



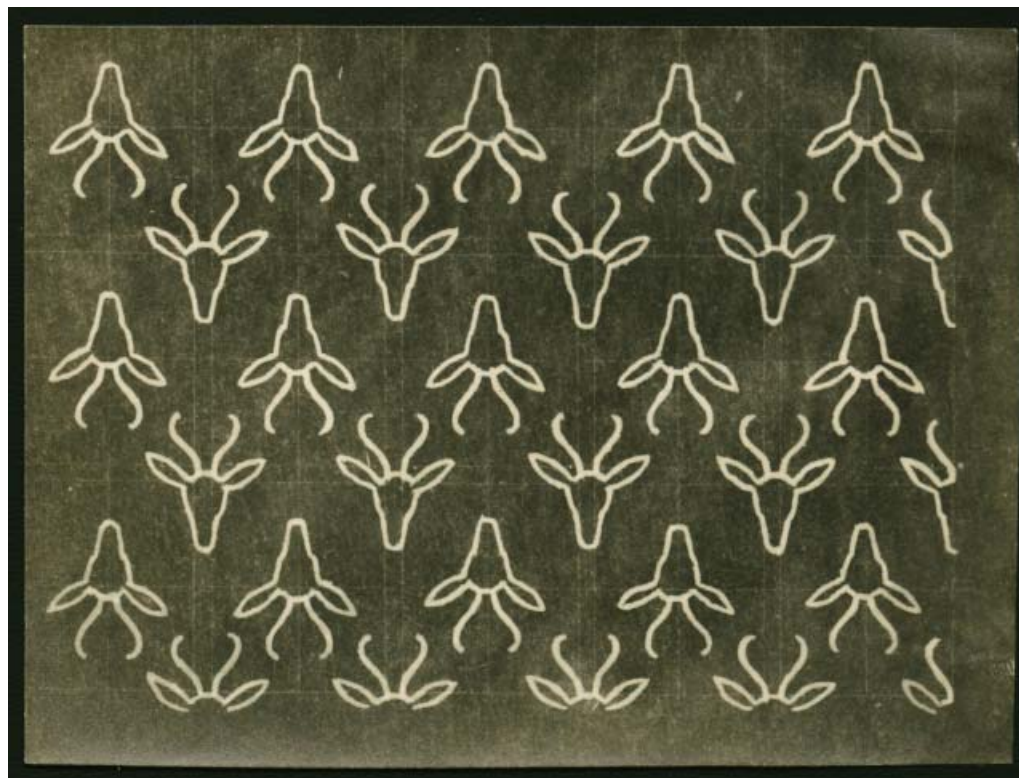
# \*\*\*\*\**FORERUNNERS*

*JOURNAL OF THE PHILATELIC SOCIETY FOR GREATER SOUTHERN AFRICA*

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

Volume XVIII, Number 2, Whole No. 51

November-February 2004/05



Photographic watermark essay with tete-beche arranged Springbuck heads. From the De La Rue Archive.

## **Highlights of This Issue**

**Printing Presses of Government Printer**

**Ignore the Voices**

**Surcharged Stamps of Lesotho 1986-1991**

**Mier Camel Post**

**Civil Censorship Labels**

**Air Crash Covers**

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#### Front Illustration:

Lot 413 in Nov. 16, 2004, Postal Auction of Johnson Philatelics, Port Elizabeth, South Africa (info@johnson.co.za; www.johnson.co.za). Described as photographic essay of "Springbuck's Head" watermark in unissued multiple tete-beche format. From the De La Rue Archive. Magnification 125 %.

Thanks to Ashley Cotter-Cairns for proof reading, Bob Hisey for editorial assistance, and Johnson Philatelics for the front illustration.

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## Editorial Notes

It is always a surprise to this Editor when a new issue starts to take shape and finally stands on its own. We have together again managed to fill another issue of Forerunners with exciting articles and news. The special theme for this issue is the Mier camel post with an article by Werner Seeba. We further bring an excellent review article on the printing presses of the Government Printers by Wim Quik. Morgan Farrell continues his study of the surcharged stamps of Lesotho, Uli Bantz writes about the beginning of airmail services in South West Africa, Chris Miller on civil censorship, Tim Bartshe on late fee paid handstamps, and Jim Ryan continues his catalogue footnotes. And if you invest or consider to invest in stamps - first read the Ashley Cotter-Cairns column. If you will not find something of interest to you - please consider writing an article for the next issue.

There are two exciting developments in our Society that require mention here. Ashley Cotter-Cairns has stepped forward and offered his services as advertisement manager. His efforts have already resulted in the return of 'OVPT Philatelics' to the back page. Thanks to Ashley for his efforts.

The other development is the release of another Society publication. This is Peter Lodoen's stories of his work as stamp designer for Botswana Post. The content of the booklet has previously been published in the Forerunners. The booklet can be downloaded from our website <http://www.kronestamps.dk/psgsa/> and can be printed for your own use.

The deadline for the next issue will be June 15. Please let us have your contributions - small or large - as soon as possible.

## Society Affairs

The Forerunners is 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 by air to Europe and southern Africa. A sample copy of Forerunners is available from the Editor for \$9. Presentation issue can be freely downloaded together with application form from [www.kronestamps.dk/psgsa/](http://www.kronestamps.dk/psgsa/). 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@comcast.net](mailto:bobhisey@comcast.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	<a href="http://www.stamps.org/TheAps/index.htm/">http://www.stamps.org/TheAps/index.htm/</a>
Philatelic Foundation of Southern Africa	<a href="http://www.philatelysa.co.za/Home.htm/">http://www.philatelysa.co.za/Home.htm/</a>
Bechuanaland and Botswana Society	<a href="http://www.nevsoft.com/bbsoc.html/">http://www.nevsoft.com/bbsoc.html/</a>
BotswanaPost	<a href="http://www.botspost.co.bw/index.htm/">http://www.botspost.co.bw/index.htm/</a>
South Africa Post Office	<a href="http://www.sapo.co.za/comm/postofficeframe.html/">http://www.sapo.co.za/comm/postofficeframe.html/</a>
Philatelic Society for Greater Southern Africa	<a href="http://www.kronestamps.dk/psgsa/">http://www.kronestamps.dk/psgsa/</a>
Rhodesian Study Circle	<a href="http://www.rhodesianstudycircle.org.uk/">http://www.rhodesianstudycircle.org.uk/</a>
Stanley Gibbons On-Line Stamp Catalogue	<a href="http://www.allworldstamps.com/">http://www.allworldstamps.com/</a>
Cwiakala Auction Agents	<a href="http://www.cwiakala.com/">http://www.cwiakala.com/</a>
Toke Nørby's Perpetual Calendar	<a href="http://www.norbyhus.dk/calendar.html/">http://www.norbyhus.dk/calendar.html/</a>
Orange Free State Study Circle	<a href="http://www.ofssc.org/index.html/">http://www.ofssc.org/index.html/</a>
Rich's Southern Africa Colonies (Transvaal Study Circle)	<a href="http://dialspace.dial.pipex.com/town/terrace/ymw18/">http://dialspace.dial.pipex.com/town/terrace/ymw18/</a>
Natal and Zululand Study Circle	<a href="http://www.nzsc.demon.co.uk/#subscriptions/">http://www.nzsc.demon.co.uk/#subscriptions/</a>
Anglo-Boer War Philatelic Society	<a href="http://www.boerwarsociety.org/">http://www.boerwarsociety.org/</a>
Namport Philatelic Services	<a href="http://www.namport.com.na/">http://www.namport.com.na/</a>
South African Philatelic Dealers Association	<a href="http://www.sapda.co.za/">http://www.sapda.co.za/</a>
Swaziland Posts & Telecommunications Corporation	<a href="http://www.sptc.co.sz/">http://www.sptc.co.sz/</a>
South African Collectors' Society (UK)	<a href="http://www.sacollectors.co.uk/">http://www.sacollectors.co.uk/</a>

## Show Reports

Tim Bartshe received a large vermeil for Orange Free Postal Cards at ESPANA 2004. Bob Hisey received a vermeil for Official Stamps of South Africa, 1926-WWII also at ESPANA 2004.

### 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; #34-50, \$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. Avoid complex tables, unless in text format. Illustrations should be scanned at at least 150 dpi and submitted in tif, gif, 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.





## New Advertisement Rates

We're offering new and old advertisers attractive rates of up to 50 percent off the original prices and the chance to acquire a brand new front-cover position never before offered. All positions are offered on a first-come, first-served basis. Advertisers booking for at least one year will receive free PSGSA membership (worth up to \$30) as a thank-you for the support.

Forerunners is published three times per year. A recent design overhaul and computerization has created a drastically improved look and feel over previous years. Every issue is proofread for typographical and other errors. Computer techniques have improved the quality of print, scanned images, stamps and covers.

To find out how you can reach our membership for less than \$17 per issue, see the rates below. We're looking forward to welcoming you.

A sample issue of Forerunners is available for download in PDF format at <http://www.kronestamps.dk/psgsa/>.

Ashley Cotter-Cairns  
Marketing and Advertising Director

### ADVERTISEMENT RATES – JANUARY 2005

#### *Premium Positions*

Because of the nature of premium positions, we have overhauled our rates, ensuring only full page advertisements are allowed. Why should you share your premium position with a competitor?

Inside front cover (full page only): \$60 per issue, \$150 full year, \$280 two years.

Inside back cover (full page only): \$50 per issue, \$120 full year, \$200 two years.

Outside back cover (full page only): \$60 per issue, \$150 full year, \$280 two years.

Front cover sponsorship banner – be the only company to have its name on the front of Forerunners. Your banner will cover approximately 15 per cent of the front cover with the message, "Forerunners is proud to be sponsored by X Company" Price: \$70 per issue or \$180 for a full year – maximum booking is one year for the cover.

#### *Other Positions*

All non-premium positions will be placed on left-side pages, wherever possible facing the first page of an article. Minimum ad size is half a page. The editor reserves the right to move all or any non-premium advertisement positions for editorial improvement.

Half internal page: \$25 per issue, \$60 full year, \$100 two years – the discount for two years offers you exposure in our magazine for only \$16.67 per issue.

Full internal page: \$40 per issue, \$95 full year, \$170 two years – the discount for two years gives you a full page in every issue for only \$28.34 per issue.

You are very welcome to submit your own advertisement design if you already have one, but the PSGSA offers a completely free advertisement design as part of your deal. You may change your advertisement as often as you like. Simply drop us a line, send an email or phone. Proofs will be emailed or faxed for your approval.

## Contest Cards

by Peter Thy

The most common usage of prestamped post cards in southern Africa is probably as some form of contest or quiz cards. The quiz was given in the radio or a newspaper and the solution was submitted by mail. The local rate post cards came handy. At stake was probably some grand prize - like the dream vacation for two to Johannesburg or a brand new car. These contests appear to

have been most popular in the 50's. My collection contains several such cards from South Africa, Bechuanaland, and Swaziland. They are so common that one get the impression that the cards were issued for this sole purpose. The example shown here being mailed in response to a radio program quiz in 1962.



There are three modern Queen Elizabeth Bechuanaland and Botswana cards. The 1956 11/2d card with two imprinted stamps is commonly mailed to Johannesburg with answers to contests. A total of 15,840 cards are known to have been printed and judging from their frequency, at least half was mailed to South Africa with the dream about the perfect vacation. The 2c card from 1961 was printed in 20,000 copies of which most today still exist in mint condition. One of the few existing used cards is shown here mailed in response to a radio quiz. The 1967 Botswana 2c card with an African hoopoe was imprinted in unknown quantities that virtually all still exist in mint condition. Used examples are among the rarest Bechuanaland postal stationery. By the mid-60's - the need for post cards appears for unknown reasons to have ceased.

## Ignore the Voices

by Ashley Cotter-Cairns

Treating stamps as an investment has never been wise. Now one of the leading names in philately is encouraging renewed speculation in the hobby. I examine here the (few) pros and (many) cons of this marketing drive.

It started as so many things do these days. An email arrived in my inbox. This one was from the "Stanley Gibbons Investment Department". The purpose of this email was to announce the launch of the company's index of top performing stamps, the "SG 100". Cute idea. It was probably dreamed up over a three-pint Friday lunch and should have been emptied out with the ash trays and beer dregs.

But it wasn't. Somehow what could have made a fun press release – comparing the stamp market to the stock market – has snowballed into an actual campaign to recruit investment business. SG, the oldest and (arguably) best-known name in philately is trying to drum up speculation in the stamp market with a view to long-term gains.



Great Britain Five Pound Orange has increased in 11,000 % in value since it was issued in 1882.

Those of you with long memories might recall a similar 'rush' into the stamp market once before. Back in the early 1980s, investment advisors with nothing better to do encouraged a bubble in the stamp market. (I was just beginning my involvement with the hobby at the tender age of ten!) As with buyers of Internet companies, pharmaceutical research firms, property, goldmine claims, railway construction, live hogs and, doubtless, Dr. McLeudy's All-Ails Tonic of Eternal Youth before them, thousands of investors lost their heads and then their savings jumping onto a moving bandwagon.

Let's be fair to SG and examine the nature of the "SG 100", see what their potential investors are going to be buying into, how feasible an investment in stamps is and the likely future for your dollars in SG's hands.

### WHAT THEY SAID

The email was headed, "RARE STAMPS – THE ALTERNATIVE CAPITAL GROWTH INVESTMENT". I have no argument with "alternative"!

"In 2003 the SG100 Stamp Price Index rose by 15 per cent,

with prices for the Great Britain section up 20 per cent. Rarer items, such as the Great Britain 1882 £5 Orange used, have performed even better, increasing in value by 105.9 per cent since 1999."

The email failed to point out that the value of the Britain 1882 £5 Orange has increased by a staggering 11,000 per cent since it was issued, significantly outperforming the price of sending half-ounce first-class letters within the British mainland, which increased a mere 1,500 per cent during the same period.

It continues: "This is a significantly better return than the majority of traditional Stock Market-based investments over the period, and with interest rates on the increase, even the property market is beginning to look fragile."

Note the key phrase here: "stock market-based". There are a lot of good reasons to invest in the stock market. There are insurances, underwriters, government bodies appointed to ensure fair play and to bail out investors if a bank folds under them. There are a virtually unlimited number of buyers should a seller have an emergency and suddenly need their money out. Imagine what kind of response a stamp dealer would give to a clearly desperate individual brandishing a £5 Orange under the same circumstances. The pained look in his eyes as he listens to the investor's tale of woe and mentally sharpens his knives, wondering how desperate the owner really is...

"This is why you should be considering stamps as an attractive lower risk-lower volatility capital growth investment."

Lower risk? Lower volatility? Value is based on supply and demand. Clearly an investment in a rare stamp is far better than buying new issues. But demand in philately is largely dependent upon a person's tastes. Until about five years ago I was a specialist in (for which, read sucker for) Union King's heads definitives. Dealers and auctioneers made (very small) fortunes offering me printing varieties, plate pairs and inverted watermarks.

Then postmarks caught my eye. Subsequently, the same dealers who could rely on an outlet for KGV definitive material were left in the cold, unless that material bore a nice rare cancel. All because of a change in my collecting interests. I was left with little choice but to offload the King's heads, often for a fraction of what I paid for them.

This brings me to an important difference between "stock market-based" investments and philatelic investments: what is known in investment parlance as 'the spread'.



Rhodesian one pound error of color.

An investment object for the specialist?

## SPEAD 'EM

The spread is the difference between what a dealer, broker or market maker will sell something for and buy something for. This is their profit margin and what keeps the likes of SG in The Strand year after year. The spread is what a business – any business – is all about. A typical example of the spread in action is when you buy foreign currency on holiday. Your Maltese Pounds are worth less (if not worthless) when you sell them back to the bank when your return home.

The smaller the spread, the better it is for punters in a market, especially those who are active in their trading. The more often an investor buys or sells, the more money a dealer makes and the narrower the spread they can afford to offer.

Typically the spread in stocks and shares is 5-15 per cent and there is a huge turnover. I guess anybody reading this who has been forced to sell a scarce item or even a medal-winning collection in the past would turn naked cartwheels to get that kind of spread. It's more like a chasm. We are often lucky to get 25 per cent for what we paid on an item – before the auctioneer takes their seller's commission!

Let's examine the rest of the statement.

*"\* Consistent and sustained growth in values over 20 years."*

In isolation, any market can show a massive growth sustained over 20 years. Selected superhero comic books, for example, would be a much safer bet based on SG's criteria than rare stamps, thanks to the celebrities with huge bankrolls who have rediscovered the collecting bug from their youth.

*"\* Worldwide collector base (estimated at 30 million) underpins prices."*

At best, this is blatant overstatement. If all 30 million collected the same stamps, that would be true. At worst, this is an outright lie.

There are occasions when stamps of a certain country gain rapidly in value. An example of this is UDI Rhodesia. When UN economic sanctions were applied to the country, the value of the stamps shot up as evacuating residents, unable to move currency, bought whatever they could get with their money. As soon as the sanctions were lifted, prices collapsed. This is hardly what anybody would describe as wise investment policy, and exactly why philately and investing should be separated in a buyer's mind. Presumably a lot of overseas 'investors' joining the rush into UDI Rhodesia got stung and have never bought a stamp since. Nor will they be likely to do so again.

*"\* Increasing scarcity of early (pre 1900) stamp issues."*

What is happening to all those pre-1900 stamp issues? Are they getting eaten by their owners' dogs? Sucked up by vacuum cleaners? Burning up in house fires? If anything, as the aged

collectors die off, more will become available, further depressing prices.

*"\* Recent auction realizations often exceeding current market valuations."*

Which current market valuations? Do they mean auction estimates? Because last time I checked, these estimates are usually between 5-25% of catalogue value. That's the same SG catalogue value they are basing their figures on to 'prove' huge returns. Something doesn't add up here. Actually, something stinks.

*"\* Increasing market for collectables over the next 15 years due to the changes in the population age profile."*

They're really reaching now. For every Gen-Xer who takes up philately, there will be five thousand who collect comic books, ten thousand who collect some kind of trading card and countless millions who collect something, ANYthing, else that takes their fancy. Why not claim there are six billion potential buyers, that figure growing every day?

*"\* Growth in interest in developing countries such as India and China."*

I am not in a position to refute this claim. However, philately is without question a dying hobby in the western world. Its death will be slow and relatively painless, but it does not have much of a future. We all know this. Does SG know something we don't?

*"\* Changes in the rules governing pension schemes which are likely to enable you to hold tangible assets, such as stamps, as part of your personal pension fund."*

If this is true (which I imagine it might be), the same must be true for gold coins or any number of other tangible assets which would be easier to liquidate in a crisis.

## CONCLUSION: SHOULD YOU INVEST?

Absolutely. You cannot place a value on the enjoyment a hobby like philately can bring into your life. I like nothing more than sifting through old definitives in search of postmarks, or spotting a rare cancel among an eBay collection, then adding them to my stockbooks.

But from a traditional investment viewpoint, you would be insane to place your long-term investments in the stamp market. SG is using its own laughably out-of-touch catalogue 'values' to tempt people who know nothing about stamps to part with their money. The only company in the world which can charge full catalogue prices is SG, when they dare to ask for it – usually from tourists buying the cheapest low-value definitives in their overpriced boutique. Everybody else in the whole world uses the SG price as a rough guide to a stamp's scarcity before haggling between buyers.

I intend to contact the SG Investment Department, posing as an interested investor and see how they handle my inquiries. I will report back to Forerunners with the results of my investigations.

For now, stuff the mattress with it, burn it for warmth, eat it – don't invest it in rare stamps. You would be better off putting your savings into Nortel Networks stock. Much, much better off.

Thanks to Bill Wallace for the section on UDI.



Typical UDI Rhodesia stamp.



## Late Fee Paid Handstamp: South African Republic/Transvaal

by Tim Bartshe

Late fees payable for letters accepted beyond a certain cutoff time at the post office in order to make the day's outgoing mail is well documented. The 6d fee is most generally noted only by the fact that the letter is over-franked for any noticeable service shown on the cover. According to Drysdall (1997) the earliest noted cover showing such late fee is 24 November 1894, going from Johannesburg to England. I have a cover from Johannesburg to Madeira, Funchal, dated 9 September 1894 which has the required 12d postage rate (3x 4d Vurtheim issues) for a triple weight cover plus 6d in additional postage set apart from the other stamps. There appears to be no specific postal marking issued to the main post offices of Pretoria or Johannesburg that were used by the agents showing a late fee was either required or paid. The only evidence we have is a manuscript "Late Fee Paid" on a few covers. I have one from Johannesburg to Chicago 10 January 1898 and another to England 11 July 1904 with manuscript notations.

The point of this short piece is to illustrate an "unofficial" hand stamp in use from at least 1897-1903 (mentioned in Drysdall, page 93). This is an "unframed cachet reading **LATE FEE PAID.**". As mentioned in the write up, two of the three items are directly associated with a certain individual company H. Eckstein & Co. of Johannesburg. An undated, but certainly period, clipping related to this gentleman states: "Mr. Hermann Eckstein can be called the most representative man of Johannesburg and the Witwatersrand Gold Fields. The companies with which Mr. Eckstein's name is associated have proved the salvation of the Rand, amongst which need only be mentioned the Robinson, Langlaagte, Ferreira, and Nigel mining ventures, which by their conscientious management, economical working, and splendid results have testified to the business foresight of the firm that took them in hand."

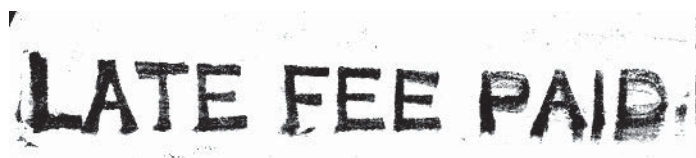


Figure 1. Enlargement (200%) of late fee handstamp.



Figure 3. Partial cover going to Frankfurt showing only 41/2d in postage, the other stamps has been cut off at the left.

Figure 1 is an enlargement of the hand stamp which is applied in the upper left corner of the Republican covers shown in Figures 2 and 3. Figure 2 is a quadruple weight cover to London with the extra 6d paying the late fee to a total franking of 1s 4d. The cancel is the TPO date stamp R.P.K. HEEN 13 Oct 99 without time code and a 5-ray star before and after Z.A.R. Figure 3 is a partial cover going to Frankfurt showing only 41/2d in postage, the other stamps cut off at left. It is assumed that the missing postage is 4d and would have paid the under 1/2oz rate with the 6d late fee or 8 1/2d. The final item, Figure 4 is a piece with a 6d KEVII stamp canceled 'REGISTERED/JOHANNESBURG' 10 August 1903. It is virtually identical to the prior two examples and represents the late fee payment only, the registration and weight charges on the missing right-hand side of the envelope.

It is most likely, as assumed by George Van den Hurk and Alan Drysdall (in Drysdall, 1997), that this marking is purely a private notation for the use of a major mining concern. Obviously doing a lot of business overseas might lead to the necessity of making the mail regardless of the late fee; hence the creation of this hand stamp used on their mail.

Drysdall, Alan R., 1997. Transvaal Railway Stamps and Travelling Post Offices, James Bendon Ltd., p. 91-3



Figure 4. Piece with 6d KEVII stamp and late fee paid marking from 1903. The 6d stamp likely represents the fee payment only.



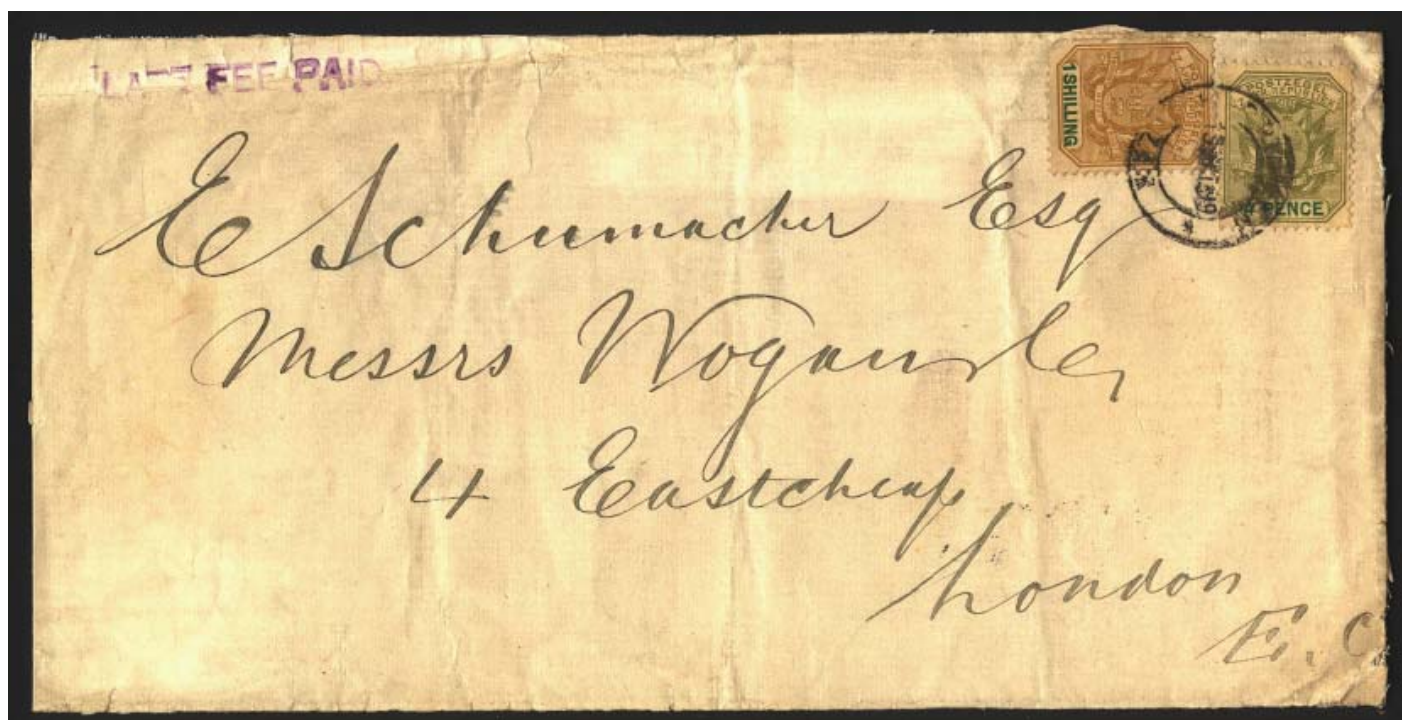


Figure 2. Quadruple weight cover to London with the extra 6d paying the late fee of a total franking of 1s 4d.

## Catalogue Footnotes

by James Ralph Ryan

### *Northern Rhodesia stamps invalidated before Federation:*

**1925** definitive stamps were invalidated from 31 Dec. 1951. The 8d, 10d, 2/- and 7/6 stamps were withdrawn from sale 30 May 1935. All other values were withdrawn 28 Feb. 1938.

**1938** definitive stamps were issued 1 March 1938. 11/2d carmine-red and 2d yellow brown were withdrawn 31 Dec. 1940 and invalidated 31 Dec. 1951, other values were withdrawn 14 Sep. 1953, but not invalidated until 1 Jan. 1955.

**1935** Silver Jubilee stamps were withdrawn 31 Dec. 1935 and invalidated 31 Dec. 1951.

**1937** Coronation stamps were withdrawn 31 Dec. 1937 and invalidated 31 Dec. 1951.

All other commemorative stamps were not invalidated until 1 July 1955.

### *Nyasaland stamps invalidated prior to Federation:*

**1913** definitive stamps were invalidated in 1951 - no day or month given.

**1921** definitive stamps were invalidated in 1951, as above.

**1934** leopard design stamps were invalidated in 1951, as above.

**1935** Silver Jubilee stamps were withdrawn 31 Dec. 1935, and invalidated 1951, as above.

**1937** Coronation stamps were invalidated 1 July 1955, as were all King George VI issues and Elizabethan commemoratives.

### *Southern Rhodesia stamps invalidated prior to Federation:*

**1924** definitives were withdrawn 1 April 1931 and invalidated 30 Sep. 1931.

**1931** definitive small falls stamps were withdrawn 1 May 1932 and invalidated 31 Oct. 1932. All other values were invalidated 31 May 1938.

**1932** Victoria Falls stamps (without POSTAGE & REVENUE) were sold until stocks were exhausted and were not invalidated until 1 July 1955.

**1935-1938** Victoria Falls stamps (with POSTAGE & REVENUE) were not invalidated until 1 July 1955.

**1937** definitive stamps were not invalidated until 1 Sep. 1954, note that stamps have been noted with creamy paper with yellowish gum and thinner paper with design showing through the back of all values.

**1935** Silver Jubilee stamps were withdrawn 31 Dec. 1935 and invalidated 31 May 1935.

**1937** Coronation stamps were withdrawn 31 Aug 1937, invalidated 31 May 1938.

**1940** Golden Jubilee stamps of British Southern Africa Company were withdrawn 31 Oct. 1944 and invalidated 31 Oct. 1946.

**1943** Matabeleland issue were withdrawn 31 Oct. 1944 and invalidated 31 Oct. 1946.

**1947** Royal Visit stamps were withdrawn 30 April 1947 and invalidated 3 Feb. 1950.

**1947** Victory issue (late issue, most others were 1946) were withdrawn 8 Nov. 1947 and invalidated 3 Feb. 1950.

All other issues were not invalidated until 1 Sep. 1954 at the earliest. Please see next instalment on the Federation of Rhodesia and Nyasaland.

My primary source for this was A GUIDE TO THE POSTAGE

STAMPS OF THE RHODESIAS-& NYASALAND, 1888-1963. Other portions of this series have used the Gibbons ELIZABETHAN CATALOGUE of 1969, 1970 and 1982.

Taxed covers with invalidated stamps are quite scarce. However, many postal clerks appeared to have allowed the covers to go, saving them some paperwork, especially during the dissolution of the Federation. Dates on loose stamps may, however, be significant. The Federation had an interterritorial period when at least an informal toleration of stamps not previously invalidated were allowed to be used in other territories. The reader may extrapolate from the above how to many stamps were theoretically useable in the Federation in addition to the Federation's own issues. Happy collecting, Jim the Bookie Ryan.

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NAME:	
ADDRESS:	
TEL (W):	TEL (H):
CREDIT CARD INFORMATION TYPE: NO:	
EXPIRY DATE:	CW NO:

# Rotogravure and Planographic Printing Presses of the Government Printer, Pretoria, 1930-1990\*

by W.J. Quik

When a postal authority places an order for postage stamps, he states the required total quantity and the amounts of stamps per sheet. For practical reasons, the completed order is usually shipped in parts. The result is that the sheet format (or size) may vary such that the format of the same value in one shipment may differ from that in another. This could give rise to the impression that printing is done on different sheet formats. Far from it, postal stamps are printed on rolls of paper, or on uniform-sized sheets. The cylinder (or plate) bears 240 (prior to 1961), 200, 300, or 400 stamp images. After each cylinder rotation, a whole printed sheet is cut from the roll. At a later stage this sheet is cut into smaller sheets, creating panes of 100 stamps. Because sheets have a standard measurement, it is technically possible to print different values and stamp sizes next to each other on the same cylinder or printing plate.

Until 1952, many South African stamps were overprinted for the use in South West Africa. The original printed sheets had already been cut into panes and could directly be used for overprinting on a flatbed press. With one exception; the three Voortrekker stamps of the 1949 issue were overprinted with 'SWA' as part of the normal printing on the rotogravure press. The cylinder number on this 'overprinting' was 6933 (South African Philatelist, February, 1950, p. 24).

The Government Printer has a large number of presses at his disposal. The presses are not only known by the name of their manufacturers, but also bear a number assigned to them by the printer. In the period 1930-1990, the following printing presses were used by the Government Printer in Pretoria: nos. 758, 759, 780, 781, 784, 815, 822, 830, 840, and 841. The 700-range of numbers is for planographic presses. The 800-range is for rotogravure presses. For the 700-range presses, printing was done from a thin flat aluminum plate fitted around a cylinder. For the 800-range the image was printed from a copper cylinder.

The definitive series issued by the Republic of South Africa in 1982 was printed in both rotogravure and planography. The 2nd and 3rd definitive decimal series of South West Africa shows a similar situation. Here the coils were in rotogravure and the sheets in planography.

The printing capacity of each press is typically utilized to the full. Because the cylinder has room for 200 stamps each of 24 x 30 mm, a smaller amount of say 100 stamps will normally not be printed. It would be uneconomical and would make the printing process take twice as long. When 200 stamps can be printed

together on a cylinder, the printer can, depending on the order, print 2 x 100 stamps, 4 x 50 stamps, 6 x 30 stamps, 8 x 25 stamps, or 16 x 10 stamps. Sometimes fewer stamps of a larger format and more of a smaller format will fit onto the cylinder.

From 1960, the Government Printer assigned a letter code to each press as a suffix to the cylinder number; a separate number was used in the case of printing press no. 841 (Fig. 1). This was done because the presses differed in the use of color, printing speed, and the amount of stamps printable per cylinder rotation. The letter code made it possible to print several orders at the same time by distributing these amongst the presses in such a manner as to facilitate optimal use of capacity. Later when all presses had been updated to today's standard of printing, the letter code was no longer applied (see Table 1 for list of letter codes). Sometimes the letter code is not visible to the philatelist, as in the case of coil stamps, which usually have code letter 'G.' The letter code for postal stationery deviates entirely, but since it is not visible to philatelists, we shall not go any further into the matter.

## Origin of the Government Printer

On 1st August 1888, the Government of the South African Republic (ZAR) bought the printing works of J.F. Celliers, a firm

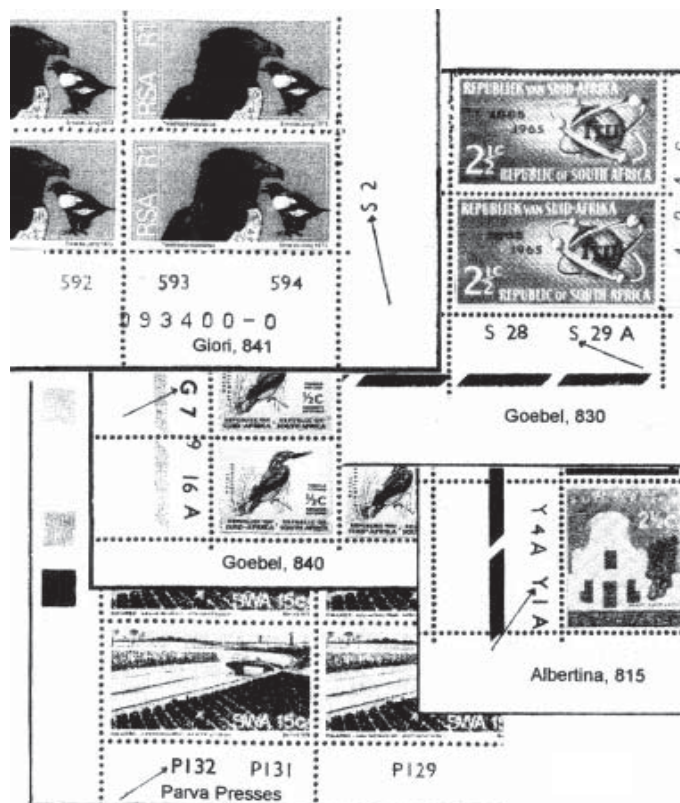


Figure 1. Rotogravure examples of cylinder numbers and letter codes.

\*Both printing techniques fall under the lithographic printing process. The terminology used in this article differs from standard American usage. 'Offset' or 'offset lithograph' is commonly used instead of 'planography' in North America. The author further uses 'lithography' to include 'planography' and 'gravure' where common North American usage is that 'lithography' is a form of 'planography' and distinct from 'gravure.'



Kopie  
 Gouvernementskantoor BB 1714/88  
 Pretoria 6 Augustus 1888  
 Den Heer Mr. J. H. Enschedé, Zoon  
 te Haarlem  
 Welde Heer  
 Ik heb de eer u kennis te geven dat de  
 Regering der Zuid Afrikaanse Republiek door aanworp  
 eigenaars is geworden van de drukkerij van  
 den Heer J. P. Celliers welke drukkerij aan  
 den Heer van der Merwe zal dragen van  
 Staatdrukkerij der Zuid Afrikaanse Republiek  
 De overeenkomst tusschen u en den Heer  
 J. P. Celliers, aangaande het leasen van vier  
 miljoen telegraafvormen (en c.) zal door  
 de Regering worden overgenomen, waarom wij  
 u beleeft verzoeken alle goederen en rekeningen  
 voortaan te adresseren aan den Directeur  
 van genoemde drukkerij.  
 Dit heeft alleen betrekking op de vormen  
 die na de eerste zending van 400.000 nog  
 zullen arriveren  
 Deze eerste zending komt nog voor reke-  
 ning van den Heer Celliers  
 Ik heb de eer te zijn  
 (glt) M. J. B. B. B.  
 H. K.

Figure 2. Letter from 1888 that for the first time refer to 'Staatdrukkerij der Zuid Afrikaanse Republiek.'

Before N. Becker in 1990 published his book "The overprinted stamps of South West Africa to 1930," he had inquired at Government Printer which printing techniques had been used. He then had a telephone conversation with two retired employees who worked for the Government Printer in the 1920s. They reported that everything had been printed in letterpress and that no lithographic stone was used for overprinting. Later by mail, Becker inquired which printing technique was used for overprinting the George V stamps. On page 63 of his book the letter, which was sent to him by the Government printer, is depicted along with the following statement:

"Overprint on the King's stamps of South West Africa.

Your letter of June 1888.

All the above-mentioned stamps inspected by me on 2/6/1986 were over printed by means of the letterpress printing process, believed to be type set according to collectors, with normal letterpress ink. Government printer 42/RR".

which printed a newspaper and at the same time was doing various printing jobs for the government, such as the Government Gazette. From this date, the firm was given the name "Staatsdrukkerij der Zuid Afrikaanse Republiek" (Fig. 2).

Until the Boer War, Joh. Enschedé in the Netherlands printed the Transvaal postage stamps. This printing press eventually became the Union and later Republic Government Printer. From

1902 until 1930, various British security printers did the printing. In 1922, the Government Printer itself gradually began printing, or over-printing, postage stamps, but most of the stamps were still printed in England. With the arrival of the first rotogravure press in 1930, the Government Printer started to print all postal values.

In the 1990s, Namibia was the first country to decide again to have her stamps printed overseas. A few years later, the Republic of South Africa did the same. A short period ensued in which the Government Printer was not printing postal stamps. Nowadays, following privatization, the Government Printer is once again printing postage stamps.

The printing industry recognizes two principal techniques: 1. Typography or letterpress that uses an inked raised surface to print. 2. Lithography divided into recess or planographic printing. Recess printing (also known as intaglio or one of the gravure family) has the image to be printed engraved or etched into the surface of the printing media. The engraved recesses are filled with ink and the surplus removed. Planographic printing uses a different technique where a flat surface is dampened in areas to repel ink that will only adhere to the non-dampened areas. Both processes are suitable for continuous printing onto rolls or separate sheets and use both normal and transparent inks (Fig. 3).

The Government Printer has to 1930 printed everything in letterpress, but has since only used rotographic or planographic techniques.

### Rotogravure Printing Presses

The first rotogravure press was installed at the Government Printer in 1930 and was in service until 1970 (Table 1). This press, the Goebel KM II (no. 830), was a dual-color press with a built-in perforator. Printing was done using a 640 mm wide and approximately 2,500 m long paper roll. In 1930, the first coil stamps were printed on this press using a cylinder designed for sheet stamps. To achieve this, stamps were placed on the space of the upper and lower sheet margins. This is what caused the well-known sequence error on the Union 1/2d coil stamp with 'SUID SUID' or 'SOUTH SOUTH' instead of "SUID SOUTH" or SOUTH SUID.' Because of this error, we know that a sequence of 22 images made up the whole cylinder circumference and that the cylinder length is about 532 mm. During printing, the paper roll is cut after each cylinder rotation into sheets of 240 (prior to 1961) or 200 stamps. The length of the sheet, therefore, is always the same. Subsequently, the large sheets are cut into smaller panes of each 100. The cyclometer (numerator or counter) on the Goebel 830 press was made up of four 3.5 mm high numerals.

Until 1935, the stamps were printed without the use of screens that would have made it possible to print in tones. During October and November 1935, for the first time, the 1d and 1/2d were reprinted using a screened engraving.

In 1940, the Goebel 840 tricolor press came into use (Fig. 4). However, first in May 1960 was three colors used with the printing of the South African 6d Union Festival stamp. The Goebel 840 press had a built-in perforator, which was removed

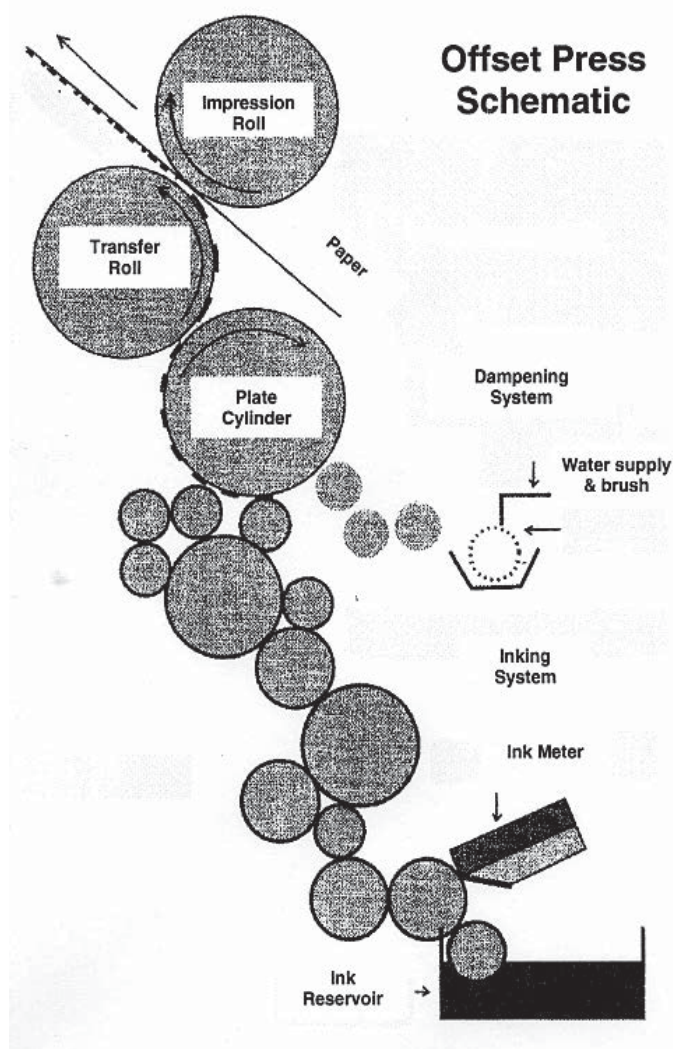


Figure 3. Schematic press of the Government Printer.

from the press between December 1962 and March 1963. The count numbers on the 840 press was similar to those on the 830 press. The Goebel cylinder could print either 240 (12 x 20) or 200 stamps (2 panes of 5 x 20) in a single rotation. After the perforator was removed, the press could print a maximum of 22,000 x 100 stamps per hour. In 1940, coil stamps of the 1/2d Springbok and the 1d Van Riebeeck ship stamps were printed for South Africa. The South West Africa coils of the second and third decimal definitive issue were also printed on this press. In view of the fact that printing orders for the South West Africa coils were very small, the printing capacity was not always fully utilized as printing was done on rolls measuring 235 or 240 mm. Nonetheless, it appears that in 1977 at least once a 470 mm wide paper roll was used to print stamps in rows of 2 x 5. Clues pointing to this were found in material that was sold from the South West Africa postal archives. Five rolls of 22 stamps were etched on the cylinder despite there was room for 10 rows (2 x 5) of 22 stamps.

The Goebel 830, as well as 840, were used to print a number of the first Republic definitive issues (1/2c, 1c, and 1 1/2 c) in sheets of 400 stamps. The Goebel 830 and 840 have different printing units and perforators. The 830 press had a 'block'

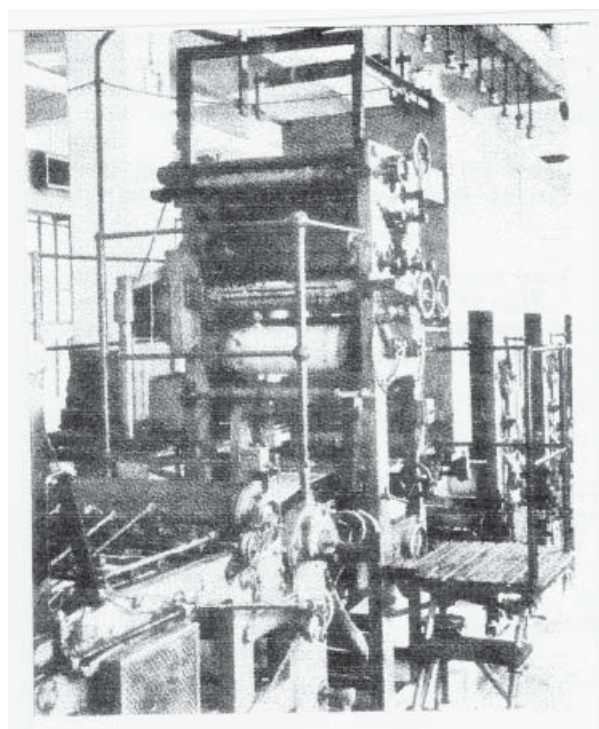


Figure 4. Press 840.

perforator causing the well-known 11th row default (narrow stamp). The 840 had a two-row perforator that was later removed from the press. The Goebel presses retired after about 50 years of service.

The Chambon 822 press came into use in 1951. The postcards issued in May 1951 were printed from four cylinders, each having eight forms with 32 different images next to the address space on front of the cards. This press was possibly used only for printing postal stationery, but tricolor jobs may have been manufactured on it. It was probably went into disuse after about 1972.

In 1960, a new five-color rotogravure press came into use, the Albertina 815 without built-in perforator. This press could print 400 stamps or 40 postcards in one cylinder rotation. The circumference of the cylinder is twice as large as that of the Goebel, approximately 1,064 mm. The press could accommodate printing formats composed either of four 5 x 20 stamps panes positioned as two above and two below or of 8 rows each of 5 postcards. It is remarkable that not only stamps measuring 24 x 30 mm, but also those measuring 24 x 40.5 mm could be printed, both formats allowing 400 stamps per cylinder rotation. After half-a-cylinder rotation, the roll was cut into sheets giving 200 stamps or 20 postcards per sheet. There were punch holes in the sheet margins where pins could be inserted for correct alignment on the Grover perforator. The Grover perforator could handle 5,000 sheets per hour (Fig. 5) and allowed five to seven sheets to be perforated at the same time.

The Albertina 815 press was first used to print the South Africa definitive series and the South West Africa postcards issued on 14<sup>th</sup> February, 1961, but printed in December 1960. In March 1963, the first four colored stamp was printed for South Africa, the 21/2c Kirstenbosch. As far as we know, the only stamps that have been printed on this press for South West Africa was SACC



Table 1. Rotogravure Printing Presses of the Government Printer, Pretoria

Printing Press	Goebel KM II	Goebel	Chambon	Albertina	De La Rue-Giori
Printer's machine number	830	840	822	815	841
Taken into use	1930, 1970	1940	1951	1960	1973, 1985
Stamp quantity on cylinder	240 or 200	240 or 200		400	200
Postcard quantity on cylinder		32	36	40	
Letter code prefix	S (until 1970)	G	D	Y	S (from 1973)
Colors	2	3	3	5	5 + 1 intaglio
Control number	4 figures	5 figures		6 figures	7 figures
Sheets of 100 stamps per hour		22,000			
Width of paper roll	640 mm	640 mm, coils 240 mm		640 mm	640 mm
Length of paper roll	2500 m				
Circumference of cylinder	532 mm	532 mm		1064 mm	

no. 238 - the 21/2c stamp depicting a sower. This stamp is identifiable by the cylinder letters A, B, C, or D (Fig. 6) and was printed in four colors not possible on the Goebel presses. No further printing was done on this press for South West Africa because the printing orders were too small. The count number composed of six 4.5 mm high numerals and thus deviate from those of the other presses. There were other differences. On the Gobel presses, the count number of the cyclometer is, in most cases, situated close to the edges of the paper roll. For the Albertina press, they are situated much lower between the printed sheets. The cyclometers on all the previous rotogravure presses count upward. With the Albertina it can also count downward, such that the lowest numbers were printed last.

In 1969, the new five-color rotogravure press, the De La Rue Giori 841, was ordered also with an 'intaglio' printing unit built by Adriotti in Italy (Fig. 7). This press was built in co-operation between a number of European manufacturers. The firm Koenig & Bauer of Würzburg, Germany, and a number of other companies delivered parts. It was equipped with a built-in perforator. In 1970, technical staff of the Government Printer made a study visit to Europe because the intaglio process was unknown in South Africa. The word intaglio comes from the Italian 'intagliare,' which means engraving. Although the word pertains to all of the rotogravure processes, intaglio is also, and especially, used to refer to helio-engraving. In June 1971, Koenig & Bauer arranged a printing demonstration for the representatives from the Government Printer. At this time, twelve of De La Rue Giori presses had been installed at diverse places in the world, such as Russia, USA, France and England. As a result of the demonstration, the Government Printer placed an order for a Giori press.

After the press had been installed in South Africa in June 1973, the first thing done was to making adjustments, as is customary with new presses. This turned out to be an abnormally lengthy undertaking. Because the cyclometer on the press not only had a count number (seven 3.5 mm high), but also a date, we can keep accurately track of printings, as is indicated in the South African Colour Catalogue in the case of the second decimal issue of the Republic. Regarding the values 2c, 3c, 4c, 5c, 6c, and 7c, a great deal of printing dates exist. Certain quantities of these stamps were being printed continually while adjustments

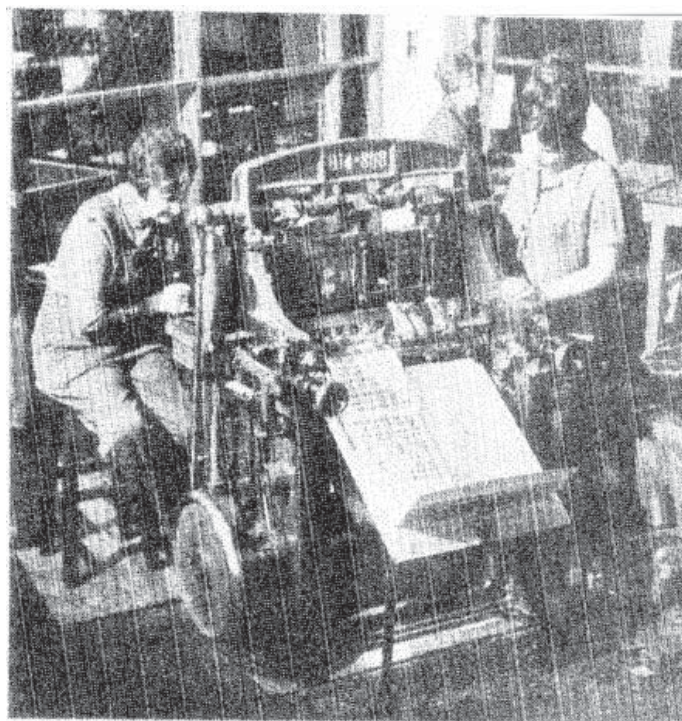


Figure 5. Grover perforator.

were made to the press. Most of the printed material was destroyed when it turned out to be unsuitable. For this reason, some printing dates are very scarce.

This was the last rotogravure press to be used by the Government Printer. After 10 years, the Giori press was practically no longer used. On the 21st June, 1985, the press was finally used for the printing of the 50c value of the Republic 'buildings issue.' Because the press no longer met the required expectations, it was sold to a company in Los Angeles. The Giori press was only used for South West Africa for the last reprint of the 1c coil stamp that was printed on 17th February, 1982, in 350 rolls on pink toned paper (SACC 375a). There is a color bar with tones ranging from light to dark on the bottom margin of the roll sheet.

In the South African Philatelist of December 1973, we read that the Giori press caused so many problems, that the stamp



Table 2. Planographic Sheet Printing Presses of the Government Printer, Pretoria

Printing Press	Roland Parva 11B	Roland Parva 11C	Heidelberg Speedmaster
Printer's machine number	780 and 781	758 and 759	784
First used	1969	1977	1984
Stamp quantity on cylinder	400	400	400
Postcard quantity on cylinder	40	40	40
Letter code prefix	P	P	
Colors	6	6	2 x 6
Sheets per hour	10,000	10,000	26,000
Sheet format	640 x 915 mm	640 x 915 mm	707 x 1000 mm

issues program had to be adjusted accordingly. Not only was the second definitive series of the Republic issued much later than planned, but also a number of commemorative issues of RSA and SWA had one or two planned values that were never issued.

#### *Printing on Rolls*

When during printing the end of the paper roll is in sight, a new roll will be glued to the old roll. This is done while the press is running. By using friction belts, the new roll will be brought up to the same speed as the declining roll. The paper rolls are glued together, usually over a 300 mm wide zone, and the old paper track is cut off. Such a procedure is not only used for printing postage stamps, but also for other rotographic printing jobs. The stamps that have been printed on the double layers of paper are known as 'paper joins' in philatelic terms.

Because of the large assortment of paper types, not always the same kinds of paper will be joined together. Joining may not only involve matte or glossy type of papers, but also papers with different watermarks. It should be clear that neither the printer, nor the post office has any interest in recording how many different papers were used. To them only the total printing order is of importance. Because of this, it has become practically impossible for the philatelist to learn how much of each type of paper was used. After the printing and perforating is completed, the sheets are checked for flaws. All sheets found to be unsuitable are removed. This includes paper joins, but such flawed sheets have occasionally slipped through inspection. A printing order is always printed in one run and never in parts. Delivery on the other hand, will for practical reasons often be in parts.

#### *Cyclometers*

The rotogravure presses were equipped with cyclometers that printed in the sheet-margin a count number for every hundred stamps. Depending on the amount of stamp images on the cylinder, cyclometers are fitted to the press in such a way that two cyclometers are attached for each 2 x 100 stamps printed. The count numbers are not always in the same position on the sheet margin. Bearing in mind that security paper is involved, the controller will check after printing whether the same amount of paper is present as when printing commenced. Due to the placement of cyclometers that print sequence numbers after each cylinder rotation, the controller cannot only check the printed material for faults after the paper roll had been cut into sheets of 100 stamps, but also the quantity which had been printed.

Each rotogravure press has its own unique number combination, so that the controller is able to see on which press the order was printed (see list of rotogravure presses, Table 1). The count numbers are printed in black. When the cyclometers were first put to use on press 830, printing was in black, thereafter blue was used for a short period, for later to be followed by red. Too broad sheet margins are sometimes reduced as shown in 'Setempe' (vol. 7, no 1 p. 15, photograph 23).

#### *Perforators*

The Government Printer had a number of separate perforators in use. One was the Grover B14-808, a two-rows type of perforator which could perforate seven sheets at the time. In September 1975, the Walter Kroll, a two lines perforator that perforated five sheets all at once from bottom to top, came into use. Around 1980, the Bickel, also a two lines perforator arrived.

#### **Planographic Printing Presses (Offset)**

Around 1968, the printing press builders MAN Roland introduced the new Parva planographic press. The Government Printer in Pretoria ordered two Roland Parva 11B presses and assigned them with the numbers 780 and 781 (see Table 2 for an overview of presses). This was the first step towards introducing another printing process that eventually would lead to a complete switch from recess printing to planographical printing.

The printing plates for this press are fitted around a cylinder and printing is done on sheets of paper instead of a roll (Fig. 8). This printing process is called sheet offset and has a disadvantage in that it is unsuitable for printing coil stamps. For the manufacture of 500 coil stamps on a single sheet having a 1 cm blank margin on the front and rear, we need 1,220 mm long paper, for which the presses are unsuited.

Printing from this offset press is not done by directly transferred from the plate image to the paper. The image is first transferred onto a cylinder covered with rubber that in turn 'hands over' the image or 'sets it off' (offset) to the paper (see Fig. 3).

The Parva 11B was introduced in January 1969 when it printed two different aerogrammes in four colors; one depicting the Union Buildings, Pretoria, and the other the Heerengracht & Table Mountain, Cape Town. In January 1971, aerogrammes were again printed with four different pictures in four-color images. The stamps of South West Africa were, except for the coils, the first after 1973 to be wholly printed in offset.

# Four-pane printing of 2½ c stamps from cylinders Y4 and Y1.

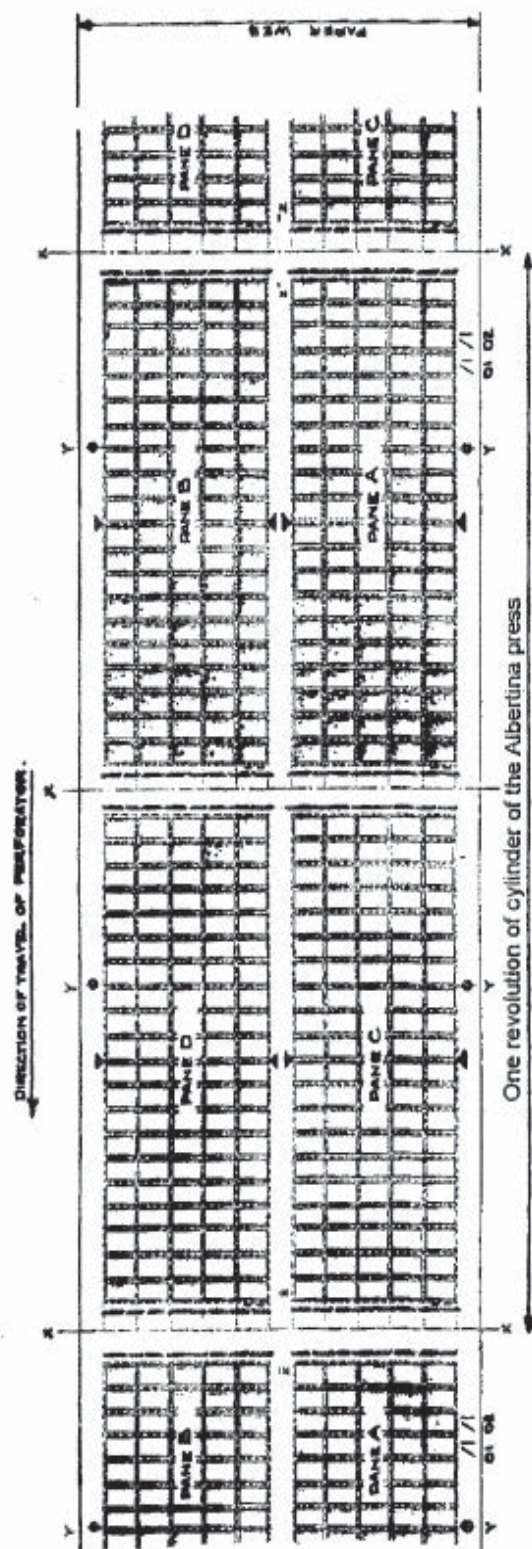


Figure 6. Four-pane printing of 21/2c stamps from cylinders Y4 and Y1.

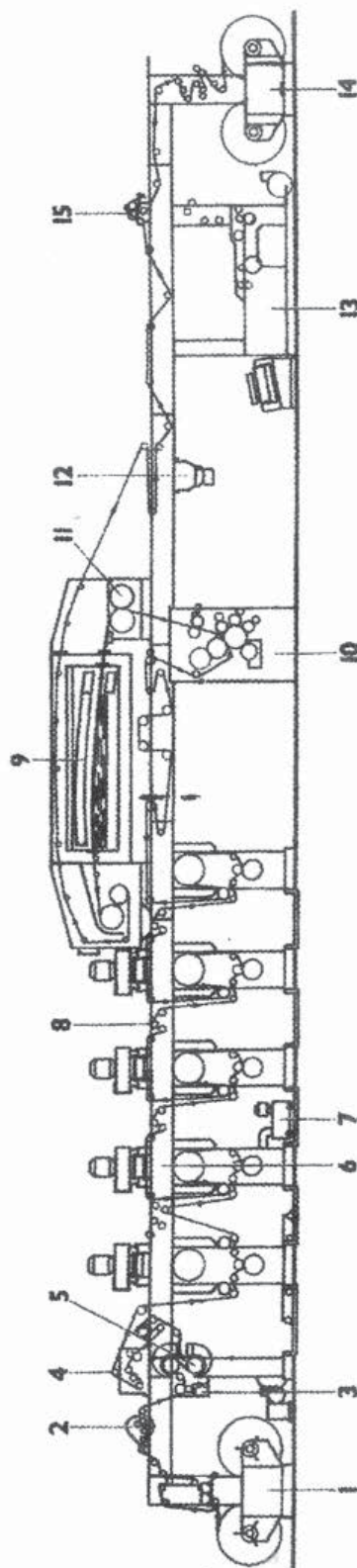


Figure 7 . De La Rue Giori Press

- |                        |                            |                       |
|------------------------|----------------------------|-----------------------|
| 1. Unwind Roll Stand   | 6. Gravure Color Unit      | 11. Rotary Perforator |
| 2. Page Cleaner        | 7. Ink Reservoir and Pump  | 12. Stroboscope       |
| 3. Edge Numbering Unit | 8. Register Rolls          | 13. Sheet             |
| 4. Tension Control     | 9. Intaglio Drying Unit    | 14. Rewinder          |
| 5. Paper Conditioner   | 10. Intaglio Printing Unit | 15. Web Slitter       |



The maximum paper size for a Parva press is 640 x 915 mm. On this press, 40 postcards or 300 to 400 stamps, depending on format, can be printed. To clarify, what is meant by 'stamp-format,' we will take as an example, the South West Africa definitive succulents issue from 1973. The stamp values 1c to 25c were all printed in amounts of 400 stamps per sheet; i.e. four blocks of 10 x 10 stamps. The higher values, 30c to R1, commanded a larger stamp size and were therefore printed as 300 stamps per sheet; i.e. three blocks of 5x 20 stamps. The minimum paper format, which can be used for printing is 360 x 520 mm. The printed area will always be at least 20 mm less in size than the sheet.

A maximum of 10,000 sheets can be printed in one hour. The Parva presses could be delivered with one to six color units, depending on the needs of the customer. Therefore, when a printer only accepted orders requiring not more than four colors, a press equipped with four units would suffice.

To produce an optimal product, the printer also printed his own markings on the sheet margins. These markings were cut off from the sheet and never became available to the public. Printers' markings (matching-crosses) are used to see if the colors have been printed in the right place (in register). During printing, a 6 mm wide color bar is also printed for each color (Fig. 9). Five-color printing generated a wide bar of 5 x 6 = 30 mm. With the aid of a 'densitometer' (density measuring device), the printer could check whether each color was printed evenly across the whole breadth of the printing press.

After printing was done, a sheet of 400 stamps were cut into two smaller panes of 200 stamps, giving a format of 640 x 406 mm. Sheets consisting of 300 stamps were cut into three smaller panes of 100 stamps, giving a format of 640 x 292 or 295 mm.

In 1977, two new presses were installed of the type Roland Parva 11C. They received the numbers 758 and 759 and were for the most part, similar as the Parva 11B.

In 1984, the six colors Heidelberg Speedmaster press with the number 784 came into use (Fig. 10). The Heidelberg press is able to print on both sides of the sheet and in six colors in one printing. This press can be ordered with two to 12 printing units. Since postage stamps normally are printed on one side only, all color units can be utilized for printing on the one side of the sheet. This makes it possible to print different stamp values in five and six colors simultaneously. The applied fifth and sixth color in a value practically always differ from those in the other values. At one time, printing was done in seven colors.

The maximum sheet format for this machine is 720 x 1,020 mm, so that the maximum printing format comes to 700 x 1,000 mm. A total of 26,000 sheets can be printed in an hour. The sheets are led in register through the press (i.e. colors matching precisely). The smallest sheet format, which can be utilized for printing is 280 x 420 mm.

#### Screens

In order to bring out the shades or tones in print of, say a photograph, printers make use of screening techniques.

*Letter and offset print:* Tones are formed by a number of points of the same size. The larger the points are, the darker the



Figure 8. Mounting an offset plate on a planographic press.

tone becomes. The smaller the points, the lighter the tone.

*Recess print:* This process knows two screen types: (1) crossed or meshed and (2) irregular grain or mosaic. The image is engraved with broader lines giving a darker tone than thinner lines.

Ten different screens exist, ranging from coarse (50 lines per inch or 20 lines per centimeter), to fine (200 lines per inch or 80 lines per centimeter) (Fig. 11). For the printing of postage stamps, screens made up of 150 to 200 lines per inch are used. Digital scanners that came into use in the 1980s also use screen, it too has different screens ranging from coarse to fine. Of these digital screens, the fineness (or tone) of a screen is also determined by calculating the number of points in a given area. It is not the camera or the scanner, which determines the choice of screen, but the paper on which the image is to be printed. Having said so, with a scanner the technical options are far greater and much better results are obtained than on the 'old' reproduction camera.

#### Approval to Print

Before an order can be printed, proofs (or tests) from the printing plates are presented to the postal authority that placed the order. In South Africa (and South West Africa), eight persons were entitled approve a print order. When agreement is reached to print, a signature is placed together with the date on the sheet margin (Fig. 12). Should there be any remarks that call for changes or alterations, these too will be put in the sheet margin, sometimes with a remark calling for a new proof.

Mostly corrections will be simple to carry out, yet it can happen that drastic plate corrections are required. A remark by the postal administration, for instance, to make the blue look greener, cannot be solved by using ink of a different shade. To obtain an optimal printing result, printing is done by using four compatible types of ink; cyan (greenish blue), yellow, magenta (bluish red) and black; sometimes supplemented by yet a fifth and sixth color.

This should make it clear that the printing date of the proof will practically never be the same as that of the printing order. Further, the person in charge of controls will not always be in a position to inspect proofs immediately upon their arrival.



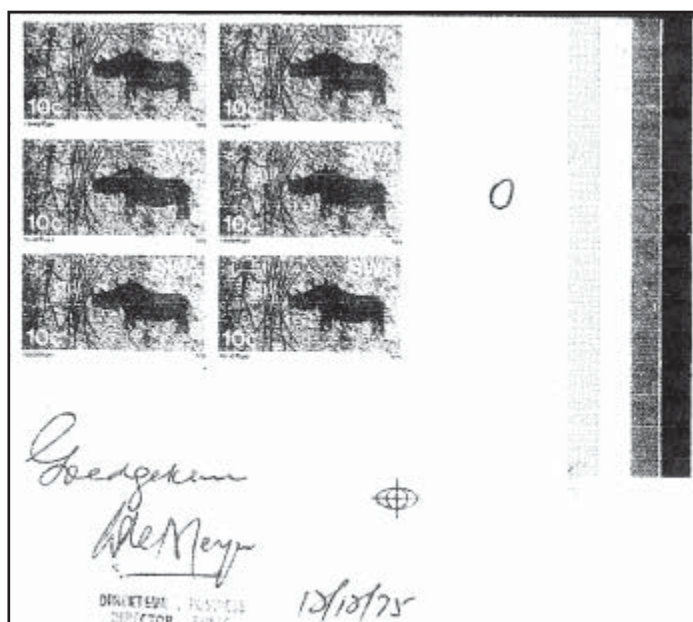


Figure 9. By using the densitometer on these color strips, the uniformity of the print can be controlled.

The Government Printer will, however, only make a color proof and prepare the press for printing after the return of the duly signed proof sheet. Without a signature of approval, printing will not take place.

#### Color Standards

The quality of a color print depends to a great deal on the colors that are being used. The result of color printing during the 1950s was only moderate. A few countries decided to co-operate and formed standardization committees with the task of standardizing ink types used by the industry. Of the primary and secondary colors, a number of ink series was compiled, which was later produced by the makers of printing ink. When the Government Printer switched over to offset printing in 1969, they were going to use the following transparent ink types with numbers given to them by the standardization committee: DR 605 cyan, DR 415 yellow, DR 205 magenta and DR 195 black (to make it clear, these are not the manufacturer's codes).

#### Sheet Formats Standards

The paper industry can deliver sheets in various sizes to the printers. The printer cannot, however, order any random size, but is dependent upon internationally agreed fixed formats. The manufacturers have taken these formats into account when designing and constructing printing presses. The maximum print

format always comes close to that of the standard paper format available to the printer. Smaller formats will only make printing take longer and needlessly raise the printing costs.

After an order has been printed, the Government printer fills in a recommendation form with all the printing data for philatelic purposes (publications). The following two sheet formats are often used: 630 x 295 mm and 630 x 406 mm. It will be clear that the former does not refer to a standard format as would be delivered by the paper supplier, but to a sheet that has been cut down, following a printing run. This format can only be obtained by cutting sheet C1 (648 x 917mm) into three strips, after the printer's color bars and match crosses, have been removed from the sheet. One might reason that the latter could have been ordered as sheet C2 (458 x 648), but this would imply that only half the printing capacity was used, meaning double printing-time. It is, therefore, certainly not out of the question that the C1 format was used and the sheet cut in two.

#### Problems During Printing

Although care is taken with all orders, large or small, sometimes things may go wrong. An example of such a situation occurred in January 1977 when the postal administration of South West Africa had submitted printing order no. 55483.34. Instructions for a first reprint of the 3c succulents definitive issue required 42,000 sheets (each of 100 stamps). For this first reprint, the printing plates bearing the numbers 359 to 363 were used. Utilizing the full printing capacity and printing at full speed, this order could have been executed within 1 1/2 hours, but after about 12 minutes printing was put to a halt. What exactly had happened will probably never become fully clear, but the most feasible answer is that one of the plates was not properly secured in place and shot loose from the cylinder. An accident that seldom or never occurs.

Table 3. Internationally Standardized Sheet Formats (mm)

A series		B series		C series	
<b>A0</b>	841 x 1189	<b>B0</b>	1000 x 1414	<b>C0</b>	917 x 1297
<b>A1</b>	594 x 841	<b>B1</b>	707 x 1,000	<b>C1</b>	648 x 917
<b>A2</b>	420 x 594	<b>B2</b>	500 x 707	<b>C2</b>	458 x 648
<b>A3</b>	297 x 420	<b>B3</b>	353 x 500	<b>C3</b>	324 x 458
<b>A4</b>	210 x 297	<b>B4</b>	250 x 353	<b>C4</b>	229 x 324
<b>A5</b>	148 x 210	<b>B5</b>	176 x 250	<b>C5</b>	162 x 229
<b>A6</b>	105 x 148	<b>B6</b>	125 x 176	<b>C6</b>	114 x 162
<b>A7</b>	74 x 105	<b>B7</b>	88 x 125	<b>C7</b>	81 x 114
<b>A8</b>	52 x 74	<b>B8</b>	62 x 88	<b>C8</b>	57 x 81
<b>A9</b>	37 x 52	<b>B9</b>	44 x 62		
<b>A10</b>	26 x 37	<b>B10</b>	31 x 44		

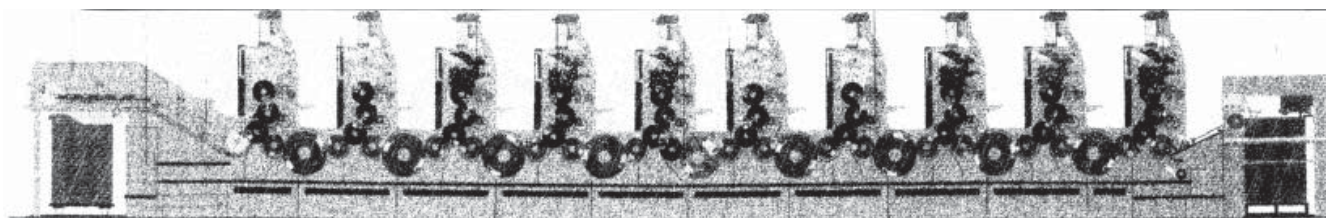


Figure 10. Speedmaster Sheet Offset Press.



The part of the order already printed was usable, totaling 7,300 sheets, and was delivered in two parts to the SWA postal administration on 11th and 18th January. Four months later, the remaining 31,246 sheets were printed from new plates with the numbers P173-P177 and delivered on 5th May and 7th July (Fig. 13).

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South African Stamp Colour Catalogue (SASCC), International Philatelic Services, Johannesburg.

South African Philatelist, 1922 to 1990.

Originally published in Dutch in 'Bartolomeo Diaz,' the journal of Filatistenvereniging Zuidlijk Afrika (Volume 16, Number 62, November 2003). A short English version was published in the South African Philatelist for June 2004, p. 70-73.

Figure 13.  
Original  
and reprint.

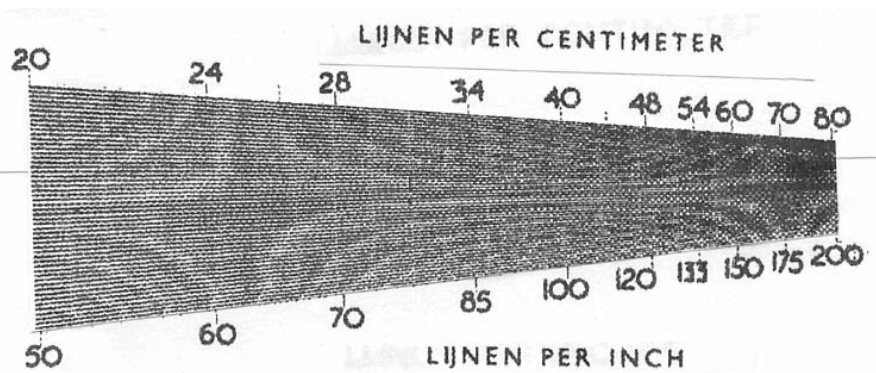


Figure 11. A raster gauge as used in the graphics industry.

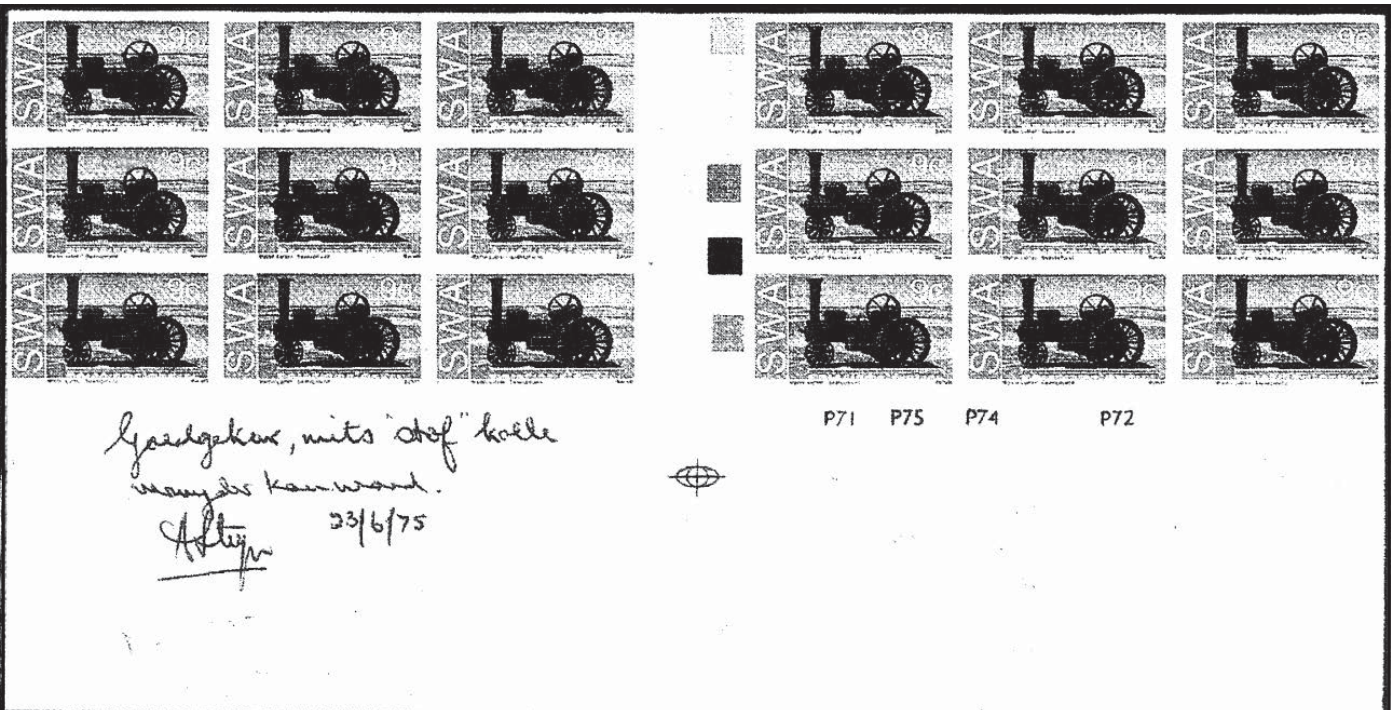
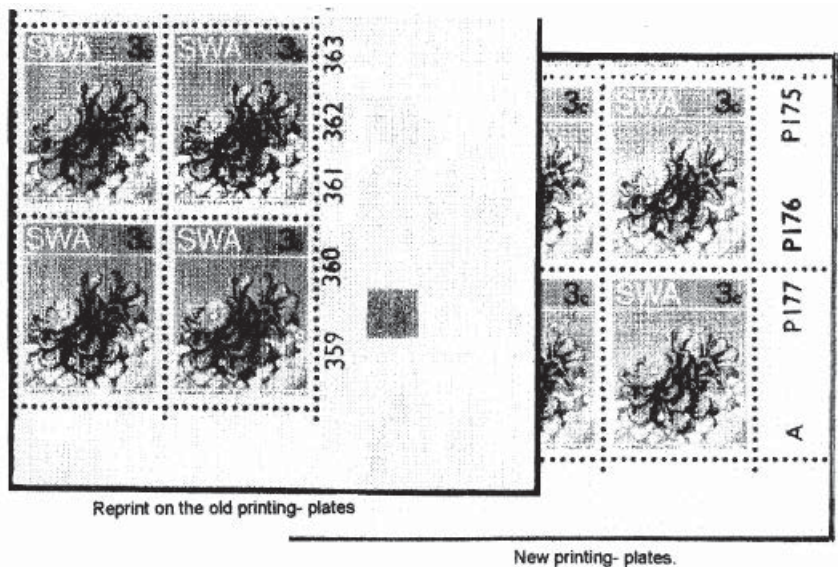


Figure 12. Approved proof with a correction.



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## Air Crash Covers on eBay

by Ken Sanford

Air crash covers to and from Southern Africa come up on eBay from time to time. The most common are the following:

\* Imperial Airways first northbound flight from South Africa to England in January 1932, damaged wheel mishap at Salisbury, Rhodesia and forced landing in a swamp near Broken Hill, Northern Rhodesia. These usually sell for a range between \$20 and \$40. However, there was one recently with a starting price of \$20, and there were no bids.

\* Imperial Airways "Challenger" crash at Lumbo, Mozambique on 1 May 1939. These usually sell for a range between \$75 and \$140.

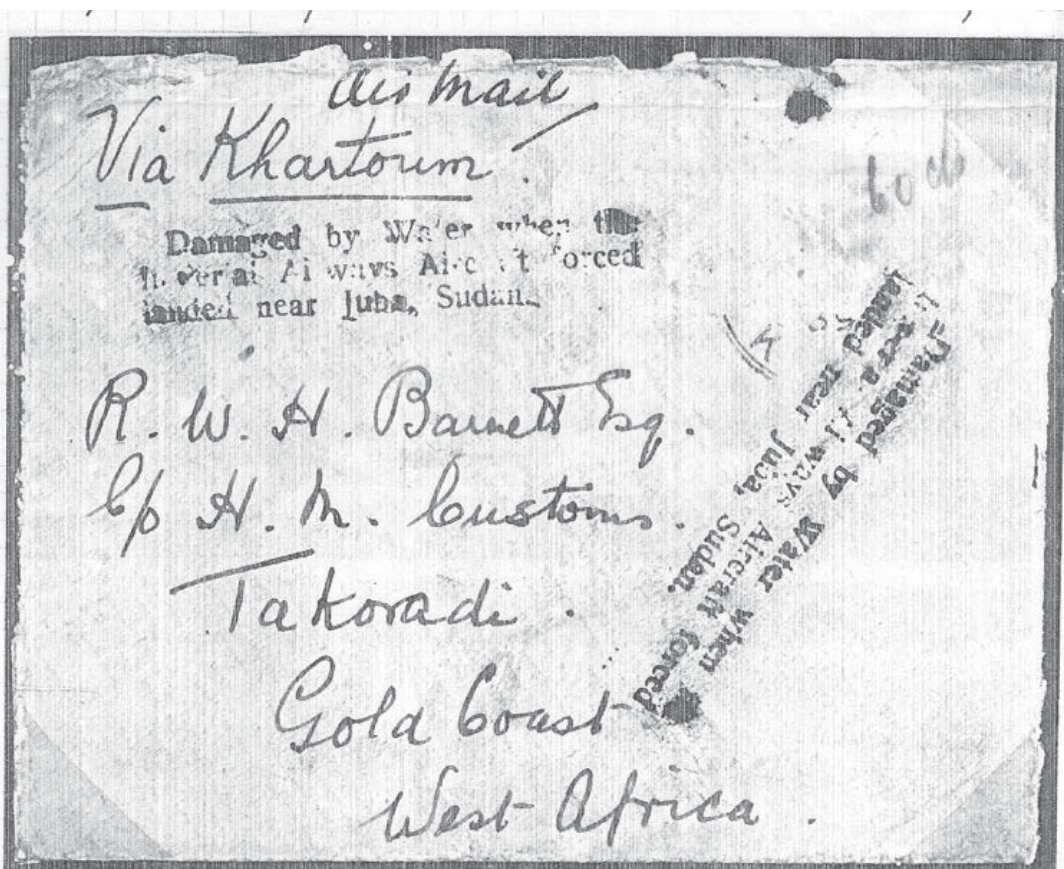
\* Lufthansa Boeing 747 crash at Nairobi, Kenya on 20 November 1974. These usually sell for a range between \$50 and \$100.

\* South African Airways Boeing 707 at Windhoek, Southwest Africa on 20 April 1968. These usually sell for a range between \$150 and \$250. There was one recently with a starting price of \$300, which did not get any bids.

They usually sell, but sometimes the sellers put such ridiculously high starting prices on them that they don't get any bids at all.

Very seldom does a cover come on eBay from the crash of the Imperial Airways "Corsair" near Faradje,

Belgian Congo on 15 March 1939. In my recent book "Air Crash Mail of Imperial Airways & Predecessor Airlines", I showed a Corsair cover from South Africa to Takoradi, Gold Coast. Someone had sent me a photocopy, which I used in my book. This same cover recently showed up on eBay. It started at \$.99 and the bidding went to \$1,125. It is now in my collection. This is a very rare destination for a Corsair cover.





# Surcharged Stamps of Lesotho, 1986-1991:

## Part 2, SG 719 to 724

by Morgan Farrell

This continues my survey of the surcharged stamps from Lesotho issued from 1986 to 1991. The first instalment appeared in Forerunners #50 to which the reader is referred for a general introduction and summary of issued surcharged, types of overprint, and watermark.

Please forward any new information to Morgan Farrell, P.O. Box 1064, Hamilton, MT 59840, USA or email mtf3@qwest.net.

### 15s on 60s

SG 719 - 1982 imprint with watermark (ill. 40)

Control 2A2A2A2A (ill. 41)

SG 719a - 1981 imprint without watermark (ill. 42)

Control 1A1A1A1A (ill. 43)

The surcharge is on the 60s bird definitive of both the 1981 and 1982 printings. The surcharged stamp was first issued August 1986. All are surcharged with the same Type 3 as previously used, but reassembled in a new setting. This is the same format as for the 15s on 2s issues so this reassembling may indicate the order of surcharging. It would seem that the 15s on 2s were surcharged first. Then the 15s on 1s and the 15s on 5s with its new setting were surcharged. Finally, the 15s on 60s would be surcharged and the need to reset the type occurred. Three of the same varieties are seen. One other changes slightly and three new varieties appear. I am open to suggestion as to how other varieties are not seen. Perhaps it was a result of cleaning the type during the resetting.

### Varieties

- Row 2/2 - surcharge slopes down (ill. 44)  
 2/3 - top bar of "5" shortened  
 3/2 - surcharge slopes up (ill. 44)  
 5/2 - "mark to right of bars" is missing,  
 but a part is seen below the bottom



Illustration 40

bar at right that indicates this to be the same variety  
 - though altered

5/4 - broken "s" (ill 45)

6/3 - small diagonal line above and to right of "s"

9/1 - tiny dot 2 1/2 mm above "s"

### Errors

The only errors that I have seen on this issue are on the same sheet. There are ink blotches on stamps of rows 4, 5, and 6. This has been seen on at least two sheets. On the same sheet, the surcharges on rows 7 through 10 are misplaced horizontally (both on ill. 46).



Illustration 42



Illustration 41





Illustration 45



Illustration 43



Illustration 44





Illustration 46 (reduced in size to 85 % of original)



## 35s on 25s

SG 720 - 1982 imprint with watermark (ill. 47)

Control 1A1A1A2A (ill. 48)

SG 720b - 1981 imprint without watermark (ill. 49)

Control 1A1A1A1A (ill. 50)

The surcharge is on the 25s bird definitive with both 1981 and 1982 imprinted stamps. The 1981 imprint are by far the scarcest. These were issued September 1987. All are surcharged with Type 4. This surcharge has two sizes of "s", large and small. Those with small "s" (ill. 51) are seen on positions 1/5, 1/6, 1/8, 1/9, 2/6, 2/7, 2/8, 3/5, 4/4, 4/6, and 4/8.

### Varieties

None has been identified. I desperately need to acquire a full sheet of these stamps to compare with two subsequent issues that are surcharged with Type 4, but in different settings.

### Errors

SG 720 - Some misplaced varieties are known. One has the surcharge slightly to the left (ill. 52). A second shows the surcharge halfway up the stamp and is split (ill. 53). A third has the surcharge at an angle (ill. 54). A fourth has the surcharge also to the left and the stamp itself has a pre-printing paper crease (ill. 55).

SG 720b - This scarcer stamp seems to show the scarcer varieties as well. There is a double surcharge, SG 720ba, which I can show with both large "s" (ill. 56) and small "s" (ill. 57). I also has an uncataloged inverted surcharge (ill. 58). I have two misplaced surcharges with the first to the left (ill. 59) and the second split horizontally (ill. 60).



Illustration 48



Illustration 47



Illustration 49



Illustration 50





Illustration 51



Illustration 54



Illustration 55



Illustration 52



Illustration 58



Illustration 59



Illustration 53



Illustration 56



Illustration 57



Illustration 60

### 35s on 75s

SG 721 - 1981 imprint without watermark (ill. 6 1)

Control 1A1A1A1A (ill. 62)

SG 721c - 1982 imprint with watermark (ill. 63)

Control 1A1A1A2A (I assume)

The surcharge is on the 75s bird definitive with both the 1981 and 1982 imprints. To date, only one sheet has been found with the 1982 imprint. The stamps were issued September 1987 and the Type 4 surcharge was used for all. The setting was changed from that used for the 35s on 25s to conform to the 10 rows by 4 format for these stamps. There are again, small "s" surcharges in 11 positions - 1/4, 2/4, 4/4, 5/4, 6/4, 7/1, 7/4, 9/1, 9/3, 10/1, and 10/2.

### Varieties

I own a complete sheet of this stamp, but a detailed study of the surcharge has not been done yet. It would be better to tackle this project once I've found a sheet of the 35s on 25s. One variety is noted.

Row 6/4 - bottom line of surcharge is damaged on the bottom.



## Errors

I have found two types of double surcharge, SG 721b. The first has two bold surcharges (ill. 64). The other has one bold surcharge and one faint and split vertically (ill. 65). I have seen stamps with slight surcharge misplacements, but I don't own any.



Illustration 61



Illustration 63



Illustration 64



Illustration 65

## 35s on 75s

SG 721d - 1981 imprint without watermark (ill. 66)

Control 1A1A1A1A (ill.67)

The surcharge is again on the 75s bird definitive with 1981 imprint. It was done with the Type 5 surcharge. It has been suggested that this is from a trial printing that was not approved. Nevertheless, some few sheets got out. I own a bottom right control block and I know of two others, so at least three sheets exist. No varieties or errors are known.



Illustration 66

## 9s on 30s

SG 722 (ill.68)

Control 1A1A1A1A (ill. 69)

The surcharge is on the 1984 30s butterfly definitive. These were issued July 1986 and are surcharged with the Type I surcharge that was used on the 9s on 10s stamp. It was reassembled in a new setting to conform to the 7 rows by 7 that this definitive series was printed in. The same varieties that were seen on SG 715 are again seen here in different positions.



Illustration 62





Illustration 67

### Varieties

- Row 1/5 - top bar tapered at left  
 2/1 - vertical gap in bars (ill. 70)  
 4/3 - lower bar tapered at right  
 7/5 - notch in left side of upper bar (ill. 71)

### Errors

SG lists a horizontal pair with one missing the surcharge, SG 722b. I have not found this yet. This must occur when either the sheet being surcharged or the plate doing the surcharging is not centered correctly and an outside row gets missed.



Illustration 68



Illustration 70



Illustration 69



Illustration 71



## 9s on 30s

SG 722a (ill. 72)

Control 1A1A1A1A (ill. 73)

This surcharge is again on the 1984 30s butterfly definitive, but a new surcharge type is used. The issue date is July 1986 and the surcharging was done with Type 2 surcharge.

### Varieties

Row 5/7 - broken tail to 9 (ill. 74)



Illustration 74



Illustration 75



Illustration 72

### Errors

I have a horizontal pair with one stamp missing a surcharge, SG 722ac (ill. 75). I have two types of double surcharge, SG 722ab. The first is with two bold surcharges (ill. 76). I believe that this is the only known used. The second is with two lightly printed surcharges, one lighter than the other (ill. 77). It is so lightly printed that the surcharge appears questionable. I am certain of my source though and I am sure it is genuine. I also have a triple surcharged stamp, SG 722ad (ill. 78). I have two misplaced surcharges. One has the surcharge on the left side of the stamp (ill. 79) and on the other it is misplaced vertically (ill. 80 and 81).



Illustration 77



Illustration 78



Illustration 79



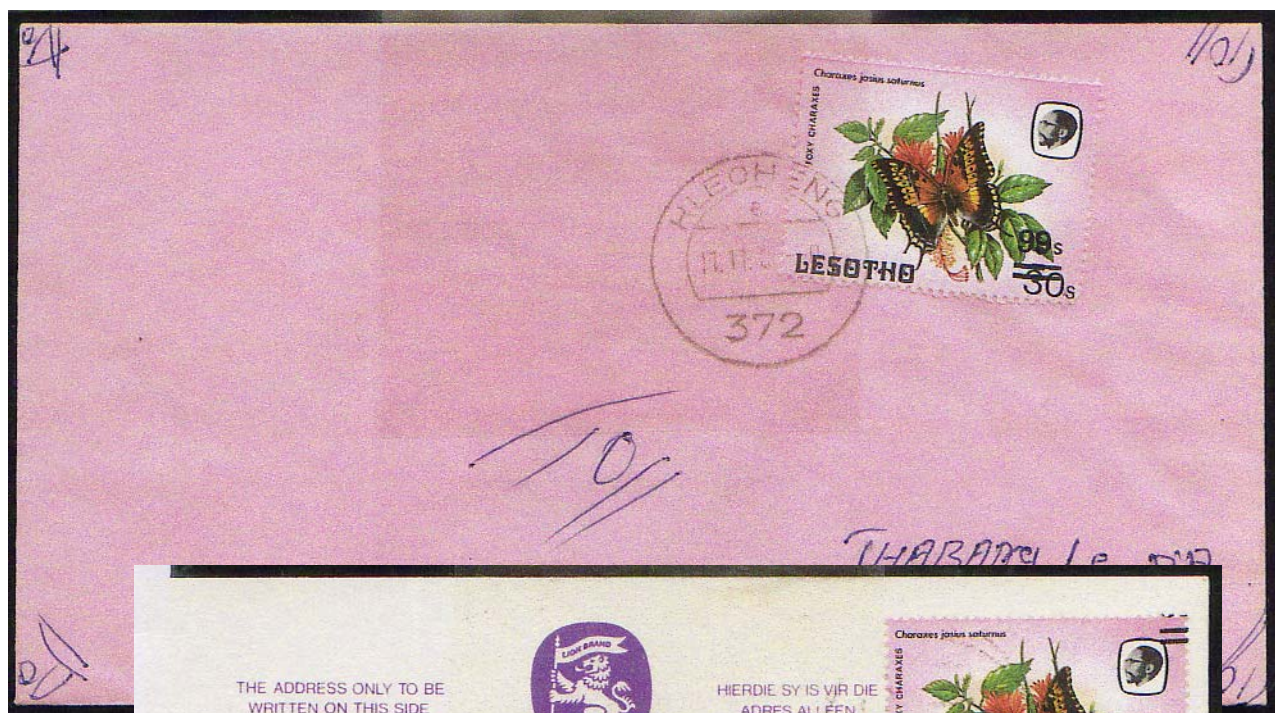


Illustration 76

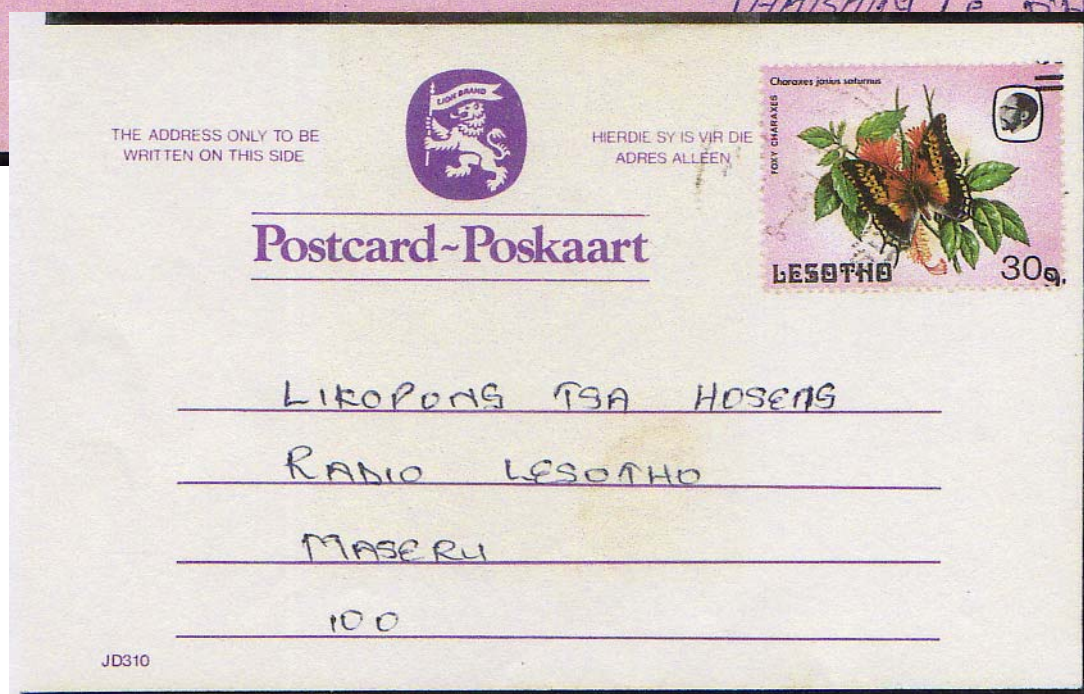


Illustration 80



Illustration 81



## 9s on 60s

SG 723 (ill. 82)

Control 1A1A1A1A1A (ill. 83)

This surcharge is on the 1984 60s butterfly definitive. It was issued July 1986. The same Type 2 surcharge was used as on SG 722a and the same setting was used.

### Varieties

Row 5/7 - broken tail to "9" (ill. 84)

### Errors

I have found three types of double surcharge, SG 723a. The first double is vertical (ill.85). The second is horizontal (ill. 86), and the third is almost with one surcharge superimposed one on another (ill. 87). There is a double surcharge with one inverted, SG 723b (ill. 88), and a single surcharge inverted, SG 723c (ill. 89). There is also a triple surcharge, SG 723d (ill. 90). I have one misplaced surcharge with the surcharge to the center and split vertically (ill. 91).



Illustration 82



Illustration 84



Illustration 86



Illustration 83



Illustration 85



Illustration 87





Illustration 88



Illustration 89



Illustration 90



Illustration 91

## 15s on 1s

SG 724 (ill. 92)

Control 1A1A1A1A (ill. 93)

This surcharge was on the 1984 1s butterfly definitive that was issued in June 1986. This has to be the Type 3 surcharge that was used as on previous discussed issues. However, many of the previously identified varieties are not seen here. This and subsequent surcharges of Type 3 on butterfly stamps can be seen to have preceeded the others by their issue dates. Thus, I can only assume that the varieties not seen were introduced later. A different setting is used for this issue to accommodate the 7 rows by 7 format of the stamps.

### Varieties

Row 4/7 - tiny dot above left end of top bar

7/7 - dot 2 1/2mm over "s"

### Errors

I have two types of double surcharge, SG 724a. One has the second surcharge horizontally to the left (ill. 94). The other type has the second surcharge almost superimposed over the first (ill. 95). I have a horizontal pair with one stamp without surcharge, SG 724b (ill. 96) and a stamp with a surcharge misplaced up and to the left (ill. 97).



Illustration 93



Illustration 92



Illustration 96



Illustration 95



Illustration 94



Illustration 97



# Journey to the Past: The Camel Post to Mier

by Werner Seeba

South Africa's camel post operated intermittently for a period of fifteen years in the arid, semi-desert reaches of the division of Gordonia in the northwestern Cape. Of this chapter in the philatelic and postal history of southern Africa, little has been documented. It all started when a postal agency was established at Rietfontein, located in Mierland and geographically part of the then British Bechuanaland, in 1895. The canceller issued to the agency was inscribed Mier. However, Mier do not exist as a settlement in Mierland. The reason for this is not known.

The nearest town to Mierland is Upington on the Orange River. From here the traders' route led to Swartmodder, 95 km away, where the road enters the bed of the Molopo River. To this day the road follows the white-and-grayish sand expanse of the Molopo's dry bed, avoiding the reddish loose sand dune ridges and dune 'streets' of the Kalahari veld through which the river makes its way.

Today the road is a good one. A car travelling at speed on a still day leaves an 8 km trail of white dust hanging in the hot air, and there are frequent grid gates. Large camelthorn trees mark the Molopo's course, scrub and thin grass grow in the almost featureless Kalahari alongside.

From Swartmodder, then spelt Zwartmodder, the Molopo River road reaches north past the lonely farming outposts of Vrouenspan, Koopan-suid, Lentlandspan (a corruption of Lieutenant's Pan, one-time ranch of the legendary Scotty Smith), Inkbospan, etc., to the Mierland, which lies between the Molopo and the South West African border.

The Mierland, partly Kalahari sandveld and partly low gravel hillocks interspersed by waterless pans (the Hakskeenpan is the main one), has a number of springs which support irrigation on a very small scale.

When the postal service started in 1895, mail was conveyed from Upington to Zwartmodder on horseback once a week. From

there it was carried to Mier by runner every fortnight, the runner taking five days for the journey of 160 km.

In 1898 use was made of an ox-cart (Ill.1) to convey the mail between Zwartmodder and Mier, but the postal authorities soon



Illustration 2. Old photo showing three postal officials with an unsaddled camel.



Illustration 3. An illustration by H.W. Wilson showing the two-camel configuration used in delivering the mail.

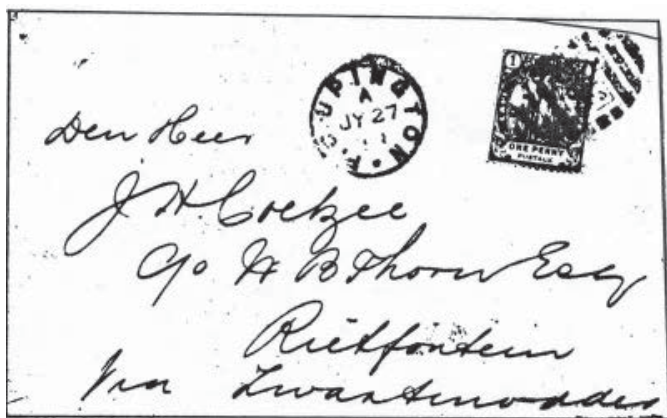


Illustration 1. Cover carried by the first oxcart service between Zwartmodder and Mier (Rietfontein), from Upington, postmarked with the Cape barred numeral 966 and the P.O. Upington postmark of 27 July 1898, endorsed "via Zwartmodder" and backstamped at Mier on 1 August 1898.



realized the nature of the terrain to be traversed made this a difficult and costly service. Watering points were far between and scant feed could hardly keep a bovine trotting on schedule.

The Cape Post Office then decided to make use of camels (Ill. 2) to transport the mails. Some camels had been imported for inoculation experiments after the great rinderpest of 1895-96, and four camel cows were acquired from the Uitsluiting Government Forest Stations in the western Cape in June of 1899.

The camels and their driver were sent to Zwartmodder from where they started the camel mail conveyance during July of 1899.

Two camels were used on each trip, one to be ridden and the other to carry the mail (Ills 3-5). The trip of 160 km took four days each way, the animals feeding on grass and scrub on the way.

From the outset the Camel Post service was popular. It cost £204 per annum and was found to be tremendously successful. The camels completed the journey in less than the stipulated four days.

During the Anglo-Boer War the service was suspended from 9 March 1900 to 18 May 1900, and the camel were driven across the border of German South West Africa to escape capture by the republican forces.

In 1902, the Post Office bought a camel bull from the Cape department of agriculture, and in October 1904 the first camel calf was born.

From 1905, at the time of the Herero War, and later in the Bondelswart campaign and related military activities in German South West Africa, precipitated a considerable increase in the mail conveyed between Rietfontein/Mier and Zwartmodder. Rietfontein, known as Mier because of its being the main center of the Mierland, is only a few kilometers from the eastern



Illustration 4. Camels and riders outside Mier postal agency. From Putzel's Encyclopaedia of South African Post Offices and Postal Agencies (vol. 2, p. 353, 19).

boundary of German South West Africa and became the favored private routing point for mail from Hasis, Aroab and other places east of Keetmanshoop.

The increase in parcel and letter post overtaxed the strength of the camels, with the result that a quantity of mail matter frequently had to be left behind. Subsequently, a prolonged drought led to a scarcity of the herbage on which the camels fed, with the result that they fell into poor condition. One cow was lost to a snakebite. The Commissioner of Police, however, on several occasions, came to the assistance of the post office and arranged for the mails to be carried by police patrol camels while the post office camels were resting.

It happened a few times that the post was entirely suspended owing to the increased weight of the mails, and in 1906 a temporary ox-cart service was resorted to until the herd could be strengthened by the addition of new animals.

Additional camels were imported from Egypt, and in May 1907 the camel post service was resumed. By October 1907 a reversion to the ox-cart system was unavoidable as two of the camels had become incapacitated.

On 1 February 1909 the carriage of mail by camel on the Zwartmodder-Mier route was resumed and continued

uninterrupted until 31 March 1914. It was on that date that the service was permanently suspended due to a shortage of camels. During the last five years the post office herd had grown to as many as fifteen at a time, one or two of which had been obtained from the police force. However, sickness and old age had rendered a number of them useless. The balance of eight camels was transferred to the union Defense Department, and the oxcart service was again introduced on 1 April 1914.

Originally appeared in the November 1977 issue of the South African Philatelist, p. 300-302.



Illustration 5. Camel post in the Kalahari Desert. From Rosenthal and Blum, Runner and Mailcoach, Purnell, Cape Town, 1969 (p. 56-7).



# The Mier Camel Post Told by the Postmaster-General's Annual Reports

compiled by Peter Thy

1898

**Zwart Modder (Gordonia).** - The Mails for Zwart Modder having grown in bulk the horse post hitherto employed has been replaced by an Ox-cart Service from Upington. This facilitate the despatch of parcels to Zwart Modder, and is an improvement that will be much appreciated, as the residents in the Zwart Modder neighbourhood, owing to transport difficulties in time of drought, have to depend to a great extent upon the Postal Service for such supplies as can conveniently be transmitted by parcel Post (1898, p. 5).

1899

**Mail Conveyances by Means of Camels.** - Owing to the nature of the country to be traversed it was found difficult without incurring enormous expense to maintain either a horse or a ox-cart service from Zwart Modder to Mier (Rietfontain) in the District of Gordonia, on the fringe of the Kalahari Desert, but as a postal connection is necessary for administrative reasons, it was suggested that the camels belonging to the Government, kept at the Uitvlugt Forest Station, near Cape Town, might be used. Four camel cows were accordingly sent up during June last, with the driver who had been in charge of them at Uitvlugt. They commenced work in July and have proved a great success. The driver uses two on each trip, one to ride and the other to carry the mails, the others meanwhile resting. By this arrangement each couple get 14 days rest each month.

The camels have not once been late, but generally do the journal some hours under the time formerly allowed to contractors, viz.: 4 days each way.

They feed on the grass and scrub along the road when at work, and are turned out to grass, when resting, in charge of a herd. It has been stated, however, that at Zwart Modder the veldt was destroyed owing to the camels pulling up the herbage by the roots when feeding. This matter is under investigation by the Civil Commissioner. It is probable that the headquarters will be moved from Zwart Modder to Mier where there is a better grazing ground, and it is hoped the cause for further complaint will thus be obviated.

The service is now costing the Government £304 per annum (£120 for driver and £84 for the herd) against £800 formerly paid when the contract was given out (1899, p. 6).

1900

**Camel Post.** - The employment of Camels for the conveyance of the mails in Gordonia between Zwart Modder and Mier (Rietfontain) - a distance of over 100 miles across sandy country - continues to give every satisfaction. Owing, however, to the rebellion in the North-West Districts, the Camels were driven across the German Border to escape capture by the Boers, and

the service was therefore suspended from the 9th of March to the 18th of May (1900, p. 10).

1903

**Camel Post.** - The camels used in the district of Cordonia for conveying mails between Zwart Modder and Mier continue to give satisfaction. The herd now consists of one bull and four cows, the bull having been purchased through the Agricultural Department and added to the herd during the early part of the year. From the experience gained by this Department, there is little doubt that the camel is a most useful animal for transport purposes in certain districts where other means fail owing to the sandy nature of the soil, and it is interesting to note that the introduction of these animals into Rhodesia for riding and transport purposes also appears to have been a success, the Government of that country having procured 34 from India together with attendants (1903, p. 5).

1904

**Camel Post.** - The camel post between Zwart Modder and Rietfontein (Mier), in the district of Gordonia, continues to give satisfaction, and it is in contemplation to extend the use of these animals to other posts in the district. Five camels are employed in the service together with a rider and a herdsman, In October last a camel calf was born and is thriving well (1904, p. 5).

1905

**Camel Post.** - Owing to the war in German South-West Africa the parcel post to Rietfontein has increased considerably, and towards the close of the year the mail from Zwart Modder was at times so heavy as to overtax the strength of the camels and to necessitate leaving a quantity of mail matter behind. The prolonged drought led to a scarcity of the herbage on which these animals feed, with the result that they fell into poor conditions an done cow died - the immediate cause of death, however, being snakebite. A second cow is still very weak. The Commissioner of Police kindly came to the assistance of the department, and carried the mails on several occasions while the post office camels were resting. Arrangements have been made for a temporary ox-cart service until the herd can be strengthened by the addition of new animals. The department has now at Rietfontain one bull, three cows and a calf - the latter Colonial-born, is said to be a very promising animal and is now 16 month old (1905, p. 4).

1906

**Camel Post.** - The utilisation of camels for conveying mails between Zwartmodder and Rietfontain has been suspended during the year, owing to the great increase in the weight of the mails. Two additional animals were specially imported from Egypt, and I regret to have to report that one of these died on arrival at

Zwartmodder. The cause of death could not definitely be stated, but from information received from its driver, and from a member of the Cape Police who was present when the animal died, it would appear that death was due to a severe chill caught on the road from Prieska to Zwartmodder. The weather at that time was extremely hot by day and cold by night. I am hopeful, however, that it will be possible to resume camel working shortly.

There are now seven animals owned by the department, of which one is three months and another two and a half year old, both Colonial born. Of the other five, one is hopelessly lame (1906, p. 4).

#### 1907

**Camel Post.** - In May the camel post between Zwartmodder and Mier was resumed, but a reversion to the ox cart service was unavoidable in October, as two of the cows became incapacitated toward the end of the month. The crippled cow referred to in my last Report was shot as incurable in April. The Department now owns eight camels, four of which are Colonial born, but are still too young for work (1907, p. 3).

#### 1908

**Camel Post.** - Owing to the severe drought, the camels had to be

withdrawn from Rietfontain and sent to Zwartmodder to recuperate, an ox cart service being made use of in the meantime. The seven animals, four of which were bred in the Colony, are now in good conditions, and will be again placed in work early in 1909 (1908, p. 3).

#### 1909

**Camel Post.** - The conveyance of mails between Zwartmodder and Mier (Gordonias) by means of the departmental camels was resumed on 1st February, and continued without interruption throughout the year. One calf was born, and an additional animal purchased from the Police Department, but on the other hand a very promising calf was accidentally killed. The Department now owns eight animals, six of which are available for the mail service. Of the remaining two, one is too young and the other, an old cow, which was originally taken over in 1899 from the Forest Department, has been finally relieved of work (1909, p. 3).

#### 1910

**Camel Post.** - The conveyance of mails between Zwartmodder and Mier (Gordonias) has been carried on with the Departmental camels without interruption. One calf was born during the period under review (1910, p. 22).

## Censorship

# Civil Censorship in WWII. Large and Small Labels with Unie van Suid-Afrika/Union of South Africa

by Chris Miller

I am indebted to both John Little and Tom Mullins for the work that they have done on listing the South Africa World War II civil censorship devices.

I had some difficulty when trying to identify my own and found that some of the variants are much scarcer than I had thought.

The large labels can be classified first by the size of the print of the main words. Mostly they are about 7.5 mm tall, but there is a scarce variety of which only a handful of examples is known where it is nearly 10 mm (Figure 1).

The 7.5 mm pile can then be sorted into those where the gap between the central line and 'OPENED' is about 4 mm and those where it is only about 2.5 mm (Figure 2).

The 4 mm gap variety is much the scarcer of these, although it was used from at least 1941 to 2 October 1944. It is listed in Little's book (1C1) as being used in Capetown and Windhoek, but the examples I have were all used in Johannesburg, which is not listed.

Those where the gap is 4 mm can further be subdivided by what occurs after the word 'Groot.'

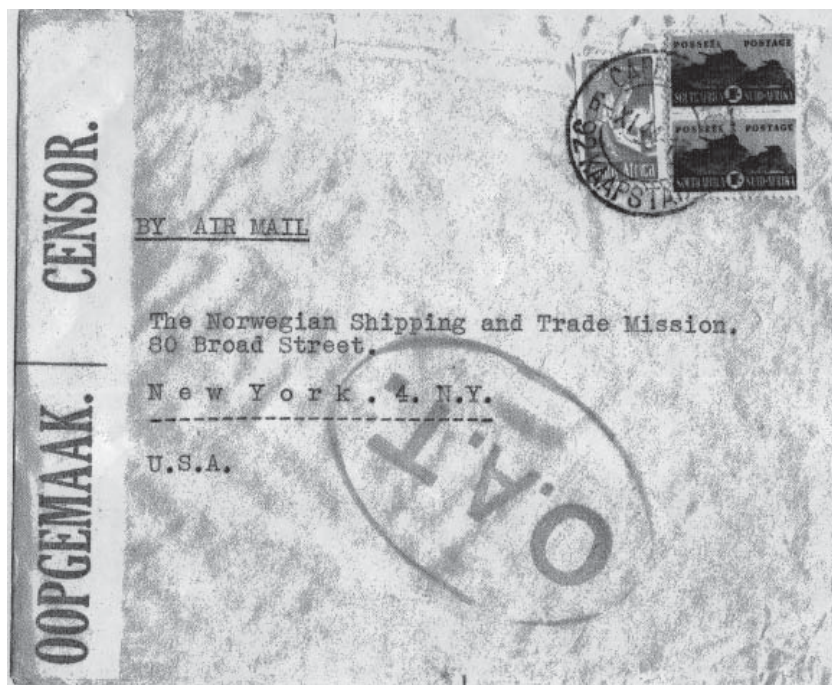


Figure 1. Airmail letter with OAT marking. The large censor label is 1C4 with print 9.5 mm high.





Figure 2. Large label with 2 mm between dividing line and 'O' of "OPENED."

The common variant is that with a space (1C2), which Little lists as used in Capetown and Johannesburg. Examination of a large number of these suggests that the dot, which is after 'Groot' and is listed as (1C3) progressively disappeared.

I have not found any examples, which were used in the censor stations other than Johannesburg and Capetown for either 1C2 or 1C3.

Extraordinarily I do have one example of 1C3, which was used in Durban where fairly substantial damage has occurred to the font of the 'N' in 'OPENED' (Figure 3).

The gap, which resulted, was closed up in a new variant listed by Tom Mullins. This type can also be found with a progressive disappearance of the dot after 'Africa' (Figure 4), which Mullins has also identified.

I am showing an illustration of the label with the main print nearly 10 mm high. The few examples reported have all been used in Capetown in late 1944 (Figure 1).

Moving on to the labels designated 'small' (Figure 3) it becomes quickly apparent that the size quoted has nothing to do with the size of the label or the use to which it was put. The suggestion has been made that the instructions given to the printer had been misinterpreted. As this lasted for most of the war I choose to support the printers!

The commonest variant has the gap between the central line and 'OPENED' as about 5 mm. This is found not only on the usual off white paper (1B1) but also on a coarse buff paper (1B2). Most examples that I have seen have been censored in Capetown and although it has been reported that arms handstamps are not found on these labels I have a number of buff ones with a red arms A handstamp for Capetown. The buff labels date from about

November 1941 (no arms handstamp) to June 17, 1942 (with arms handstamp). In Little the buff label is only recorded from Johannesburg.



Figure 3. Small label with 5 mm gap between dividing line and 'O' of "OPENED."



Figure 4. Letter from Italian internment camp censored with large label. Full stop after 'AFRICA' is missing due to wear.

The white variant (1B1) can be found from Durban and Pretoria, but these are scarce.

All other variants are rarer. That with a 6 mm gap is reported by Little as used in Capetown. I can add two examples used in Johannesburg. The two varieties listed by Little are with a full stop after 'Klein' (1B4) and without (1B3). Although these small labels are very numerous I have not managed to add to the list of varieties.

I feel sure that readers can add to the list of types and uses of these labels. If so, I would like to hear from you at the addresses given on page 1.

Little, D.J., 2000. British Empire censorship devices - World War ii - Section 1 (Colonies and Occupied Territories), Civil Censorship Study Group.  
Mullins, T.M., 2002. The censorship of South African civilian mail during World War II. Post Office Stone Vol 34, No. 1, p. 1-41.

# The Hurricane Lantern, Vryburg Post Office, 1893

by Brian Hurst

Research in the Cape Archives in Cape Town has unearthed an interesting 1893 correspondence between the British Bechuanaland Postmaster-General Richard Tillard and the Vryburg Postmaster Joseph Edmund Symons. The subject of the exchange concerns excessive use of lamp glasses at the Vryburg Post Office. The original documents are illustrated on the following two pages and their transcription is on this page to the right.

It all starts with a internal memorandum from the Vryburg Postmaster asking what happened to the lamp glasses he had previously requested. The Postmaster-General personally examined the case and discovers that 23 lamp glasses has been supplied to Post Office during the past eight months. Naturally, he requests an explanation from the Postmaster who replies that he does not know what is wrong. All he knows is that it is not from carelessness. The Postmaster-General apparently inspects the Post Office and can tell the Postmaster that the problem is the lamp in the private box passage that probably breaks from draught. A hurricane lantern is thus ordered from the store. We should perhaps explain that the British Bechuanaland General Post Office was located in Vryburg and that the Postmaster-General, like the rest of the citizenship, had to fetch his mail from the private box passage.



A typical hurricane lantern of the era.

## **The Postmaster General**

### **Vryburg**

There are only two lamp glasses in P.O. Requisition for further supply was sent in on 21<sup>st</sup> ultimo. Want of same causing great inconvenience, and delays in making up of mail in evening.

*J. E. Symons*

*P.O.*

*Vryburg*

*6<sup>th</sup> January 1893*

## **The Postmaster**

### **Vryburg**

Explanation is requested of the large consumption of lamp glasses in your office. 23 having been supplied since 19 October last.

*R. Tillard*

*Acting P.M.G.*

*Vryburg 6-1-93*

## **The Postmaster General**

### **Vryburg**

They break while in use. I cannot tell why – it is certainly not through carelessness.

*J. E. Symons*

*P.O.*

*Vryburg 7.1.93*

## **The O.C.S. (Officer in charge of Stores)**

### **Vryburg**

Submitted. There are five lamps in the office, but only three constantly used. I understand the breakage is confined principally to the lamp in the passage where the private boxes are fixed and I should suggest that a lantern is obtained for this place as the breakage probably arises from draught.

*R. Tillard*

*Acting P.M.G.*

*Vryburg 7-1-93*

## **Minute to the Acting Postmaster-General**

A hurricane lantern has been ordered for the private box passage.

*G. McNulty*

*In charge of Stores*

*Vryburg*



-8JUL 93

18/93

The Postmaster General  
Washington

There are only two  
camp places in P.O.  
regiment for further supply  
was sent in on 2nd ult.

Kind of same causing  
great inconvenience, & delays in  
making up of mail in  
evening

P.O.  
Washington  
6th Jan'y 93

J. S. Gurney

Augt.	2
Sept.	4
Oct.	2
Nov.	4
Dec.	5
	19
	12
	31
Oct 79	6
Nov 12	12
Dec 24	5

The Postmaster  
Washington

Explanation is requested  
of the large accumulation of letters placed  
in your office 23 having been received  
since 19 October last

J. S. Gurney

Washington 6-1-90 alt. P.O.

The Postmaster General  
Washington

They break while in  
use. I cannot tell why.  
It is certainly not through  
carelessness

P.O.  
Washington  
7.1.93

J. S. Gurney

The O.S.

Waynes.

Self-written. There are five lamps  
in the office. but only three constantly  
used. I understand the leakage is  
confined principally to the lamp in the  
passage where the private boxes are fixed  
and I should suggest that a lamp  
be obtained for this place. as the leakage  
probably arises from draught

R. G. Munn  
Acting Secy

Waynes

7-1-90

Minute No

The Acting Postmaster-General.

A hurricane lantern  
has been ordered for the private  
box passage.

G. Munn  
In charge of Stores

Waynes  
9. 1. 93.



# 1931-1932: The Beginning of Airmail Services

by H.U. Bantz

*Summary: This column deals with the beginning of airmail services in South West Africa. First on a trial basis due to delays with the start of overseas connections, thereafter linking till 1935 on a regular basis with the London-Cape Town flights at Kimberley.*

The year 1931 saw the introduction of a provisional airmail service in South West Africa. It was also the year when the first definitives were issued (see Bantz in 'Forerunners', Vol. XVII, No.2 and No.3). However, the 1931 service was not the first occasion that mail was transported in a flying machine.

The Berlin merchant house Rudolf Schuster had in 1914 an Otto-Bi-Plane of the firm Pfalz shipped to the then German South West Africa. The aircraft with the pilot Bruno Büchner left Swakopmund on May 18, 1914 with stops at Usakos, Karibib and Okahandja, reaching Windhoek on May 24, 1914. Airmail carried on this flight, which took place just 10 years after the Wright brothers had taken to the air on Dec. 17, 1903, is scarce and pricey. (see Bantz in 'Forerunners', Vol. XV, No.1).

In 1930, the SWA Postal Administration called for tenders to establish a weekly airmail service from Windhoek to Kimberley to link with the planned Imperial Airways London – Cape Town and Cape Town - London service. The Junkers Flugzeugwerke AG of Dessau, Germany won this tender. On Nov. 4, 1930, J. A. Venning, Director of Posts and Telegraphs, and F. Hoepfner, the authorized representative of Junkers, signed the agreement.

Junkers delivered a single-engine JU-50 and formed SWA Airways. The 'feeder' service to Kimberley was to start on April 1, 1931. However, the London – Cape Town service was delayed for various reasons. It was then decided to use S.W.A. Airways, for a while on stand-by, for a provisional internal airmail service to test the response of the public to this novelty.

Postage was fixed at 4d per 1/2oz. No additional charge was made for the onward transmission by conventional means.

## 1931: Provisional Internal Services

The public could make use of three services along routes linking the main settlements, namely:

### a) NORTHERN SERVICE:

Windhoek–Okahandja–Omaruru–Otjiwarongo–Tsumeb–Grootfontein; weekly from Aug.1, 1931 to Feb.15, 1932 – a possible total of 28 flights.

Pilot on the opening flight was Capt. W. J. C. Fry, a British war pilot. The aircraft developed oil

trouble and was forced to make an emergency landing 15 miles south of Tsumeb. The mechanic was able to fix the broken oil pipe temporarily and the flight to Tsumeb was resumed. In Tsumeb proper repairs had to be undertaken. On Capt. Fry's instruction mail for Grootfontein had to be off-loaded from the aircraft and was conveyed together with mail posted at Tsumeb for the Tsumeb-Grootfontein leg by car to Grootfontein. Fry flew to Grootfontein on Sunday, Aug. 2, 1931, without mail. Hence, mail from the Tsumeb-Grootfontein leg of the opening flight was not flown at all and is as such a curiosity. (Fig. 1)

The return flight Grootfontein-Windhoek happened without further mishap on Monday, Aug. 3, 1931.

### b) SOUTHERN SERVICE:

Windhoek-Rehoboth-Mariental-Keetmanshoop: weekly from Aug. 5, 1931 to Dec. 4, 1931, a theoretical total of 17 flights.

Capt. A. O. Wright inaugurated this service. The return flight from Keetmanshoop was carried out on Thursday, Aug. 6, 1931.

### c) COASTAL SERVICE:

Windhoek-Okahandja-Karibib-Swakopmund-Walvisbay: from Aug. 11, 1931 to Dec. 14, 1931.

This service was run in conjunction with the arrivals and departures at Walvisbay of mail steamers from and to Europe. The first flight with Capt. Fry as the pilot was scheduled for the



Figure 1. Provisional Internal Services of 1931. Because of an oil pump problem, the letter was only flown part of the flight.



Figure 2. Special Christmas Flight, First Airmail to Cape Town, 1931.



Figure 3. Tracing of modified canceller for the first airmail between Windhoek and Kimberley.

10th of August. However, the arrival of the mail steamer was delayed and the flight was undertaken one day later, on Aug. 11. The return flight from Walvisbay was done on the afternoon of the same day. Compare this with the time taken by postal runners forty years earlier or by ox wagons or even by the railway with the first passenger train arriving at the Windhoek Station at 13:30 on June 19, 1902 after a journey of two days from Swakopmund, including an overnight stop at Karibib.

### 1931: First Airmail to Cape Town

The southern service, suspended on 4.12.1931, was revived for a special flight with Captain Fry as pilot on Dec. 19th to connect with the London-Cape Town Christmas flight. A cover flown from Windhoek to Cape Town on this "Special Christmas Flight", the only flight till Sep. 2, 1935 for mail to be conveyed from SWA to Cape Town by air, is shown (Fig. 2).

There is a story behind the canceller used: upon delivery it was found that the canceller made by the firm Gleichmann in Germany had misspelled 'Eerste Lugpos' as "Erste Lugpos". 'First' and 'Erste' were removed from the canceller which now looks unbalanced (Fig. 3).

### 1932: First International Airmail

IMPERIAL AIRWAYS regular London-Cape Town service started only on Jan 20, 1932. SWA AIRWAYS' feeder service commenced on Jan. 25, 1932 with Capt. A. O. Wright as the pilot to connect with the return flight from Cape Town at Kimberley. SWAA operated these 'feeder flights' till Feb. 1, 1935 when SA AIRWAYS took over. A 'first flight' cover flown from Tsumeb to England with Wright's autograph and addressed to Wyndham is shown. (Fig. 4) The cover was flown from Tsumeb to Windhoek, from there to Kimberley and Salisbury. The plane crashed near Broken Hill in Northern Rhodesia. The mail, including this cover, was then carried on foot to Broken Hill and conveyed on the second Cape Town – London flight to England,

arriving at Purley on 17 Feb. 1932. The cover is correctly franked with 4d for registration and 1 shilling to England for a half-ounce unit.

### Conclusion

Each one of the covers shown here tells its own story. Airmail was, like the introduction of rail services, a huge step forward in communication and the conveying of mail and documents. The frequent crashes show how risky flying was in those days. Thanks to those pioneers and thanks to those who prepared the covers as a record to those events.







Figure 4. First international flight to Great Britain by Imperial Airways, 1932.

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- Stern, M. F. (sometimes after 1968): South African Airmails.
- Wyndham, L. A. (1936): The Airports of South Africa. – Cape Town. (Chapter 8 deals with South West Africa. The map has been taken from this book.)

## Rare Natal Cover Discovered

U.S. Philatelic Classics Society has announced that a rare postal history item — the front address panel of an 1857 folded letter from the British colony of Natal — was discovered misclassified among the Society's collection of fake or fraudulent items. The front has received an expert opinion of "genuine" from a British expertizing service and will be offered for sale in an auction in London this Spring ([www.spink.com](http://www.spink.com)).

The Natal cover front dates from 1857 and was mailed from Durban on the East Coast of South Africa, to Pietermaritzburg, approximately 40 miles inland. It is franked with two copies of the unwatermarked 3d rose embossed stamp of 1857-61. Each stamp is cancelled with a small "x" in pen. The receiver of the letter noted on the face that it was received on April 5, 1857. At the time, Natal was a separate British Crown Colony.

The item was originally donated by long time and now deceased Society member Scott Gallagher in 1993. The cover resided undisturbed in the reference collection until September 2003 when a collector living in Atlanta,

Georgia, saw it on the Society web site as a result of a web search for Natal covers and stamps. The collector contacted the Society, as he was familiar with this particular correspondence and believed the cover might in fact be genuine. In February 2004, the B.P.A. gave it a clean opinion and issued a certificate stating that it is genuine. Spink will sell it on behalf of the Society at its upcoming March 2005 British Empire auction. The cover is conservatively estimated at £500 to £700. (From Press Release, January 3, 2005.)



# Forerunners Forum

## Discussion of Bechuanaland Postmarks

by Peter Thy

Frederick Lawrence writes with additional information and corrections to the list of Mafeking postmarks in #49. Thanks to Frederick for the corrections. Please report other problems.

**BONC 890.** Lawrence has never seen a strike of this cancel used at Mafeking. It is listed by Frescura and Nethersole as used on May 13, 1894, with Batten as their source. Can a reader document its use at Mafeking?

**BONC 1045.** Lawrence points out that this cancel only is known as a proof impression made at Mafeking in 1900. It is thus correct that this cancel strictly speaking is not a British Bechuanaland cancel.

**SC.BECH.MAFEKING.** The Bechuanaland Society list the earliest day of usage of this canceller as July 8, 1886. The June date given in the list was taken from Frescura. It is possible that this difference merely represent an error in Frescura's book. Can any reader confirm the June date?

**SC.DOT.MAFEKING.** The earliest day of usage was reported by Lawrence in Forerunners #19 (The Juilius Weil & Co., Mafeking Frankings, 1899-1912) as Aug 19, 1905. The source in my list was Frescura that list the cancel as used already in 1894. The Bechuanaland Society lists the first usage as 1893. Can a reader confirm this early usage?

**SQC.BB.MAFEKING.** van der Walt reports Aug. 28, 1894, as the earliest usage in his Mafeking monograph. This is prior the date given by Frescura.

**SQC.CGH.MAFEKING.** The earliest usage in the Weil correspondence is Nov. 14, 1903. The date in my list was from Frescura (Nov. 1894). Can a reader confirm the early usage of this canceller?

**SC.DOT.CGH.** This canceller was not included in my list. It is known used between April 15, 1897, and Jan. 27, 1906. It is well known as the siege cancel. Lawrence rightly points out that this cancel should have been included, despite not in a strict sense being a British Bechuanaland canceller (see comment above on BONC 1045).

## Perpetual Calendar Request

Perpetual calendars let the postal historian determine the weekday knowing the day of month and year for a 'postal event.' The editor has for some time been looking for a calendar for southern Africa covering from about 1650 to the present. On-line calendars exist, but does anybody have a paper version that can be reproduced in the Forerunners without copyright infringement?

## South African Postal Archive Theft

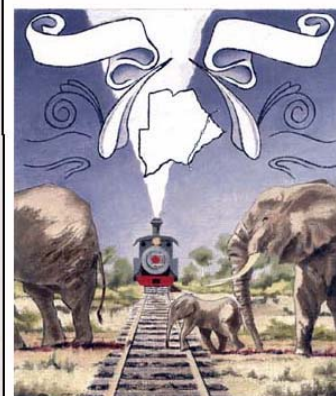
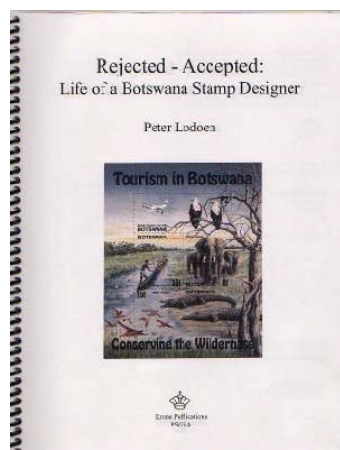
Theft of philatelic material from the South African Philatelic (StampWise) Archive has been reported in the philatelic press. The stolen material is 'fourteen large ledgers with commemorative and definitive stamps of the Republic of South Africa from 1993 to 2000. Two ledgers also included earlier commemorative issues from 1979 to 1989, and miniature sheets for the period 1979 to

1982. The material for 1993 to 2000 included imperforate proof sheets, proof sheets in uncut format (i.e. with horizontal and vertical gutters between both sheets), uncut coils and booklet proofs." (Quoted from letter by Paul van Zeyl, Springbok, Vol. 52, No. 3, 2004, p. 75.) Contact SAPDA President Tony Ferreira at fwc@uskonet.com if you have information.

## New Society Booklet: Stamp Designs

The Society has just released a new booklet between 1999 and 2004 that contains a series of articles that appeared on the pages of Forerunners. These are the series by Peter Lodoen on his adventures as stamp designer. The first stamps Lodoen designed were for the Papal visit in 1988. The latest (but hopefully not the last) was for the World Post Day of 2004. The Forerunners articles has been revised and illustrations of many more essays have been added. Also included is an introduction as well as a final chapter showing some of the stamps the author would have liked to design had he been given the opportunity. The narrative is written in an easy and entertaining style giving the story behind the issued stamps. We learn about how the chosen designs came to look the way they do on the issued stamps. We get an insight into the creative work involved, design problems, prominent persons behind the stamp scene in Botswana, printer problems, and the rejections that necessarily litter the design process. Get a copy even if you have already read the originals. The illustrations in full color will be worth the effort.

The booklet is published by Krone Publications in collaboration with PSGSA. It is spiralbound and contains 62 pages in full color. Copies can be obtained by writing to R.W. Hisey, Treasurer, 7227 Sparta Road, FL 33872, bobhisey@comcast.net. The postpaid prices are \$25 printed in full color or \$10 on CD-ROM. However, the booklet can be freely downloaded for your personal use from <http://www.kronestamps.dk/psgsa/>. Payments in US or UK checks (payable to R.W. Hisey), cash, or PayPal to bobhisey@comcast.net. Members in Southern Africa may obtain the booklet by writing to the author at P.O. Box 1088, Molepolole, Botswana.





## 'Gouvernement Zululand' Handstamp

Bill Brooks writes to show this curious two-line handstamp reading 'GOUVERNEMENT/ZULULAND' applied to a British newspaper wrapper mailed from Zululand in 1891 to Amsterdam. The handstamp cancelled the 1/2d wrapper and affixed 1/2d stamp. Liverpool cancels with an uncertain date are struck over the stamps and Zululand marks. On the reverse is an 'AMSTERDAM/15/MEI/91/10-12N' date stamp. Bill asks if anybody can supply information on this unusual Zululand mark.



## Postal Order Used in South West Africa

The British postal order shown below was used in South West Africa. It was issued at the Money Order Station Branch in Windhoek on 6 April 1932 (the CDC in the lower right corner). The postmaster signed it also in the lower right corner. The value of the order was 1s/6d. Because the buyer needed to transmit 1/11s, the order was uprated with 5d stamps (not cancelled). The buyer paid 1d in commission fee and also crossed the order. The order was presumably mailed under cover to Mr. A.J. McDonald who never cancelled it. This is the reason why it has survived. Postal orders like this is extremely rarely seen, particularly uprated with postage stamps. This example appeared on eBay and only narrowly escaped the editor's stockbook. They are often well worth the price asked.



## Lost Members

Mail to life member Jeremy Filmer Watson, Bangkok, Thailand is being returned with addressee unknown. Also mail to member

Jack Koch, Pennsylvania, is being returned because post office box is closed. Can any supply current addresses?

## Aerophilatelic Society of Southern Africa

The Aerophilatelic Society of Southern Africa (ASSA) has been inactive for the last year or so. We have been advised by Dave Morton, the Society's Secretary that it has been reactivated. The Society publishes an excellent newsletter "The Aeroletter". The next Aeroletter will be issued early in 2005. ASSA members also receive the South African Philatelist of the Philatelic Federation of South Africa. Membership information is available from: Dave Morton, email: dmorton@mweb.co.za, phone: +27 (0)21 913-6461, address: 2, Anemone Avenue, Welgedacht, 7530 Republic of South Africa. (From Ken Sanford.)

## Bartolomeu Dias



This is the front page of 'Bartolomeu Dias,' the journal of our sister organization in Holland. Filatelistenvereniging Zuidelijk Afrika has published their journal four times a year since 1988. The editor is Johan Diesveld, Wendelenkamp 42, 7091 TX Dinxperlo, Holland. The journal is recommended even if you only read rudimentary Dutch. The article by Wim Quick on South African printings machines in this issue was translated from an article that originally appeared in Bartolomeu Dias.



## Southern Rhodesia Military Airletters

Jerome Kasper is maintaining a website devoted to aerogrammes (<http://www.aerogramme.com>). Among the exhibits posted in full on this site is his own "Southern Rhodesia Military Airletters." His summary of the exhibit reads as follows.

Early in World War II, providing fast and convenient communication to those on active duty from their families was high priority. To this end, in late 1941, the Southern Rhodesia Post Office announced:

"It is notified for public information that a new service of Active Service Letter Cards will be introduced with effect from 17th November 1941.

These Letter Cards, impressed with a Threepenny postage stamp, will be sold at all Post Offices in Southern Rhodesia at the face value of 3d. each in order to provide air conveyance to members of the Forces serving in East and West Africa and Egypt and to Naval personnel serving in the Mediterranean.

Letter Cards addressed to civilians will be forwarded by surface mail."

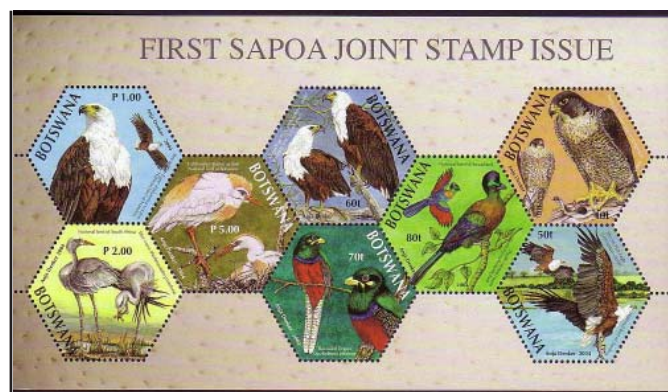
The one-frame exhibit shows mint and used copies of all Southern Rhodesia Military Air Letter Cards. Five different "Active Service Letter Cards" and one "Air Letter" form were printed from 1941 to 1945. As stated above, they were initially valid only to certain areas. As the war progressed, the areas of validity were extended and air conveyance was provided to servicemen in these areas. Usage by servicemen to civilians required payment of an additional 3d. After the war, the forms were not demonetized, but were valid for any civilian use with payment of proper postage.

## News From Botswana



Botswana Post issued on October 9, 2004, a World Post Day series of stamps. The artist is Peter Lodoen who is well known to PSGSA members. The printer is BDT Printing, Dublin, using offset lithography. An examples of one of Peter's original designs are shown to the left. The text around the design was in the last minute removed at the request of Post Botswana.

Botswana Post released on October 9, 2004, a miniature sheet with 8 setenant hexagonal stamps to commemorate the Southern Africa Postal Operators Association (SAPOA). The total denomination is P11. This is the first joint issue by Angola, Botswana, South Africa, Swaziland, Malawi, Namibia, Zambia, and Zimbabwe. The stamps show the national birds of the member countries of the association. Peregrine falcon (Angola), cattle egret (Botswana), blue crane (South Africa), purple-crested lourie

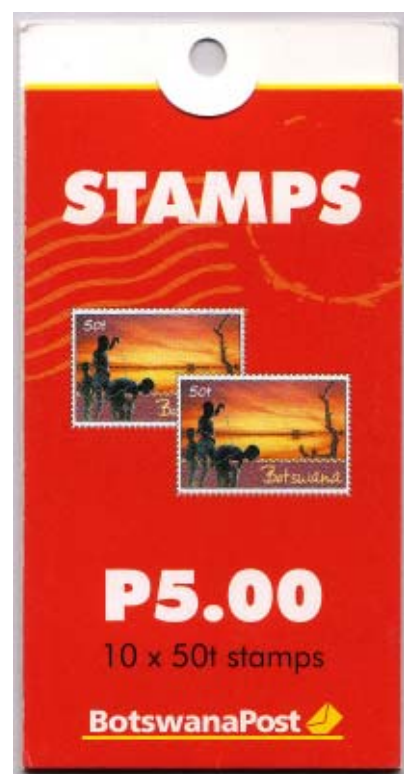


(Swaziland), bar-tailed trogon (Malawi), fish eagle (Namibia, Zambia, Zimbabwe). Lesotho is apparently not a member of the association. It is expected that all eight countries will release the same miniature sheet, except with country and denominations changed.

A set of Christmas stamps was released during November 2004. These, as has become the tradition, shows examples of the flora of Botswana. This time it is flowers.



Botswana Post has issued stamp booklets between 2002 and 2004 while the 50t and 55t local letter rates were in effect. The booklet cover is shown here illustrating the first stamp issued in the booklet. Subsequent stamps, all of 50t or 55t denomination, used the same cover irrespectively of actual design and denomination. The 5t increase in 2002 from 50t to 55t reflected the addition of a 5% VAT to the stamp value. This was apparently not considered sufficient reason to change the printed price on the booklet. These booklets appear to have been a well kept secret in Botswana. The result is that few booklets appear to have reached collectors.





## New Books

Birkhead and Groenwald, 2004: The Pseudo-Siege of Schweizer-Reneke. Stamps and Postal History of a Town in the Anglo-Boer War. Philatelic Federation of Southern Africa, 2004 (see ad on page 52).

Lodoen, P., 2005: Accepted-Rejected. Life of a Botswana Stamp Designer. Philatelic Society for Greater Southern Africa.

Bridges, E., ed., 2004. The Aerogrammes of the Union of South Africa, 1942-1961. South African Collectors Society, UK. About to be released. Contact the editor for ordering details at [aebbridges@ukonline.co.uk](mailto:aebbridges@ukonline.co.uk).

Prime, P., 2003. British Army Postal Cancellations of the Anglo-Boer War, 1899-1902. Anglo-Boer War Philatelic Society. Available from J. Stroud, 28 Oxford St., Burnham-on-Sea, Somerset TA81LQ, UK (£17.50 pp.).

Rhind, D. and Walker, D., 2004. Historical Railway Postcard Journeys in Southern Africa. Available from M. Walker, 42 Main Road, St. James, 7945 South Africa (R165 pp. SA) or C. Roux, 26 Henderson Gardens, Edinburgh EH6 6BX, Scotland (£18.50 pp. UK).

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## Society Publications

Hisey and Bartshe, 2003. Philately of the Orange Free State, Vol. 1, The Postage Stamps. Hardbound, 280 pages in full color, \$35 plus \$5 s/h in the US, plus \$10 elsewhere by air.

Hisey and Bartshe, 2004. Philately of the Orange Free State, Vol. 2, The Telegraphs. Hardbound, 250 pages in full color, \$35 plus \$5 s/h in the US, plus \$10 elsewhere by air.

Forerunners on CD, Issues #1 to 50 (CD-ROM). \$25 plus \$5 s/h. Taylor, Robert. Early Postal Services of the Cape of Good Hope PSGSA Exhibit Series (CD-ROM). \$15 pp.

Lodoen, Peter. Accepted - Rejected: Life of a Botswana Stamp Designer. \$25 full color print, \$10 on CD-ROM. Postage paid. To order contact Bob Hisey at the addresses given on page 1.

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## Web Page Editor

Our Society Web Page is in need of a dedicated editor. Just have a look at it! If you like working with and creating web pages, this job may be something for you. It is not an expert html source code programmer that we are looking for. We need a simple and informative website that can be constructed with a web page editor. Have a look on our current site and decide if you can improve it. Contact the Journal Editor if interested.

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## 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](mailto: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@cox.net](mailto:ieconsulting@cox.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](mailto:janstolk@belgacom.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](mailto: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 1HO, Canada, or [acottercairns@hotmail.com](mailto:acottercairns@hotmail.com).

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

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

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## Commercial Ad Rate Schedule

*Premium positions (full covers only):*

1/1 page inside front cover single issue \$60, annual \$150, two years \$280.

1/1 page inside back cover single issue \$50, annual \$120, two years \$200.

1/1 page outside back cover single issue \$60, annual \$150, two years \$280.

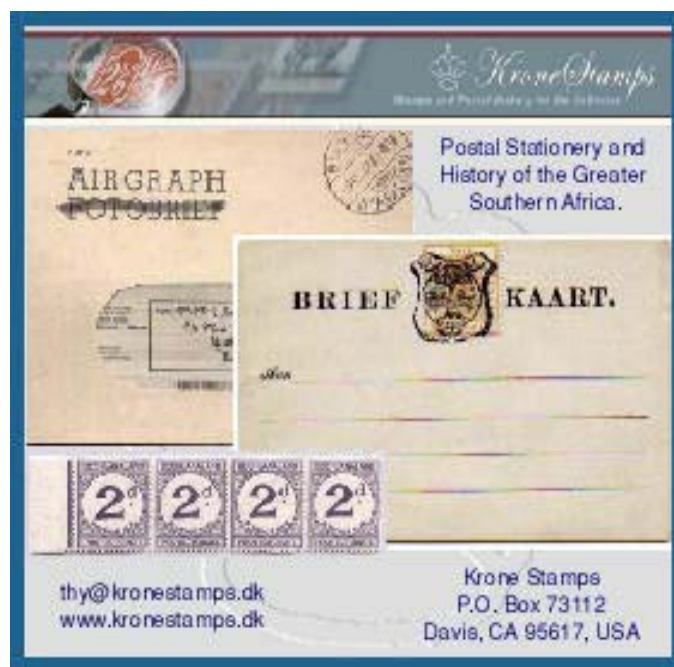
Front cover sponsorship banner \$70 single issue, annual \$180.

*Non-premium position:*

1/3 page: single issue \$20, annual \$60, two years \$100.

1/1 page: single issue \$40, annual \$95, two years \$170.

All advertisers who reserve space for one year or longer will receive full membership to the PSGSA. Contact the Society Marketing and Advertising Director for any special requirements and for booking your premium spaces. All payment should be addressed to the Treasurer. The Editor will assist with ad designs.





*Color lantern slide made from a sepia photo of officers of the Bechuanaland Border Police 1892, probably taken at Macloutsie.*

Shown is back row left to right: Lieut. The Hon. D. H. Marsham (killed in action at Mafeking in 1899); Lieut. J. [A. H.] Walford, who was Commandant of No. 1 Division of the British South Africa Police during the siege of Mafeking; Dr Vigne (a well-known Rhodesian pioneer whose descendants still live in Zimbabwe); Lieut. A. Wright; Captain Molyneux; Captain [H] Greener (won a DSO during the siege of Mafeking). Front row left to right: Captain Sherwood Browne seconded to the Bechuanaland Border Police in 1889; Major R (Raleigh) Grey (of the Iniskilling Dragoons, who was Officer Commanding the troop who took part in the ill-fated Jameson Raid; Grey later settled in Rhodesia and became a member of the Southern Rhodesia Legislative Council); Col. Sir Frederick Carrington, Commandant of the Bechuanaland Border Police from 1893; Captain [Claude] Sitwell of the Royal Dublin Fusiliers, who was killed in action on the Tugela River in 1900 (also known for the Sitwell correspondence originating from Macloutsie); Captain The Hon C. J. Coventry (second-in-command under Raleigh Grey in the Rhodesia Mounted Police and another member of the Jameson Raid - later sentenced to five months in prison in England for his part in the Raid). (Text courtesy Afribilia, 16 Bury Place, London WC1A 2JL, UK; [info@afribilia.com](mailto:info@afribilia.com); [www.afribilia.com](http://www.afribilia.com).)

## Membership Application

Membership fees are \$25 US and Canada and \$30 Europe and southern Africa (contact the Treasurer for other destinations). Initial membership includes all back issues for the year joined (July to June). Payment options are as follows: (1) US dollar check drawn on a US bank, (2) dollar money order, (3) PayPal to [bobhisey@comcast.net](mailto:bobhisey@comcast.net), (4) pound sterling bank check drawn on a UK bank and payable to E.M. Hisey, and (5) US \$, pound sterling, or Euro currency sent registered mail. Complete the following form and mail to Robert W. Hisey, PSGSA Treasurer, 7227 Sparta Rd, Sebring, FL 33875. Or email [bobhisey@comcast.net](mailto:bobhisey@comcast.net).

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Email address: \_\_\_\_\_

Collecting interests: \_\_\_\_\_

Comments: \_\_\_\_\_



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and the British Empire

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