A cover with the Arms-L handstamp is illustrated. This handstamp is by no means the rarest of the arms handstamps. This honour must go to Arms-P, one of the Cape Town alternates,

where good strikes are hard to come by.

The other cover illustrated below was sent from George to Johannesburg in November 1940. By this time it may be that labels had been received at George, but is more likely that censorship took place in Johannesburg. The label has what appears to be 'L1' in manuscript, which may appear to suggest a George connection, but the letter codes were not allocated until the spring of 1942. Johannesburg labels usually have a number to indicate the examiner, but perhaps the routing was via Cape Town, where letter designations were usual and that the manuscript is 'LI' and not 'L1.'

Little, D.J., 2000. British Empire Censorship Devices - World War II - Section 1 (Colonies and Occupied Territories - Africa).



1940 cover from George to Johannesburg with manuscript 'L1' on reverse of censor seal.

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## *Postal Due Markings*

# The Unframed Decimal Postage Due Markings of South Africa

by Jan Stolk

Another small group of decimal markings in use from the early sixties when South Africa went decimal until the beginning of the nineties. Postage rates started changing and rising so rapidly that a postage due marking system with fixed values was abandoned. After this period they were replaced by tax labels and markings without a value. Except for the two markings with the word 'TAX,' SD5 and SP1, from Johannesburg, and markings SD1 and SF4, all markings are from the Cape, mostly Cape Town and a few from Port Elizabeth.

As always, additional information is very welcome as no information has been found on higher values from 12 cent to 20 cent like with the rectangular framed markings from previous installment.



# Type SA

Type	Size	Used At	Earliest date	Latest date
<b>T.1<sup>c</sup></b>				
SA1	26 x 15 mm	Cape Town	1-Aug-70	1-May-71
<b>T1<sup>c</sup></b>				
SA2	24 x 15 mm	ex-Allen		
<b>T,1<sup>c</sup></b>				
SA3	26 x 14 mm	Port Elizabeth	Aug-70	Aug-70

# Type SB

Type	Size	Used At	Earliest date	Latest date
<b>T.2<sup>c</sup></b>				
SB1	30 x 14 mm	Cape Town	1-May-70	30-Aug-80
<b>T2<sup>c</sup></b>				
SB2	29 x 15 mm	Cape Town	1-Oct-63	Jan-73
<b>T2<sup>c</sup></b>				
SB3	31 x 18 mm	Cape Town	7-Feb-80	8-Feb-80
<b>T2<sup>c</sup></b>				
SB4	22 x 15 mm	Cape Town	Nov-76	7-Nov-76

# Type SC

Type	Size	Used At	Earliest date	Latest date
<b>T.3<sup>C</sup></b>				
SC1	30 x 15 mm	Cape Town	9-Mar-71	9-Mar-71
<b>T3<sup>C</sup></b>				
SC2	25 x 13 mm	Cape Town	16-Oct-63	Oct-63

# Type SD

Type	Size	Used At	Earliest date	Latest date
<b>T4<sup>C</sup></b>				
SD1	18 x 10 mm	Germiston	21-Apr-81	12-Jun-81
<b>T4<sup>C</sup></b>				
SD2	23 x 14 mm	ex-Allen		
<b>T.4<sup>C</sup></b>				
SD3	30 x 15 mm	ex-Allen		
<b>T4<sup>C</sup></b>				
SD4	25 x 13 mm	ex-Allen		
<b>TAX 4c</b>				
SD5	26 x 6 mm	Johannesburg	5-Oct-91	5-Oct-91



# Type SE

Type	Size	Used At	Earliest date	Latest date
<b>T5<sup>c</sup></b> SE1	28 x 15 mm	Cape Town	2-Aug-67	2-Aug-67
<b>T5<sup>c</sup></b> SE2	23 x 12 mm	Cape Town	7-Jan-63	Jan-63
<b>T.5<sup>c</sup></b> SE3	28 x 14 mm	Cape Town	23-Oct-69	10-Aug-70
<b>T 5<sup>c</sup></b> SE4	10 x 22 mm	Port Elizabeth	Nov-66	3-Nov-66

# Type SF

Type	Size	Used At	Earliest date	Latest date
<b>T6<sup>c</sup></b> SF1	18 x 14 mm	Cape Town	27-Jun-81	27-Jun-81
<b>T6<sup>c</sup></b> SF2	25 x 15 mm	Cape Town	1-Dec-63	3-Mar-65

<b>T6<sup>c</sup></b>				
SF3	25 x 20 mm	Cape Town	25-Jul-88	Jul-88
<b>T6<sup>c</sup></b>				
SF4	20 x 17 mm	Standerton	14-Apr-82	14-Apr-82

### Type SH

Type	Size	Used At	Earliest date	Latest date
<b>T8<sup>c</sup></b>				
SH1	23 x 14 mm	ex-Allen		
<b>T8<sup>c</sup></b>				
SH2	21 x 17 mm	ex-Allen		
<b>T8<sup>c</sup></b>				
SH3	25 x 13 mm	ex-Allen		
<b>T8<sup>c</sup></b>				
SH4	25 x 13 mm	ex-Allen		



# Type SJ

Type	Size	Used At	Earliest date	Latest date
<b>T10<sup>c</sup></b>				
SJ1	35 x 15 mm	ex-Allen		
<b>T<sub>10</sub><sup>c</sup></b>				
SJ2	16 x 12 mm	ex-Allen		
<b>T10<sup>c</sup></b>				
SJ3	27 x 16 mm	ex-Allen		
<b>T10<sup>c</sup></b>				
SJ4	20 x 10 mm	Port Elizabeth	27-Nov-81	29-Jun-83
<b>T.10<sup>c</sup></b>				
SJ5	35 x 15 mm	Cape Town	12-Dec-72	17-Jan-75

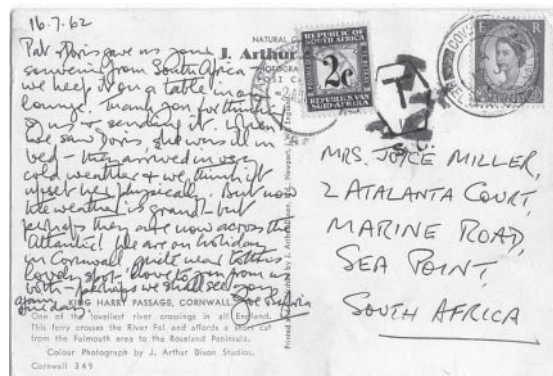
# Type SP

Type	Size	Used At	Earliest date	Latest date
<b>TAX 20C</b>				
SP1	40 x 7 mm	Johannesburg	5-Oct-91	5-Oct-91

During the past months additional information was received on markings from previous installments, mostly from Werner K. Seeba, who seems to keep a sharp lookout for markings in various auction catalogues he receives. This proves the value of these catalogues when doing philatelic research and little or no information is available from archives. A listing of all this additional information will be provided at the end of the next installment, which is type T, the circular framed T mark.

Another find happened when I visited a friend in Cape Town, David Sinclair, who is doing research on modern South African postal stationery. In his huge stock of covers, I found two adapted sterling markings type O, on which we had no further information than that they were listed by R.D. Allen.

Illustrated is furthermore a postcard from the U.K. mailed 16 July 1962 that was taxed with 2 cent in Cape Town with marking OA2. The other cover sent from Monaco to Cape Town on 20 July 1961 and taxed with 3 cent in Cape Town with marking OA3.



## The Boer Republics

# Traveling Post Office Mail and Services of the Orange Free State: Part 1

by Tim Bartshe

Even though the railway first crossed the Orange River into the Free State and on to Bloemfontein in December 1890, the postal history of the traveling post office (TPO) and its sorting vans is short indeed. The TPO system, not operated by the South African Republik, existed for only 6 1/2 months in 1894 and then from 1 March 1899 until early 1900. What follows is a discussion of the history of the railway system in the Free State prior to the fall of Bloemfontein.

Batten (1973) outlines the basic history of the rail line from the Cape Colony to the ZAR, as well as a connection line to Natal in three stages:

- A. Cape Colony Norval's Pont to Vaal River
  - a. Norval's Pont Bridge over Orange River to Bloemfontein 17 December 1890
  - b. Bloemfontein to Kroonstad 20 February 1892
  - c. Kroonstad to Wolvehoek (Vaal River Bridge) 7 May 1892
- B. Springfontein to Bethulie
  - a. 2<sup>nd</sup> crossing of the Orange River at Bethulie Bridge connecting to the main line at Springfontein Junction 21 May 1892
- C. Van Reenan west to Kroonstad
  - a. Van Reenan (Natal Border) to Harrismith 12 July 1892
  - b. The completion of this line did not happen until well after the war

Other short lines and spurs were built, but never had TPO service, such as the line to Winburg and Heilbron. Batten further states that the rail system from the Orange River to Springfontein Junction was built and paid for by the Cape Government, while the line into Natal was a joint project by the Free State and Natal.



The Cape Colony initiated TPO service in 1883, long before the opening of the rail system in the Republic and the daily train from Cape Town to De Aar. Mail coming from the OVS toward the south would connect with the service at De Aar. Such mail would be marked with 'TPO UP' (going to Cape Town). One such example is a postal card (Figure 1) mailed to Oudtshoorn in September 1892 with the TPO7 mark of Goldblatt. The card entered the rail mail system at De Aar and was off-loaded probably at Prince Albert Road, then carried by carriage to its final destination. A second example of mail carried on the Cape of Good Hope TPO cars, prior to the initiation of the 1894 service, is shown in Figure 2. This postal card was mailed at Bloemfontein in May 1893 to Victoria West, not very far 'up' from De Aar. An enlargement of the rail cancel is seen in Figure 3. The cancel is unrecorded in Goldblatt, but is similar to TPO8 with 'UP' showing the closely spaced letters and square stops.



Figure 1. Postal card mailed to Oudtshoorn in 1892 with TPO UP.

Much of the Cape TPO markings that are commonly found, however, are not to Cape Town, but to the Eastern Provinces, namely Port Elizabeth to which much commercial correspondence took place between the merchants of the Free State and the large shipping operations on the East Coast. To save space, examples of these markings (at least 2 different types) which would read 'DOWN' returning to Port Elizabeth have not



Figure 2. Postal card mailed at Bloemfontein in 1893 to Victoria West with TPO UP.

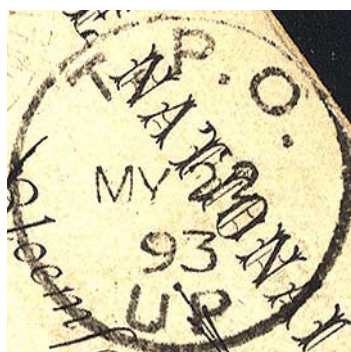


Figure 3. TPO UP cancel from Figure 2.

been illustrated, but can be found in Goldblatt as TPO20-21.

The first TPO van put into service within the confines of the Republic was between Norval's Pont and Bloemfontein beginning 15 May 1894. This was staffed by Cape PO personnel to be reimbursed to the

Cape Government by the OVS (as detailed by Drysdall, 1997, pages 83-4). The part of the line from Bloemfontein north to the ZAR, was operated on behalf of the ZAR Government by OVS Post Office staff. The lower portion of the TPO service was termed 'NORTHERN,' and a special canceller was devised for use on the rail van when processing mail. This situation was not very satisfactory for the OVS and negotiations with the Cape and ZAR resulted in the entire portion of the line through the Republic being operated by ZAR personnel effective 1 January 1895. Therefore, 15 May 1894 until 1 January 1895 was the only time period in which the marking 'T.P.O./NORTHERN' can be found on mail processed on the line from Bloemfontein to Norval's Pont. These items are quite scarce as one can imagine. Based upon Batten's (1973) census and items that are in the author's collection, the recorded marks are seven on cover. The four items in hand will be described individually as follows:



Figure 4. Mailed from Smithfield in 1894 to Thaba N'chu.



Figure 5. TPO UP NORTHERN cancel from Figure 4.



1. Cover mailed from Smithfield (described in Batten, 1973) on 29 May 94 (Figure 4). Then possibly by carriage to Edenburg (or to Jagersfontein Junction open in 1893) and placed on the TPO van. It was sorted 31 May and arrived at Bloemfontein the same day. The item then went by road to Thaba N'chu where it was postmarked 3 June. It appears that the individual had relocated to Potchefstroom and an additional 1d was added to pay the 2d rate to the ZAR, arriving there 10 June. This is the earliest recorded use of this cancel (Figures 5).



Figure 6. Card from Edenburg in 1894 to Johannesburg.



Figure 7. TPO U NORTHERN cancel from Figure 6.

2. 1d postal card from Edenburg 5 July to Johannesburg arriving 6 July (Figure 6). TPO cancel of 5 July with 'U' above date indicating a direction of "up" or towards Bloemfontein (Figure 7). Based upon the time elapsed from mailing to delivery, the sorted mail was sealed

in a bag and carried to Johannesburg on the RPK portion of the line from Bloemfontein north.



Figure 8. Mailed from Johannesburg in 1894 to Port Elizabeth.

3. Cover mailed from Johannesburg 25 October 94 to Port Elizabeth arriving 27 October (Figure 8). TPO Northern cancel dated 26 October with 'U' above date on its side (Figure 9). Why this was not sorted by the RPK van on its way from Johannesburg to Bloemfontein is unknown, but sideways 'U' may indicate "down" or away from Bloemfontein. Based upon the delivery time, the letter was then placed upon the train service to Port Elizabeth on the Midland Line.

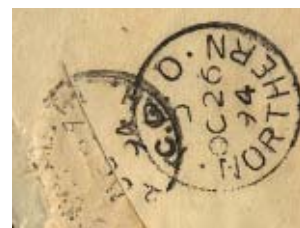


Figure 9. TPO U NORTHERN cancel from Figure 8.



Figure 10. From Fauresmith in 1894 to Edenburg.

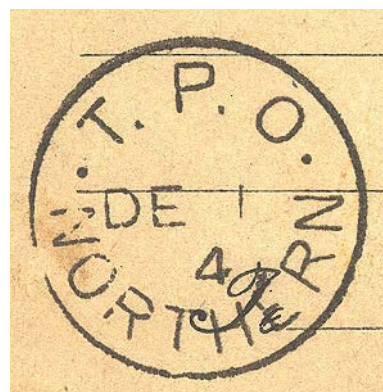


Figure 11. TPO NORTHERN cancel from Figure 10.

4 The 1/2d provisional postal card mailed in Fauresmith 30 November 94 to Edenburg arriving 1 December (Figure 10). Carried by road possibly down to Jagersfontein Road where placed on train for short trip north to Edenburg. Note the cancel has no

directional indications as do the earlier marks and the slug is also missing the '9' in the year (Figure 11). This is the latest recorded usage of this cancel.

The remaining part of this article will continue with the rest of the story of TPO service in the Republic. The story will begin with the RPK service up to the ZAR takeover of the line from the Orange to the Vaal River 1 January 1895 and end with the fall of Bloemfontein March 1900 (see Forerunners #49).



## A Touch of Modern History

by Ashley Cotter-Cairns

The first item is a great old cover with a touch of modern history. It's a spectacular commercial, large-format registered envelope (trimmed to the left) from office 6145, franked with KE7 definitives (4 x 1/2d, 1 x 2d, 1 x 4d and 1 x 6d, making up a 1s 2d rate) used to a solicitor's office in Buffalo, New York State, USA. It bears very fine strikes of the rare GOVERNMENT OFFICES ORC double ring postmark.

This is a case of a one that almost got away, twice. It appeared on Ebay in July 2001. I had it high up on my „waiting to bid” list when it vanished from the system. I contacted Ebay to be told that the seller had temporarily become uncontactable and so the item had been removed. Then it reappeared in late August 2001. I entered a high bid, expecting to pay a lot of money for it and landed it for not even a song more like a limerick.

By the time I paid for it, the item was posted in New York on the evening of September 10th 2001. We all know what happened the following day. Hit by the grounding of all aircraft, this jewel in my collection had to wait more than two weeks to make the trip to England. But I am happy to report it is now safely nestled in one of my cover albums!

The second item is a lot more modest. I bought this at an



English stamp show in the early 1990s. It probably cost more than the first item! It's a neat airmail cover from SOMERSET WEST to Durban, franked with a 9d green airmail and a strip of four KGV 1/2d coil stamps.

There are many reasons we have favourite items. This one appeals to me because it reminds me of the days I specialised in the King's head Union definitives (I bought it for the strip of coil stamps); the symmetry of the green stamps and the orange airmail label is pleasing on the eye; and it's on the cusp of philatelic while possibly being commercial. Some covers scream „manufactured” at you; others look way too formal. This falls nicely in-between in my eyes.

# Forerunners Forum

## New Books

- Sanford, Kendall C., 2003. Air Crash Mail of Imperial Airways & Predecessor Airlines. Stuart Rossiter Trust Fund. Vermeil at SESCAL 2003. Available from Aerophil, 12 Chemin des Tuilots, CH-1293 Bellevue (GE), Switzerland, aerophil@ch.inter.net.
- Lodoen, Peter, 2002. Philatelic Atlas of the Bechuanalands and Botswana. Bay Publishers, Gaborone, Botswana. Available from Krone Publications, P.O. Box 73112, Davis CA 95617, thy@kronestamps.dk.
- Bertolaja, Antonio, 2002. My Romance with the Cape. David Feldman Auctions, Switzerland. Silver at CACAPEX 2003 and Vermeil at BANGKOK 2003.
- Frescura, Franco, 2002. The Cape Post Office During the South African Anglo-Boer War of 1899-1902. Occasional Paper 16, Postmark and Postal History Society of Southern Africa. Available from Marge Viljoen, P.O. Box 835, Groenkloof 0027, South Africa.
- Frescura, Franco, 2002. The Post Offices of the Cape of Good Hope, 1792-1910. Volumes 1 and 2. The Archetype Press, Pretoria, South Africa. Available from the Author at galefra@mweb.co.za or from Paul van Zeyl, P.O. Box 29012, Sunnyside 0132, Pretoria, South Africa. See review in Forerunners #46, p. 111.
- Drysdall, Alan, 1999. Rhodesia and the Second Anglo-Boer War. Rhodesian Study Circle Memoir 4. Available from Rhodesian Study Circle. Jean Cheston, 24 Gomshall Rd., Cheam Surry SM2 7JZ, UK.
- Drysdall, Alan, 2003. The Fletcher Jones Correspondence. Rhodesian Study Circle Memoir 5. Available from Rhodesian Study Circle. Jean Cheston, 24 Gomshall Rd., Cheam Surry SM2 7JZ, UK.
- Hoyte, Hal and Lashbrook, Jane, 2003. South of the Zambesi. A Guide to the Postmarks and Post Offices of Zimbabwe from 1888 to 2001. Available from Rhodesian Study Circle. Jean Cheston, 24 Gomshall Rd., Cheam Surry SM2 7JZ, UK.
- Lessing, Jan, 2002. South African Postal Slogans (Used and Announced up to December 2002). A Chronological List (With a Thematic Index). Occasional Paper 15, Postmark and Postal History Society of Southern Africa. Available from Marge Viljoen, P.O. Box 835, Groenkloof 0027, South Africa.
- Gomm, Neville, 2002. The Postmark and Postal History Society of Southern Africa. A Historical Overview 1969 to 2000. Occasional Paper 14, Postmark and Postal History Society of Southern Africa. Available from Marge Viljoen, P.O. Box 835, Groenkloof 0027, South Africa.
- Hisey, Robert and Bartshe, Timothy, 2002. Orange Free State Philately. Volume 1, Postage Stamps. The Republic and the Occupation, 1854-1903. Philatelic Society for Greater Southern Africa and OSSEWA Press. Available from the authors at bobhisey@strato.net.
- Trotter, Brian and Midwood, Neville, 2002. Revenues of Southern Africa. Part 1. The Bechuanalands. Published by the Authors.

Available from Krone Stamps, P.O. Box 73112, Davis, CA 95617, thy@kronestamps.dk.

Botswana Post. Botswana Stamps, 1966-2000. Botswana Post, Gaborone, Botswana. Available from Botswana Post, P.O. Box 100, Gaborone, Botswana, www.botspost.co.bw.

Putzel, Ralph and Visser, Alex, 2002. The Postmarks of Southern Africa, Volume 9 (letters R and S). This volume as well as the previous volumes are available from Alex Visser, 212 Ross St., Meyerspark, 0184, South Africa, avisser@postino.up.ac.za.

Let the Editor know if he has overlooked important books and monographs with relevance to the Greater Southern Africa area.

## Postal Money Orders



This Bechuanaland money order recently sold on eBay. It was issued in Francistown in 1938 to Johannesburg for the amount of £15. With manuscript 'payment authorized by telegraph' and blue telegraphic money order label affixed. Very rarely seen despite such orders were and still are widely used. Can any reader provide examples from Bechuanaland and other territories?

The Editor recently had a discussion with a prominent contributor to this journal about the terminology for the above type of postal history items. Despite specific translations requirements between Afrikaans and English, orders like the one shown above are typically referred to as a money orders or as a postal money orders to stress its postal origin. Orders with fixed denomination and fee are referred to as postal orders. These are the terms most commonly used by North American collectors. Any other views?



## Letters to the Editor

From Tim Bartshe: Congratulations on a job WELL DONE! Compact and concise, pleasing and the quality of the images has much improved. It can't get much better when you are printing at this resolution, although I do notice a difference in the quality of the scans. With the great quality of the journal and the modernity of how it is now produced, I have my creative juices flowing again to do things for the Forerunners. Again great job. Maybe we can reduce the membership fee down to a reasonable level and increase our membership back up to over 150 again - like the good old days!

From Jan Stolk: No. 47 looks OK to me, just had to get used to the new cover paper. I suppose this is much cheaper, but the magazine loses a lot of its class.

From Guy Dillaway: July-October issue arrived today. The layout is greatly improved. Good economy of space. Illustrations are not so good - too smutty. I prefer the coated stock for the cover or at least a heavier stock (something like the Postal History Society journal of Great Britain). The PS/GB appears to be slightly coated. Not as glossy as what Forerunners was. Their internal pages also have a slight sheen to them. You can't quite see through to the what is on the reverse of these pages. Forerunners pages are not quite as good. I think the most bothersome aspect to me was the quality of the cover illustrations. Unless you are scanning these yourself, you might suggest a better way for the authors to handle the scanning. Most of the scanners can do a better job.

## 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, Waterhoenlaan 24, B-9120 Melsele, Belgium; janstolk@belgacom.net.

**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, 658 W. Douglas Ave., Gilbert, AZ 85233-3219; ieconsulting@earthlink.net.

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

**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 95617 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.

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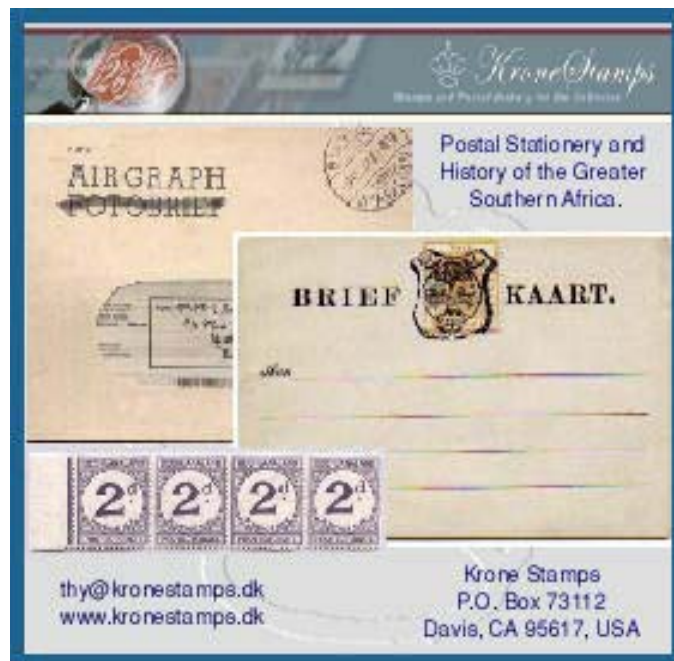
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