



******FORERUNNERS*

JOURNAL OF THE PHILATELIC SOCIETY FOR GREATER SOUTHERN AFRICA

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

Volume XIX, Number 1, Whole No. 53

July-October 2005



THE POST OFFICE, BLOEMFONTEIN.

The Post Office, Bloemfontein, Orange Free State, on 1904 Postcard.

Highlights of This Issue

Philatelic Challenges

Interview with Brian Trotter

Oscar Garden

Cape Town General Post Office

Telling the Story in Exhibiting

South African Surface Mail Rates

Voortrekker Memorial Fund

WW2 Airmail Rates between SA and US

Circular Framed T-Marks

Vurtheim Postal Card



Stephan Welz & Co.

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Front Illustration:

The Post Office in Bloemfontain, Orange Free State, from 1904 W.B.P. picture
postcard. View of Market Square looking east toward railway station and the
Post Office at right. See Tim Bartshe's article on telling the story in exhibiting.

Thanks to Ashley Cotter-Cairns for proof reading.

***FORERUNNERS

ISSN 1076-2612

Vol. XIX, Number 1, Whole No. 53, July-October, 2005

Official Journal of the Philatelic Society for Greater Southern Africa

Vermeil at STAMPSHOW 2005, Silver-Bronze at LONDON 2000; Silvers at
JOPEX 99, STAMPSHOW 99, & COLOPEX 99; Silver-Bronze at PACIFIC 97,
Vermeil/Certificate of Merit at OKPEX 96; Large Silver at New Zealand National
Philatelic Exhibition 96; Silver at SESCAL 95, CAPEX 96, WAPEX 93, &
HAFNIA 94; Silver-Bronze at ESPAMER 96, SINGAPORE 95, &
PHILAKOREA 94.

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Editorial Notes

It has been an exciting time for the Editor and for our Society. The Forerunners was awarded a Vermeil medal at APS STAMPSHOW in Grand Rapids. This is a tribute to the good work of our authors that again have supplied some very interesting articles.

In this issue, Bernard Doherty of Australia gives us a personal account of philatelic challenges that he has engaged in either alone or with fellow collectors. Ashley Cotter-Cairns continues his series of interviews, this time with Brian Trotter, past secretary of the Philatelic Society of London and incoming chairman of the British Philatelic Trust. This issue has a very strong postal rate flavor. Bob Hisey surveys the airmail rates between South Africa and US during World War 2 and Bernard Doherty presents a summary table of the mostly surface rates of South Africa. Other articles include Ken Sanford's story about Oscar Garden and his attempt to break the flight record between UK and South Africa in 1932. Franco Frescura gives an overview of the buildings of the Cape General Post Office. Uli Bantz continues his narrative of the SWA issues, this time the Voortrekker Fund stamps. Jan Stolk continues his survey of tax markings. Tim Bartshe discusses the Vurtheim postal card and its usages. And as the frosting on the cake, Tim Bartshe writes about how to tell the story in exhibiting using the Orange Free State as an example.

It is noted that some contributors are not Society members. So how did they learn about our journal and Society? It appears as a results of members that have solicited articles from philatelic friends. We hope that they will realize what they are missing and eventually will join.

The next issue will finalize Morgan Farrell's study of the Lesotho surcharges. We will also continue Bernard Doherty's rate summaries, this time the airmails. Franco Frescura will discuss the Postmaster Generals of the Cape.

The deadline for the next issue will be February 15, 2006. 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/. 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. All membership fees and other payments should be mailed directly to the Treasurer. All communications about membership, subscriptions, publications, activities, and services of the Society should be sent to the Secretary.

Some Useful Web Links

American Philatelic Society
<http://www.stamps.org/TheAps/index.htm/>
Anglo-Boer War Philatelic Society
<http://www.boerwarsociety.org/>
Bechuanalands and Botswana Society
<http://www.nevsoft.com/bbsoc.html/>
BotswanaPost
<http://www.botspost.co.bw/index.htm/>
Cwiakala Auction Agents
<http://www.cwiakala.com/>
Nampost Philatelic Services
<http://www.nampost.com.na/>
Natal and Zululand Study Circle
<http://www.nzsc.demon.co.uk/#subscriptions/>
Orange Free State Study Circle
<http://www.ofssc.org/index.html/>
Philatelic Foundation of Southern Africa
<http://www.philatelysa.co.za/Home.htm/>
Philatelic Society for Greater Southern Africa
<http://www.kronestamps.dk/psgsa/>
Rhodesian Study Circle
<http://www.rhodesianstudycircle.org.uk/>
Rich's Southern Africa Colonies (Transvaal Study Circle)
<http://dialspace.dial.pipex.com/town/terrace/ymw18/>
South Africa Post Office
<http://www.sapo.co.za/comm/postofficeframe.html/>
South African Collectors' Society (UK)
<http://www.sacollectors.co.uk/>
South African Philatelic Dealers Association
<http://www.sapda.co.za/>
Stanley Gibbons On-Line Stamp Catalogue
<http://www.allworldstamps.com/>
Stephan Welz & Co.
<http://www.sothebys.co.za/>
Swaziland Posts & Telecommunications Corporation
<http://www.sptc.co.sz/>
Tips on Philatelic Scanning
http://www.pgacon.com/tips_on_scanning.htm/
Toke Nørby's Perpetual Calendar
<http://www.norbyhus.dk/calendar.html/>
WADP Numbering System
<http://www.wnsstamps.ch/en/>

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; #34-52, \$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.



Speciality Editors for Forerunners

The Editor and the Forerunners depends on our Speciality Editors. These are listed on the first page of each issue together with their speciality areas. The duty of a specialist editor is straight forward. He or she will

1. assist the Editor by reviewing and editing,
2. write an occasional article,
3. search and promote writings from potential authors, and
4. supply news items for the Forum and Society sections.

It is not a requirement that the Speciality Editor will write an article for each issue. But it will certainly not be discouraged. An important function is to seek out potential authors and encourage them to write articles for Forerunners. This may involve technical and editorial assistance to potential authors. The Editor may also need assistance with evaluating and editing submitted articles whose subject is outside his own expertise.

The ideal description for a Speciality Editor: Broadly knowledgeable philatelist. Specialist collector and perhaps exhibitor. Active in organized philately. Well versed with the existing literature and specialist journals. Perhaps already writing articles for the specialist journals and hopefully also for Forerunners. Admittedly, few of our existing Speciality Editors will fit this description so don't restrain yourself from coming forward.

As a regular reader of the Forerunners you will be aware that some areas are well represented on the pages of Forerunners. Other are poorly represented. It is difficult to hide that the Bechuanalands recently have been overrepresented. Nobody has complained, but it would be ideal if we could produce a more evenly balanced Forerunners. Look at the Speciality Editor list and decide if you can help. Contact the Editor even if your subject is already covered.

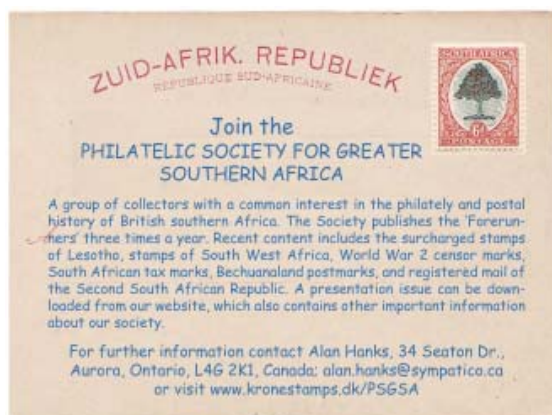
Vermeil at Stampshow 2005

The Forerunners received a Vermeil at APS STAMP-SHOW in Grand Rapids in August 2005. The score sheet shows that Forerunner received a 80 % score with downgrading for the lack of membership services (book reviews, member activity, new members, and address changes, etc.). The judge also notes that too many articles were reprinted from other sources. He also notes the quality of illustrations as a negative issue. All things that we can do something about! Congratulations to all members that support our society and our journal, with a special thanks to all the editors and contributing writers for sharing their knowledge and experiences.



Society Flyer

A Society Flyer is available on our website. It can be download and printed for local shows and other events to recruit new members. Or why not attach it to your emails or include in your letters to potential new members. It can be found at www.kronestamps.dk/PSGSA/ in two versions (color or b/w).



Show Reports

Tim Bartshe was awarded Gold for his new postcard exhibit "A Visitors Guide to Bloemfontein" at Ameristamp Expo 2005 in Atlanta, GA. **Larry Goldberg** won SILVER-BRONZE for '1945 Union of South Africa Victory Issue' at COLOPEX 2005 (book). As usual APS STAMPSHOW (2005 at Grand Rapids) saw several exhibits with southern African connections. **Mary Ann Bowman** showed her 'Cape of Good Hope - the Triangular Issue' as part of World Series Prix D'Honneur. **Bob Hisey** received GOLD for 'The Officials of South Africa' together with APS Research and PSGSA Medals. **Jerome Kasper** got GOLD for single frame 'Southern Rhodesia Military Airletters.' Finally, **Peter Thy** just barely obtained enough points to be awarded a SILVER-BRONZE for 'Southern African Pioneers in World War II.' **Bruce Petersen** received VERMEIL for 'Anglo-Boer War Prison Camp Mail' at NAPEX 2005 (also the PSGSA award). **Regis Hofman** received VERMEIL for 'Allied Forces in East Africa WWI' at Philatelic Show, Boxborough, Mass. At the same show, **Jim Kotanchik** won a GOLD for his one-frame exhibit on 'Official Seals of South Africa' and **Jerome Kasper** GOLD for 'Southern Rhodesia Military Airletters' likewise a one-framer. The Literature Exhibition at the 2005 APS STAMPSHOW in Grand Rapids brought two medals to PSGSA. **Hisey and Barthse's** book on the Orange Free State telegraphs received a GOLD and the **Forerunners** a VERMEIL. The Bulletin of the **Orange Free State Study Circle** at the same competition received a VERMEIL. At the 9th New Zealand National Literature Exhibition in Palerston 2004, **Thy and Inglefield-Watson** received a LARGE SILVER-GOLD for Bechuanaland Postal Stationery, **Ken Sanford** LARGE SILVER-GOLD for 'Air crash mail of Imperial Airways', **Eddie Bridges** LARGE SILVER for 'Aerogrammes of the Union of South Africa 1942-1961', and **Bob Hisey and Tim Bartshe** SILVER-GOLD for 'Orange Free State Telegraphs', **Andrew Higson** SILVER for 'Stamps of Swaziland 1889-1894', and the **Springbok** a SILVER.

Dues Call for 2005/06

First call for 2005/2006 dues. Dues are again unchanged. United States \$25, Canada, Europe and Africa Air \$30 and other Air \$35.

Payment options are: 1, a US Dollar check payable to PSGSA. 2, A sterling check payable to me, R. W. Hisey (Not the PSGSA). 3, US, UK, or Euros cash (registered or at your risk). Send to me at the address below.

We can accept payments by credit card via 'PAYPAL', a service from pretty much anywhere in the world. If you are already a member, just 'beam' me the money. Name Robert Hisey, web address bobhisey@comcast.net. If you are not enrolled, you can quickly investigate and sign up at PayPal's website.

This is a very safe service, backed by eBay. It is completely free in the US, and only a small exchange fee, which the PSGSA can absorb, for foreign members.

If you have already sent in your dues, please let me know so I can correct our books. If so, my apologies. Also, let me know if there are any changes in address, preferred email, etc.

We still have available an archival CD with the complete run of Forerunners in a searchable format for \$25 +s/h of \$5, a CD of Bob Taylor's Grand Award winning exhibit of pre-stamp Cape of Good Hope at \$15pp and Vol.1 and Vol. 2 of Philately of the Orange Free State at \$35 each +s/h (\$5 in the US, \$10 elsewhere). Ordered in conjunction with your dues payment, all will be post free!

Please note my new email as bobhisey@comcast.net.

Greetings from Hurricane land. Three in our town since last year, but not much damage since we are inland 50 miles.

Bob Hisey, Treasurer PSGSA, 7227 Sparta Rd, Sebring, FL 33875, USA.

Treasurer's Report 2004/05

July 31, 2005

<i>Income</i>	<i>Actual 2004/2005</i>	
Donations	100	
Ads	280	
CDs,book	310	
Dues	2012	
Misc	0	
Total Income		2702
Outgo		
Journal	1748	
Affiliate dues/ads	93	
Misc	116	
Total Outgo		1957
Gain/(Deficit)		745
Balance Sheet		
Assets	July 30, 2004	July 30, 2005
Checking Acct	4364	5109
Gain		745

Comments

As the attached table shows, we ended up the year in the black and added some \$750 to our reserves.

As last year, the dues income exceeded the Journal printing and mailing cost by a small amount, some \$200, clearly obviating any dues increase.

Our CD/book publishing effort has borne fruit, contributing some \$200 net after expenses. Ad income has recovered from an abysmal level.

The big news is that our membership is again increasing. We are now 102 strong. Congratulations to all those who helped, especially Ashley Cotter-Cairns, our own marketing maven, who brought in 5 new members with his efforts.

Respectfully submitted, Bob Hisey, Treasurer

Cape Rectangulars

Member David Mordant has published his study of the Cape of Good Hope rectangular stamps in the latest three issues of the South Africa Philatelist. Congratulations.

From the Marketing Desk

Having volunteered myself for the varied tasks of membership and marketing director, one of my roles is to attempt to grow the membership base. We're fortunate that our subscriber base has actually grown in recent years, while many other societies have seen their memberships fall. Resting on one's laurels (especially thin ones!) is rarely a sensible idea. So I decided to test eBay's potential for marketing to new members, using our CD archive as 'bait', with the goal of attracting up to ten new members.

The CD archive is normally sold for \$30, including shipping. Our memberships are about the same price. It occurred to me that a good way to get new people on board would be to offer them an entire digital 'run' of back issues, so they could see what they have been missing in their years without PSGSA membership, for the usual price of \$30. The kicker was a year's free membership attached as a bonus, so they can continue to appreciate our efforts, resubscribe in year two and hopefully remain happy members for years to come. The board approved an initial allowance of ten such packages.

I'm happy to say that five new subscribers are reading this as a consequence of the project. What's also interesting is the indication, from contacts who are members of others societies, that more philatelic groups will also consider using eBay as a marketing tool to attract new members in similar fashion, sometime in the future. Where the PSGSA leads, others follow.

Costs to the society of this experiment were reasonable. eBay fees amounted to around \$11. The cost of producing and shipping the CDs were less than \$10. Furthermore, we have a second bite of the cherry. eBay allows a credit for unsold items if relisted again and subsequently sold. I will attempt to sell the other five packages in the fall and report back accordingly.

And to those five new members reading this: welcome! Please spread the word if you enjoy our society. The more members we can attract, the better we will be able to serve all of you. Don't be shy if you have any questions, or feel like writing for the magazine. Your views and contributions are always valuable.

Ashley Cotter-Cairns, membership and marketing director.

Philatelic Challenges

by Bernard Doherty

Personally, I have found a great sense of achievement in some of the philatelic challenges in which I have been involved, both as an individual and in a group. A fulfilling individual challenge is to look for a subject, in which not many people (in your home country) are interested. The challenge is to locate examples of the subject items, the search for which can be far reaching. Why you might ask? Firstly, if your selection criteria are successful, because there is little demand for a particular country or stamp relating to some obscure service, stocking these items may not be financially viable for dealers, who would have to tie up their funds in dead or slow moving stock. Thus the collector is required to use investigative and communicative skills seeking sources from which to obtain even single items, hence we activate our basic hunting skills and are forced into communicating with other collectors to seek information and often have to exchange items with other collectors. A challenge stimulates interest in a particular subject and a desire to succeed in one's endeavours.

Let me elaborate! During the accumulation of items relating to South Africa postage due stamps, I came across a South African, 1945, taxed cover, on which was a circular tax handstamp with the Roman numerals 'XX' at the base. I sought information from local sources on its provenance to limited avail. Next I sought help through the editor of the Philatelic Society of Greater Southern Africa journal 'Forerunners', who published illustrations of the marking and asked for information on the use of the handstamp. As a result I received copies of several articles previously published on similar handstamps used in the Transvaal, in the period just after the Boer War, from correspondents in the United Kingdom and South Africa. The replies noted that handstamps with the Roman numerals one to 60 had been used to identify their usage at particular post office locations. The notes indicated that the numerals in the handstamps, used in the then colony of Transvaal, broke the base of the circle, thus they differed from the type used on my cover. An article on the subject was eventually printed in this journal. My question was partly answered, but the relationship of the handstamps to their use after the four colonies became the Union of South Africa is still clouded.

Available information on South Africa postal rates was sparse to say the least, and as a result I compiled a brief table listing inland, British Commonwealth and foreign postal rates applicable to South African mail, from data gleaned from other collectors and available literature. See the list in this issue of Forerunners. In my reply to one of the South African, Roman numeral question respondents, I included a copy of the compiled postal rates, together with a summary of the information received on the tax handstamps. Shortly thereafter, I received a fax from a stamp dealer in South Africa, it comprised copies of pages from printed post office guides, listing letter, parcel and telegram rates for the years 1918, 1955 and 58, a very handy addition to my basic postal rate table. Similar results were achieved from members of the Philatelic Society of Greater Southern Africa, who provided pages of postal rates from a variety of publications. Michael

Furfie and Andrew Wilson, both members of the Postage Due Society of Great Britain, have also contributed.

In another group challenge, preparing a postal stationery exhibit over a four year period, from a country not previously collected, and exhibiting it nationally at the end of the period. I chose South African postal cards, which again highlighted the lack of a comprehensive listing of postal rates when researching used card rates to overseas countries.

In that challenge I approached the late Derrick Olmesdahl (at the time working as archivist researcher for South Africa Post) for printing information on South African postal cards. I also included a note on my interest in South Africa postal rates. Whilst no records were held on the printing of the postal cards, Mr Olmesdahl did help greatly with comprehensive listings of previous years' postal rates, in fact he continued to provide me with the new rates each year through the early 1990s.

Back to my experiences with challenges. The number of letters I have written to other collectors has become voluminous and, I have acquired many philatelic friends. I often mention my particular collecting interests in correspondence, when replying to people who have inquired about other subjects. Frequently to my delight, some have similar interests to mine or alternatively give me leads to other people who may be able to help in my search.

For those of you who have reached that point in their accumulation of items in a particular area, I recommend a challenge. Some area of collecting you may not have previously considered. The search for items and the thrill when you acquire something cannot be compared with the results of researching the subject. I found this when I joined a 'modern' definite stamp challenge, it's surprising how interesting it can be. My subject for the challenge was the USA Americana series. I also have an accumulation of several shoe boxes of South African postal cards for disposal from my earlier challenge.



Contact Bernard Doherty
by writing to P.O. Box 18,
Waratah, NSW, Australia
2298; email
bjdoh@bigpond.net.au.

Forerunners' Exhibit Schedule

As this is being written, we are waiting for the result of the Seventh Canadian National Philatelic Literature Exhibition in Ottawa (also known as C7NPLe). The Forerunners and Peter Lodoen's book were entered. The next exhibit will be CHICAGOPEX, November 18-20, 2005. Our journal has also been acceptor for the literature exhibit at Washington 2006. Let the Editor know if you will be attending any of these exhibits.

Interview With Brian Trotter

by Ashley Cotter-Cairns

ACC: Give me some background information about yourself.

BT: I was born on December 8 1943 in Bloemfontein, my father being a flying instructor with the South African Air Force at the time. I only spent the first few weeks of my life there, as my father went to join the fighting in North Africa, and my mother returned to Cape Town with me. I spent my early years in Cape Town, then when my father returned from his stint in the Korean War, he transferred to South African Airways, and we moved to Germiston, just outside Johannesburg. I finished school there, and then did my military service, also becoming a pilot in the South African Air Force before going to the University of the Witwatersrand, where I graduated with a BSc in Chemical Engineering.

ACC: What brought you to Europe?

BT: I met my wife Chris (Christina) at Wits and we were married after graduation. I worked for a year at Sasolburg, and she was a high school teacher. We then decided to try our hands abroad, and went to Europe, where I was able to get a job with Shell Chemicals in Holland. After nearly two years I joined Dow Chemical and remained with them for the next 30 years, working in Holland, Belgium, Switzerland, Germany, Hong Kong and Indonesia. I am now retired and live in London. Chris and I have been married for 38 years. Are both keen (but not very competent) golfers. We play bridge (she is better than me), and do a lot of travelling in our retirement.

ACC: Your family is quite widely spread, I understand?

BT: We have two children, Greg and Cathryn, both born in Switzerland. Greg is now 34, has a Masters in Economics and Finance, married to Anna, who is a New Zealander. He works for Citigroup, started in London, moved to Switzerland and they presently are located in Vietnam. They have two children. Our daughter Cathryn, now 31, has worked in Nepal, Macedonia and Mozambique, and is now in London working part time and doing a Masters in Psychology.

PHILATELY (AND GIRLS)

ACC: How did you begin your collecting habit?

BT: I collected as a schoolboy, but in a very primitive way. I then discovered girls, and found them more interesting, so shelved my collection. Years later, in my early thirties, my mother asked if she could give my stamps to someone, or throw them out. I asked her to keep them until my next visit to South Africa. That she did, and I decided to take them with me and begin collecting again. I soon decided to “specialize” in British Commonwealth only. Given my background, that naive decision soon had to be further trimmed down to Southern Africa.

ACC: Have you specialised yet further?

BT: I now only collect specific Southern African fields. These are mostly the 1902 to about 1925 period, as I have concentrated on the Edwardian stamp issues and the Georgian “King’s Head”



issues, all printed by De La Rue. Within this field I “do” traditional as well as revenues of the four South African Colonies, and the first Union issues. Also Transvaal postal history of the period, King’s Head Union stationery and all Natal stationery. Revenues are of a particular interest, as there are many more “new” discoveries to be found in that field. So apart from the revenues already mentioned, I do all Cape of Good Hope revenues, all Southern Rhodesian revenues, all Basutoland revenues, and all South African revenues. I am also especially fond of postage dues (I collect all South African and South West African postage dues) and the Edwardian and Georgian booklets.

ACC: That should keep you busy! Do you exhibit at all?

BT: I have only started exhibiting competitively since retirement five years ago. So far I have at international level one gold (Bangkok) and two large golds (Korea and Singapore) for the earlier South African revenues, and one gold (Spain) and one large gold (Australia) for Southern Rhodesia revenues. At national level I have exhibited in the United Kingdom, South Africa and Germany. Apart from the revenues that have been exhibited internationally, I also have golds and large golds nationally for South African King’s Head stationery (which I have applied to enter in Washington 2006), Transvaal traditional, Transvaal revenues and Basutoland revenues. I also received a gold medal for a one frame Transvaal postage due exhibit at the international in Singapore.

ACC: How about your published and committee work?

BT: I am an accredited national juror in both the United Kingdom and South Africa, and have written numerous articles, mostly for the London Philatelist, but also for the South African Philatelist, and some of the UK-based specialist Southern African

societies journals. I have co-authored three booklets on Southern African Revenues dealing with Bechuanaland, Basutoland and Swaziland respectively. My book on the Edwardian stamps of the South African Colonies was published by James Bendon last year.

I am presently Chairman of the Bechuanaland and Botswana Society, and on the Committees of a number of others. I am on the Council of the Royal Philatelic Society London, and their Assistant Hon Secretary. Presently I am Deputy Chairman of the British Philatelic Trust, and shall take over as Chairman in early August. I also co-organise an annual weekend conference of Southern African Specialist Societies. My newest job is Chairman of the Committee tasked with organizing an international stamp show in London in 2010.

THE FUTURE

ACC: What does the future hold for our hobby, in your opinion?

BT: A rather complex question. I believe the hobby as it developed for most of us is not happening or going to happen to the youth of today. Yes, we should continue to promote the hobby to younger people whenever we can, as it will continue to bring a trickle of collectors to the hobby over time. I wonder how many of us would have been collectors today if we had had the alternatives of the internet, computer games and all the other electronic wizardry!

With less and less letter writing as the mobile phone, text messaging and email have taken over our day-to-day communication, most of us see postage stamps on Christmas cards (but even those are now going electronic), from time to time on some things like bills and the odd post card someone sends from their foreign holiday. Today's stamps are often beautifully designed and some are rather appealing, but they do not come along with an important or interesting letter as they once did.

ACC: So the future looks bleak?

BT: I do not think the hobby as we know it today will endure long term. I believe that there will be less collectors, but they will be more like collectors of historical items (as one has collectors of old maps, books or types of porcelain, etc.). The average age of collectors and dealers seems to be rising slowly, and it is becoming more of a hobby for retired people with time and funds available to pursue some sort of intellectually stimulating pastime, which philately is.

ACC: How 'open' is the hobby for new collectors who want to make the step up to exhibiting?

BT: Generally I think it is relatively easy for newcomers to the hobby to exhibit. Assuming the newcomer joins a local or specialist society, and attends a some meetings where informal show and tell type displays are given and anything goes. This starting point for a newcomer is important to acquire a bit of confidence and show something and ask questions of others. After that, if the person so desires, entering into a local and later national level is quite easy, as all the rules are usually spelled out and it is just a matter of following them, and learning from what happens.

It is always good to look carefully at what others are showing and doing to get some ideas for your own effort of both collecting and exhibiting. I personally exhibit as I enjoy the challenge of trying to put together a display or exhibit that would be appealing to others. At the same time this is a tremendous learning experience, as I usually realise that there is an awful lot about my own collection that I have not had to think or learn about before. Of course a fixed deadline also helps concentrate the mind and get things done that might have been left undone for a much longer time!

Brian's book, "The Edwardian Stamps of the South African Colonies: The Postage Stamps and the Revenue Stamps of the Cape of Good Hope, Natal, the Orange River Colony and the Transvaal, issued 1902-1909", is available from Triad Publications, PO Box 99, Chester, CT 06412-0099, USA for \$70 plus shipping. Email sales@triadpublications.com

Brian's three monographs with Neville Midwood on the revenue stamps of the Bechuanalands, Basutoland, and Swaziland can be obtained from Neville Midwood, 69 Porlock Lane, Furzton, Milton Keynes, MK4 1JY, UK. Contact Midwood at runnerpost@nevsoft.com for details. Payment can be made via PayPal.

Philatelic Literature Stock Sold

James Bendon of Limassol, Cyprus, has sold his philatelic literature inventory to Chris Komondy of Triad Publications, Chester, Connecticut. James Bendon has for fourteen years been publishing and distributing philatelic literature. Since 1991, he has published more than 50 titles, many of which have been very highly and widely acclaimed. Others of a very specialized nature have provided smaller groups of collectors with invaluable information. James Bendon announces that he will continue publishing philatelic literature. Many important southern Africa titles have been published under the Bendon imprint, including titles by Alan Drysdall and Brian Trotter. These, among others, are now being distributed by Chris Komondy, Triad Publications llc, 33 Liberty Street, Chester, CT 06412-1116, USA; sales@triadpublications.com.

A recent email from Chris Komondy is of interest if you have tried to contact him and is reproduced here: 'Thank you for your recent communication. Unfortunately we recently suffered a serious disaster. Our residence burned down. We are lucky to be alive. We did suffer some physical damage. We lost a very substantial stamp and coin and antique collection. Our business office was located at the residence. We have been residing in a hotel and just recently moved into a temporary trailer. We have had to close our warehouse. We are utilizing our personel in recovery work. Please take note of the fact that the Bendon philatelic literature inventory did arrive from Cyprus to our warehouse a few days after the fire. It is undamaged. We hope to have some semblance of functionality in the near future. Thanks for your understanding.'

If you have contacted Triad Publications and had no response, this is the explanation. Just be patient.

Oscar Garden - 1932 Record Flight Attempt Capetown to London

by Ken Sanford

Following his Croydon-Australia flight in the de Havilland Gipsy Moth Kia Ora (G-AASA), in October 1930, Oscar Garden went back to England. In November 1931, he became involved with a flying circus called 'Spartan Air Circus,' which performed aerial displays and joyrides in South Africa, and other African countries. They toured 64 towns in 1932, with three Hermes powered Spartan three seater aircraft, G-ABPZ, G-ABRA & G-ABRB, which were owned by Skywork, Ltd. According to Garden, the venture was a financial disaster and when the group disbanded, he was given one of the aircraft (G-ABRB) as his share. G-ABRA returned back to England, G-ABPZ stayed at Cape Town, and with G-ABRB, Garden attempted a record flight from Cape Town to London, with which he hoped to beat the record flight by Lieutenant R.R. Bentley from Cape Town to England between 10 July and 26 August 1929 (in a DH60 Moth-GEBSO "Dorys").



Oscar Garden as Chief Pilot of Tasman Empire Airways Limited (TEAL). Mary Garden Photo.

On April 20th 1932, Oscar Garden took off from Wynberg, near Cape Town, stopping at Kimberley, South Africa, and reaching Bulawayo, Southern Rhodesia after flying for 14 hours, 15 minutes. He continued the next day, stopping at Salisbury, Southern Rhodesia and Broken Hill, Northern Rhodesia, and continuing to Abercorn, Northern Rhodesia after 16 hours and 5 minutes, where he had a slight accident, apparently due to an

engine problem. Garden's log shows that on the 25th, he continued from Abercorn to Mbeya, Tanganyika in 2 hours, 20 minutes "nursing" the motor. On the 28th, he flew to Iringa, Tanganyika in 2 hours and 5 minutes, where he made a forced landing. This was the final stop. The engine crankshaft broke and the propeller had sheared the bolts. The aircraft was then trucked to Dar-es-Salaam. Garden then traveled to Mombasa, Kenya, where he caught a ship back to England to get new parts for the aircraft. According to a letter he wrote to his mother in May 1932 whilst onboard the ship, "...I was missing nearly a week before I got to civilization. Had a pretty rotten time and am absolutely broke now. Had to borrow money from Grandma to pay my fare home. Have got the wings and engine onboard, so if I can borrow some more money from her, will get them repaired and take a boat back to East Africa (Kenya) and get it flying again."

According to Garden's daughter Mary, "Dad also said that "for some reason there was a big gap, in 1932 the record from Capetown to England was wide open and I reckoned I could do it easily." He sent for a special propeller from England (a new Fairy metal propeller), which increased the speed of his plane by about 12 miles per hour. As it turned out, this was an unfortunate decision ... as he had the forced landed at Iringa because the propeller had sheared the bolts—the bolts were not strong enough for the new propeller."

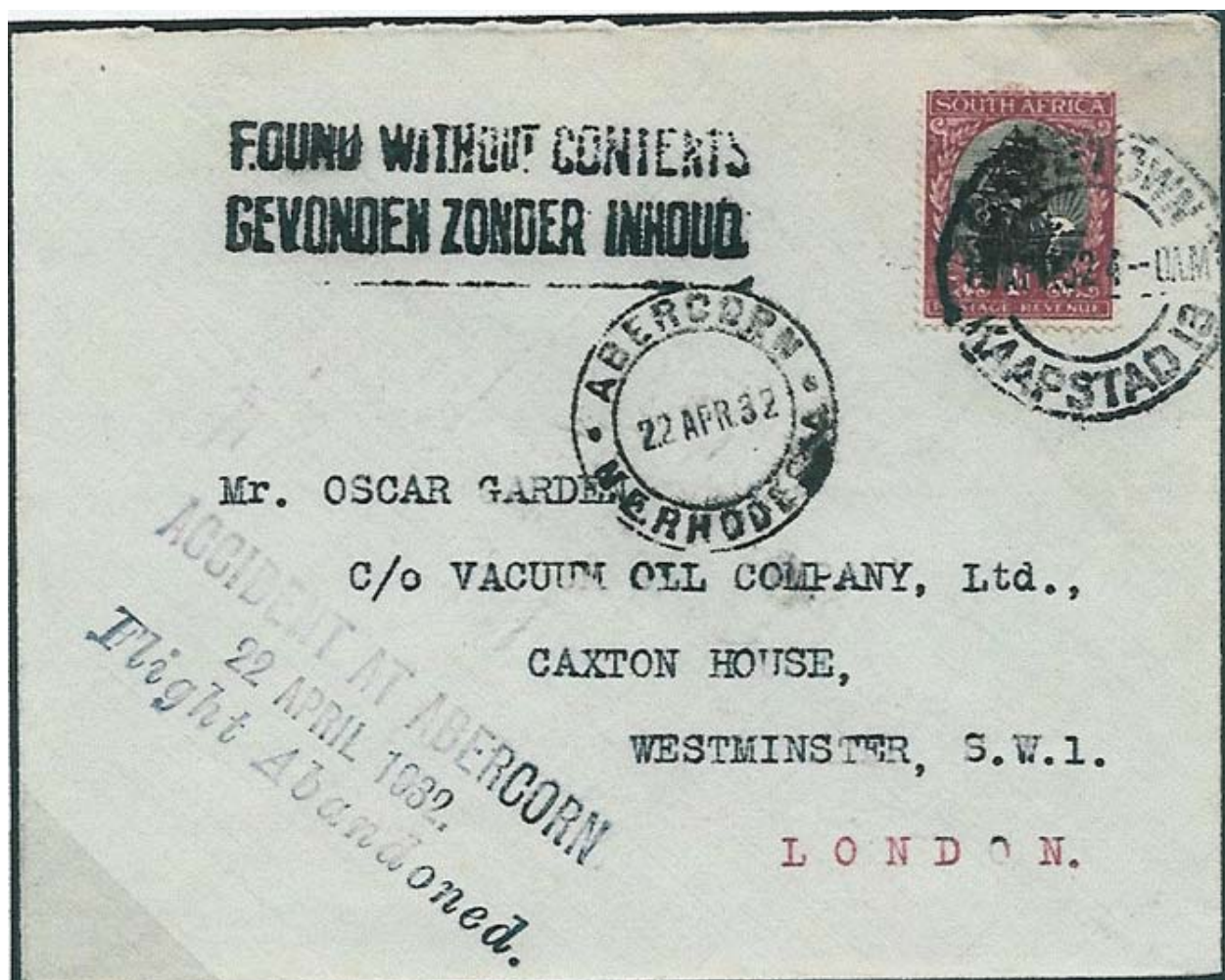
It is interesting to note that there is no mention of any slight accident at Abercorn in Garden's log book. According to Par Avion in Southern Africa,¹ Garden carried 20 covers from Cape Town to Abercorn. According to Recovered Mail – 1910-1936,² Garden carried 25 covers. Whether he carried 20 or 25 covers, they are all similar. They were cancelled Cape Town on 19 April 1932, and they have an arrival postmark on the front from Abercorn dated 22 April 1932. They have a English-Dutch (not Afrikaans, as one would expect) two line black cachet 'FOUND WITHOUT CONTENTS/GEVONDEN ZONDER INHOUD,' and another black three line cachet 'ACCIDENT AT ABERCORN/22 APRIL 1932, *Flight Abandoned*.' All the covers were addressed to Mr. Oscar Garden, C/o Vacuum Oil Company, Caxton House, Westminster, S.W. 1., London. The covers also received the Abercorn backstamp of 22 April on the back. Three types of envelopes were used, a plain grey envelope measuring 120 x 95 mm, a plain white 137 x 110 mm envelope, and an illustrated Imperial Airways 'Springbok' souvenir envelope, measuring 150 x 90 mm. A few of the covers were autographed by Mr. Garden. The Hanman, Magid & Polakow covers are not autographed, but the one shown in Nierinck² is autographed. Shown below are covers from the Keith Hanman & Neville Polakow collections.



Oscar Garden with his Spartan aircraft 'Miss Mobiloil' - G-ABRB at Khartoum, Sudan. Mary Garden Photo.



Oscar Garden (in rear seat) with his Spartan aircraft 'Miss Mobiloil' – Doing Flying Circus Flights in Africa. Mary Garden Photo.



Normal cover – from Keith Hanman collection.

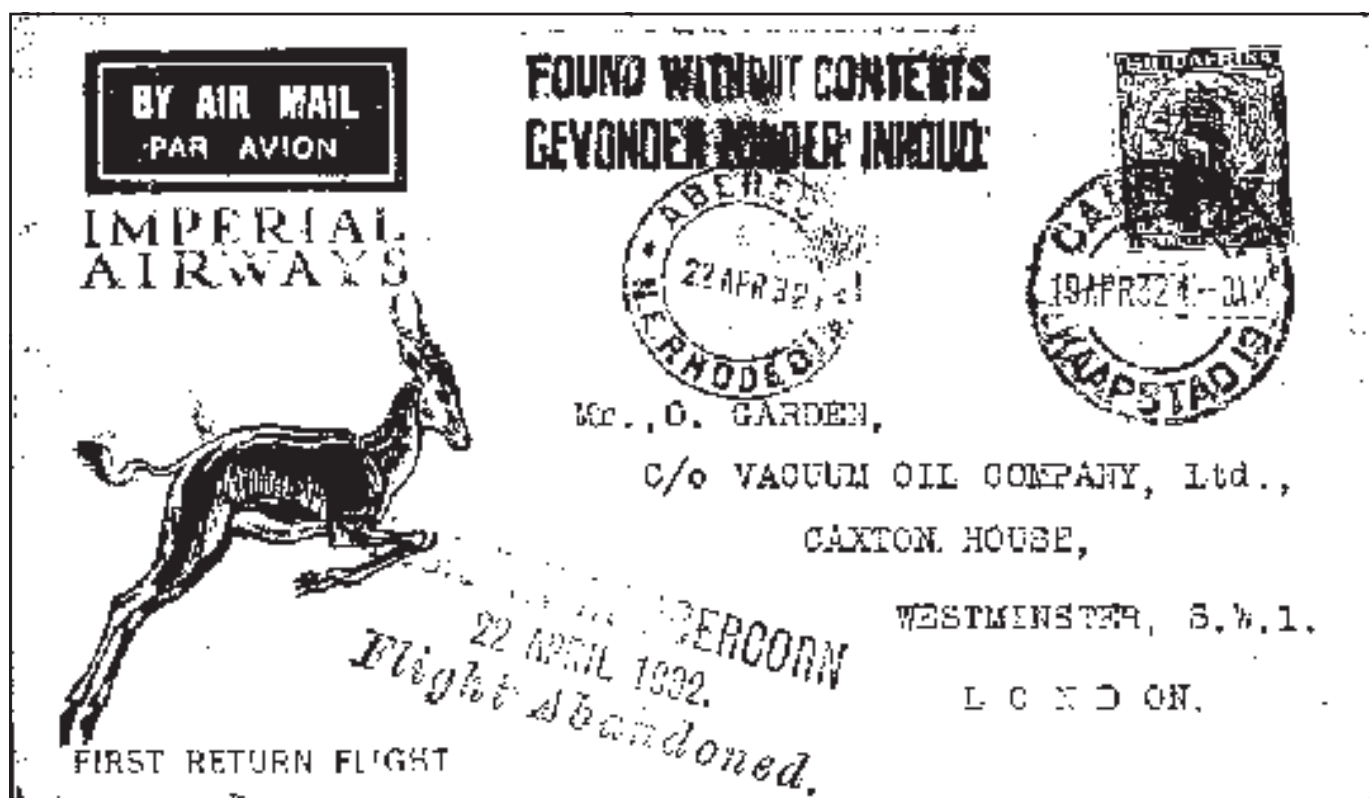
According to the article in *The Rhodesian Philatelist*,³ the 23 September 1932 'Flight' magazine stated that Garden returned to Dar es Salaam with new wings for the aircraft, and then carried out joyriding flights in Kenya. According to Mary Garden, Garden said he had had enough of trying to break records "blow this record business," and decided he would "get back to the old caper of earning a few bob joyriding." He spent 18 months giving joyrides throughout South Africa, East Africa, Sudan, Syria, Palestine and other countries in the Middle East and returned to England in December 1933. From 1934, he was employed by various small air operators in England, including United Airways, with whom he graduated as a first-class navigator in 1938. Further training resulted in Garden making several inaugural night-mail flights throughout Europe and Scandinavia.

Following his transfer to Imperial Airways (later British Overseas Airways Corporation) in September 1938, Garden converted to the recently introduced Short S-23 Empire-class flying boats, operating mainly to South Africa and Asia. As a result of this experience, Tasman Empire Airways Limited (TEAL) chose him to deliver its second Short S-30 flying boat, the *Awarua*, to New Zealand. In January 1943 he was appointed TEAL's chief pilot and later that year he became operations manager, a position he retained until 1947. That year he resigned after a major disagreement with management over its decision to

purchase additional flying boats rather than the more efficient Douglas DC-4 airliners. He became a horticulturist raising tomatoes in New Zealand and never flew again.

The question regarding the Africa flight, is - did he crash at Abercorn and abandon the flight there, or did he continue to Iringa, Tanganyika? The cachet on the covers says he abandoned the flight at Abercorn, but his logs and the *Cape Argus* report say he abandoned it at Iringa. What I think happened was - he had a slight accident or mishap at Abercorn and intended to abandon the flight there. So he probably handed over the covers to someone, who, thinking he was going to abandon the flight, applied the cachet. He probably fixed the aircraft and decided to push on. Note that it was four days before he continued on from Abercorn to Mbeya.

My thanks to Paul Magid, Neville Polakow & Keith Hanman for sending copies of their covers and various items for this article. Special thanks go to Mary Garden, the daughter of Oscar Garden, who provided photos of his aircraft, extracts from his log books, *The Scotsman*⁹ newspaper article and additional quotes from her father. Mary is presently writing a book on her father's life. She would like to receive any information about Oscar Garden for inclusion in the book. It can be sent to me and I will forward it to her. See page 1 for postal and email addresses.



Cover on Imperial Airways first flight envelope – from Neville Polakow collection.

References

1. Par Avion in Southern Africa, John T. (Jack) Burrell, Editor. Published by the Editor, July 1986, page 78.
2. Recovered Mail - 1910-1936, Henri Nierinck. Published by the Editor, 1992, page 356
3. The Rhodesian Philatelist, short article, September 1995.
4. Letter from Cape Argus (newspaper). Librarian, 16 July 1951.
5. Flight Magazine, short article, London, 23 September 1932.
6. British Civil Aircraft 1919-1959, Volume 1, A. J. Jackson, Putnam, London, 1959, page 300
7. British Civil Aircraft Since 1919, Volume 3, A. J. Jackson. Putnam, London, 1960, page 184.
8. British External Airmails, 2nd Edition, Alex Newall. Christie's Robson Lowe, London, 1996, pages 187 & 333.
9. The Scotsman, newspaper article, April 22, 1932.
10. Letter from Oscar Garden to his mother, May 6, 1932.

Literature on S.A. Civil Censorship

by Chris Miller

The only remotely up-to-date article on South African censorship was part of the 'British Empire Civil Censorship Devices, World War II, Section 1, Africa' written by D. John Little. This work was published in 2000 by the Civil Censorship Study Group, but is now out of print. It is ISBN 0-9517444-0-2, but copies rarely appear on the second hand market. It was itself a reprint of an earlier loose leaf book of the same title by Dann Mayo, which likewise has been out of print for about twenty years.

Tom Mullins in South Africa produced a private booklet on the subject, but this was for many years not available to the general public. In 2002 however, it was published in the Post Office Stone, December 2002, Vol. 34, No. 1 (Whole Number 135), p. 1-43.

Some years ago in 1953, J. H. Harvey Pirie published a booklet called 'World War II Philately or Southern and Eastern

Africa', which essentially was a guide to his collection at that point presented to the African Museum in Johannesburg. This has a good section on censorship, but contains few illustrations. Time has also cast doubt on some of his observations,

As a consequence of my intense interest in S.A. censorship, which started in 2000, I published an update to John Little's chapter on South Africa in the July 2004 issue of the Bulletin of the Civil Censorship Study Group, of which I am Secretary. John Little has asked me to update his chapter if the Africa book is republished. However, I think that my new information has already appeared to Forerunners. Any republication will be after John Little publishes his Pacific book in the same series as he is currently working on this. Just for completeness, I am working on the Americas volume, which will complete the series.

There have been a number of articles published over the years, but a copy of John Little's Africa book, if you can get it, is the best bet. For the patient, I suggest that they wait until the CCSG republish it.

South West Africa World War II: Forged Cover?

by Chris Miller and Uli Bantz

The illustrated cover is of interest for a number of reasons. As nothing similar has been reported in the philatelic press, it offer an opportunity for readers to offer their own suggestions.

An envelope addressed in 1945 from Otjiwarongo to Windhoek does not at first sight appear out of the ordinary. The censorship was carried out in Windhoek as evidenced by the code D of the arms handstamp. The the U.C.8 label used to reveal it is also the commonest used by the South Africa Censorship of which South West Africa formed part.

What is unusual is the typed note on the envelope indicating that the censor had opened the envelope because the sender as well as the addressee was suspected of belonging to the Fifth Column and also the Gestapo. The note has been signed and dated (1.11.45.) by 'Der Direktor.' The note is translated as "Opened by Censor, because the addressee and likewise the sender are under suspicion to belong to the Fifth Column and to the GESTAPO. The Director [signature]" We do not know it head of a censorship station would be described as 'Direktor.' The higher allied authorities were usually called Chief Censor or Deputy Chief Censor and the lower ones at the time either examiners or censors.

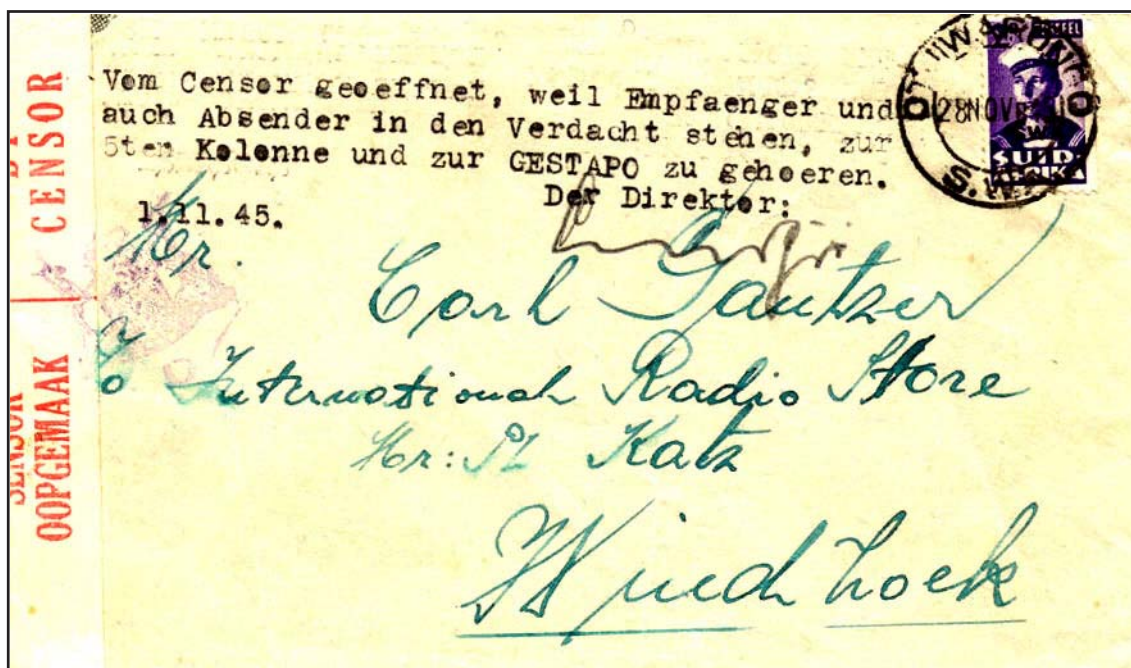
If these suspicions were held it does seem unusual that the suspects should be alerted to the fact. The British censorship maintained lists of suspects, but for obvious reasons these were not published. They were referred to as 'Watch' lists and the only copies that have ever met public gaze are copies given to

the US censorship and made available under their Public Information legislation. No South West Africa list has been seen, although one may well exist in the archives. There exists no South Africa archives to refer to because of the destruction that took place as part of the reconciliation after apartheid.

Another aspect that does not ring true is that the note is in German. Although German was widely spoken and understood in South West Africa, as a former German colony, English and Afrikaans were the languages normally used.

Further questionable aspects of the cover are: (1) The date of 'censorship' 1.11.45 precedes the date of the Otjiwarongo postmark: 28 NOV 45. (2) Why first censor the letter in Windhoek, post it four weeks later in Otjiwarongo, and send it back to Windhoek? (3) It looks like that "Hr." was written across the censor mark. (4) The war in Europe had ended five months earlier and the war in the Far East had ended as well. Why should the GESTAPO still operate in SWA when it never was able to do so, and even after the organization was dismantled in Germany? (5) If Mr. Gautzer was a a GESTAPO agent or sympatizer, he would have been interned. (6) The address is suspicious. The cover should have been addressed either to a P. O. Box or 'poste restante'. There was and still is no street delivery in Windhoek.

Altogether an intriguing cover that probably was forged. If you can add anything, please let either the editor or the writers know. Send your comments us at the addresses given on page 1.



The Cape General Post Office, 1792-1910

by Franco Frescura

INTRODUCTION

In 1788 the Cape's Council of Policy was instructed by the directors of the Dutch East India Company (VOC) in Holland to investigate the possibility of establishing a postal service linking the colony to Europe. As a result on 28 December 1789 the Council, under Governor Cornelis Jacob van de Graaff, resolved to establish a "post comptoir" for the Cape, with its office in the Castle (Figure 1). This became effective on 2 March 1792 when Adriaan Vincent Bergh was appointed the Cape's first official postmaster under Acting Governor Johan Isaac Rhenius.

Over the years Cape Town's postal establishment has been housed in a variety of premises, few of which, it would appear, have met its needs for either space or convenience. Initially it was located in the Leerdam bastion of Cape Town Castle, adjoining the original Commander's quarters (Gabriel Fagan, pers comm, 1999). At this time the Castle was the official residence of the Governor, and although it still retained its military character, a large portion of its space was given over to other government functions. Given the nature of the fortification, these were somewhat spartan in nature. Lady Anne Barnard was probably being quite charitable when she described the residential chambers as resembling "*those we see in Monasteries and Convents abroad*" (Barnard 1994: 174-5). Mrs Ross, on the other hand, visited a friend at the Castle in June 1862, and was more forthright in her criticism when she sympathized with the "*unfortunates who have to sniff the odours of that pleasant wet ditch, or moat, or whatever they choose to call it, that distributes mud around three sides of the Castle*". She also stated that "*with the exception of the Commandant's and General's quarters, and one or two*

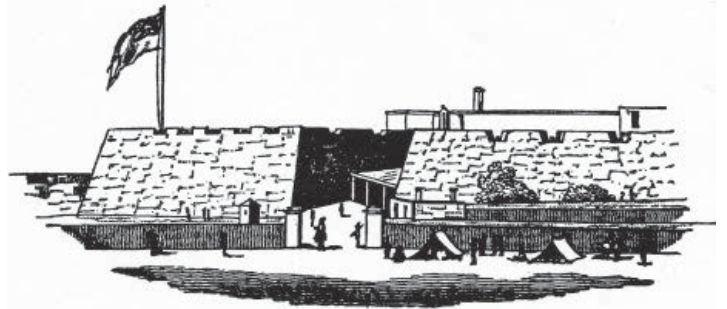


Figure 1. View of Cape Town Castle in 1815 (Burchell, 1953).

good rooms overlooking the bay ... these dens are scarcely fit to give shelter to a donkey, much less ladies and children" (Anonymous 1998: 104-5).

UNDER BRITISH ADMINISTRATION

Following the British annexation of the Cape in 1806, the Civil Service was gradually moved out of the Castle to new and more convenient premises in the town. In 1807 the slaves which the new British administration had inherited from the Dutch were sold and their quarters at the top of the Heerengracht, subsequently known as Adderley Street, were converted to government offices. On 2 October 1809 the Post Office was moved from the Castle to the Old Slave Quarters, taking up residence in a portion of the building on the corner of Grave (since renamed Parliament) Street and the Government Gardens. In time the building also housed the Supreme Court, the Master's offices, the Receiver of Revenue, the Attorney-General, the Government Secretary, the Fiscal, the Bank and the Public Library. On 16 August 1816 the Post Office was transferred to new premises in the same building, facing onto Neuwe (since renamed Bureau) Street (Figure 2), close to the Heerengracht (Jurgens, 1943: 23). Despite its age, and the fact that its facade on to the Heerengracht had been designed by Thibault, the building does not appear to have impressed overseas visitors to the Cape. In 1861 Mrs Ross wrote that: "*The public buildings here are in what you may call the 'packing case' style, and must be anything but luxurious. If they are half as dingy inside as they are dirty and weather-worn on the outside, they must be indeed happy hunting grounds. The Post Office, especially is a sight to see*". (Anonymous 1998: 54)

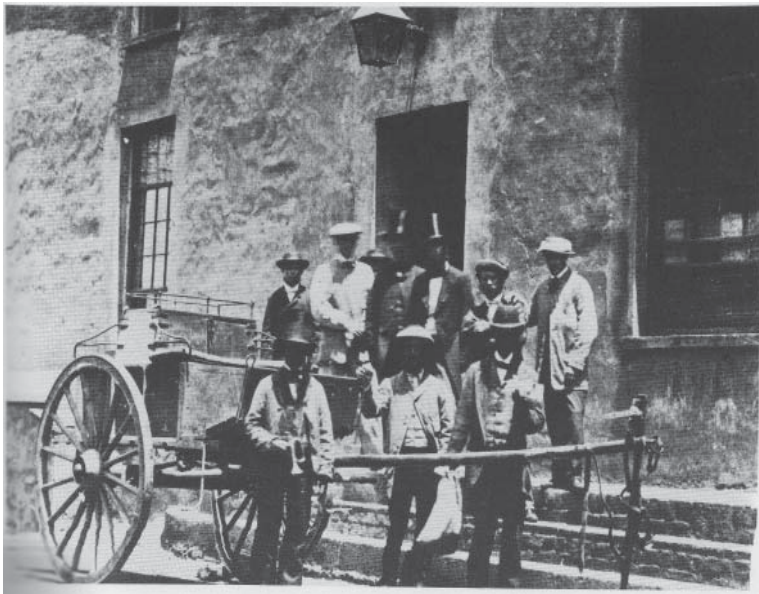


Figure 2. Cape Town's first Post Office in Bureau Street. From Rosenthal and Blum (1969. p. 10-11).

When the Post Office was moved from the Castle in 1809, a branch office was established in Waterkant Street midway between the jetty and Justice Street, near the Custom House. It is not known whether it ever had a formal name, but it does not appear to have been anything other than a receiving depot for overseas mails which never conducted any other postal business. The building was

subsequently demolished and its site incorporated into the larger railway station complex.

By the late 1860s the business of the Post Office had begun to outgrow the accommodation provided in Bureau Street and a proposal was put forward in 1868 for a new Post Office building to be located in Wale Street, on the site presently occupied by St George's Cathedral. The drawings show a large, two-storey structure under a mansard roof (Figure 3). The heavily ornamented facade was divided into five bays by pilasters rendered in a Doric order on the ground floor and Corinthian on the first. All openings were elaborately framed and the surfaces were paneled. History does not give reasons why this grandiose project was never realised, but it can be assumed that the depressed economic climate of the time was a major factor in its shelving (Radford 1979: 233). Instead, in 1873, the Post Office leased new premises on the corner of St George's and Church Street (Figure 4). It is likely that they were owned by Saul Solomon, a businessman whose printing works had extensive dealings with both the Cape Government and the Post Office. The refitting of the building was done under the direction of Charles Freeman, an architect employed by the Public Works Department who is probably better remembered for his design of the new Houses of Parliament (Radford 1979: 238). Writing in 1873 the Postmaster General stated that "the building afforded ample room for the requirements of general management and for the purposes of the Post Office for Cape Town" (PMG 1873). When the building was subsequently vacated by the Post Office in 1897, it was taken over by the Cape Times.

BUILDING OF THE NEW GENERAL POST OFFICE

By the early 1880s it was becoming obvious that there was a pressing need to provide the General Post Office with new headquarters designed to meet its specific operational needs. In

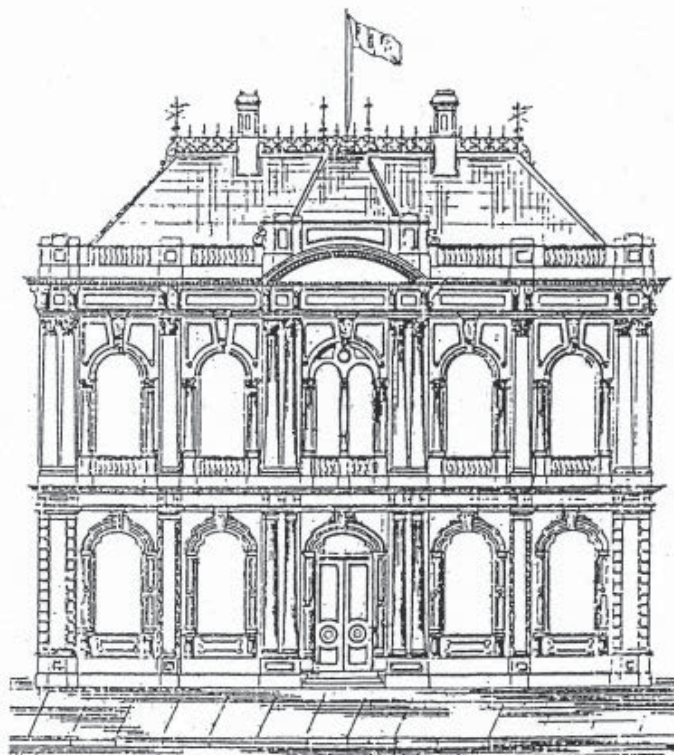


Figure 3. Proposed new Post Office building for Cape Town, 1868

1883 the Chief Inspector of Public Works pointed out that the lease on the building in St George's Street was due to expire in December 1886, and that these premises would become inadequate for Post Office requirements "within a few years". He stated that the present location was "suitable" and that "it might be considered advisable to make fresh terms with the lessor early, and endeavour to obtain some adjoining property either on lease or by purchase" (PWD 1883). On 16 February 1885 the question of office space finally reached a critical point when the Telegraph Department was amalgamated with the Post Office. However this crisis was neither sudden, nor was it totally unexpected.

George Aitchison had been appointed Postmaster General in 1873, at a time when the Post Office's annual income was £44,323, and under his management the postal affairs of the Colony had expanded considerably. On 1 October 1876 the Cape Post Office took over the running of the Ocean Mail service to the UK; registered mail, parcel post and postal orders were introduced in 1882; Travelling Post Offices began operating in 1883; and the Post Office Savings Bank opened its doors on 1 January 1884, on the same day that postal notes were introduced. In addition the rapid



Figure 4. The Post Office at corner at Church and St. George's Streets, Cape Town, in 1873. From Goldblatt (1984, p. 101).

development of the Kimberley diamond fields during the 1870s, wars in Pondoland in 1877-79, in Basutoland and Zululand in 1879, and in the Transvaal in 1880-81, and the discovery of the Witwatersrand goldfields in 1886 all brought additional pressure upon the management of the postal service in Cape Town.

By 1885 the combined income derived from postal and telegraphic business amounted to £235,720, an increase of some 532% over a period of twelve years, or an average of 44% per annum. This phenomenal growth inevitably meant that additional permanent staff had to be employed, with predictable demands upon existing office space. However, despite this increase in income, the Post Office's premises remained woefully inadequate for its use. In 1884 Aitchinson pointed out to Parliament that: *"the office accommodation ... has now become utterly inadequate, and the officers have in consequence been subjected not only to great inconvenience but have had to occupy rooms which ... are positively dangerous to health."* (PMG 1884)

In 1885 he stated that *"the clerical staff are very much overcrowded at the expense of their health"* (PMG 1885) and in 1886, writing in obvious exasperation, he descended to specifics, reporting that: *"The (telegraph) instrument room is at present crowded by 30 occupants, 15 being as many as it should contain with due regard to the laws of health ... The accommodation in the General Post Office is not only too small, but a portion of it is situated over the yard of a neighbouring restaurant, from the urinals of which the smell is most offensive ... these rooms have had to be vacated and others in the neighbourhood hired at a rental of £60 per annum."* (PMG 1886)

These problems were further compounded by the fact that, by that stage, the Railway Department was beginning to clamour for the return of the office space taken up by the Telegraph Department at the railway station. Despite the obvious urgency involved, the Government was slow in reacting. In 1887 it appointed a committee *"to consider the question of improved accommodation for the Postal and Telegraph Department"*. Despite a request by Aitchinson that the Commercial Exchange be considered as the site for a new Post Office, the committee opted to make an extensive inspection of suitable buildings in the central city area. Unfortunately it found it impossible to obtain an existing structure which would meet all of the Post Office's operational requirements and instead recommended that the Government purchase premises on the corner of New and Wale Streets to house the Administrative Section, a building previously occupied by the firm of JD Marquard & Co. Extensions were also made to the telegraph instrument room at the station, and although both of these measures were implemented almost immediately, the relief they provided was of short duration. Also the decision to separate the Circulation Branch from the remainder of the GPO was not a popular one with its management, and Aitchison almost immediately described it as a *"very serious disadvantage"* which *"greatly hindered and impaired ... the efficiency of administration"* (PMG 1887).

By 1887 the General Post Office had extended its operations into five different locations in the city centre. The building in St George's Street had been handed over entirely to the Cape Town Post Office and to the Circulation Branch, while the

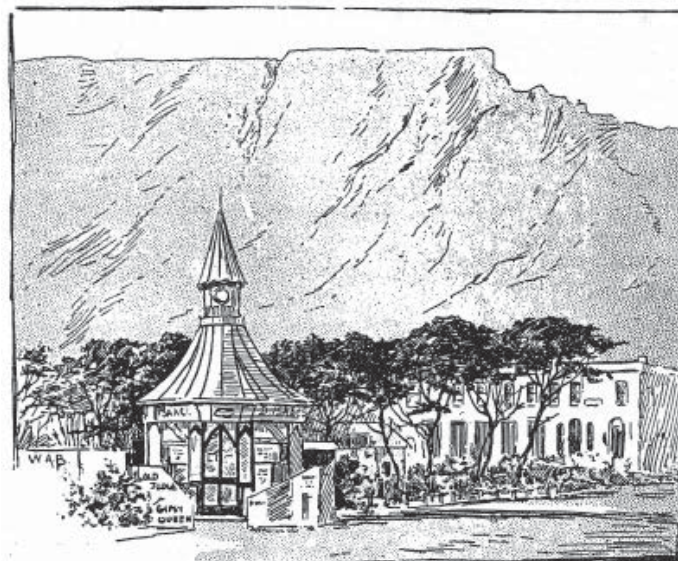


Figure 5. Cape Town's first Telegraph Office in 1862 at the intersection of Adderley and Darling Streets. From St. Martin's-le-Grand, vol. 3, 1893.

Administrative Section had been moved to premises at the corner of New and Wale Streets. The new foreign and local Parcel Post introduced on 1 July 1882 was housed in a portion of the Café Royal, rented for this purpose by the Post Office and located a few doors from the Circulation Branch. The increased staff for the Post Office Savings Bank was housed in a temporary building in the back garden of the Wale Street offices. In 1885 an effort had also made to incorporate the management offices of the Telegraph Department with the Administrative Section at Wale Street, but the bulk of the telegraphic functions remained in their original offices at the railway station.

However Aitchison's viewpoint appears to have prevailed and in 1890 the Cape Legislature passed Act No 28 of 1890 empowering the expropriation for public purposes of land and buildings known as the Commercial Exchange. The property was originally part of the Grand Parade, an open piece of land initially used by the military as a training ground, and later by the citizens of Cape Town for a variety of commercial and social functions. The site was bounded by Adderley, Plein, Darling and Strand Street and was probably identified for post office development because of its proximity to the railway station and its existing network of telegraph transmission lines. It also had previous associations with the Post Office, having been the location of the country's first telegraph office, an octagonal pavilion which had been erected in about 1860 on the corner of Adderley and Darling Street (Figure 5).

It was intended that the new building, like the Commercial Exchange before it, would be freestanding, facing both Adderley Street and onto the Grand Parade. Its plan was formulated to follow the example set by the General Post Office in Melbourne, Australia, *"to frame a comprehensive design which when completed will accommodate every branch of the Department for very many years to come"* (PMG 1890). In July 1891 preliminary plans were submitted to the Government (Figure 6), but these were deemed to be too ambitious and in August

Parliament passed Act No 32 of 1891 limiting the cost of the building to £60,000. The Post Office, on its part, declared this to be inadequate and a new set of proposals was submitted. Aitchison died after a brief illness on 26 January 1892 and leadership of the project then passed on to Somerset French, an energetic and capable administrator who can be credited with many of the innovations introduced under Aitchison. The design of the building was started early in 1892 by Harry S Greaves, the Colonial Architect, and in November 1892 the tender for the erection of

the new building was accepted. The old Commercial Exchange was demolished in January 1893, and construction on the new structure was begun shortly afterwards. It was originally intended that the building should be erected in two stages of two floors each, but as it turned out these followed each other quite closely and, to all intents and purposes, the building was erected as one (Radford 1879: 247). The fourth storey was reached in 1894, but the completion of the building was not expected much before 1897.

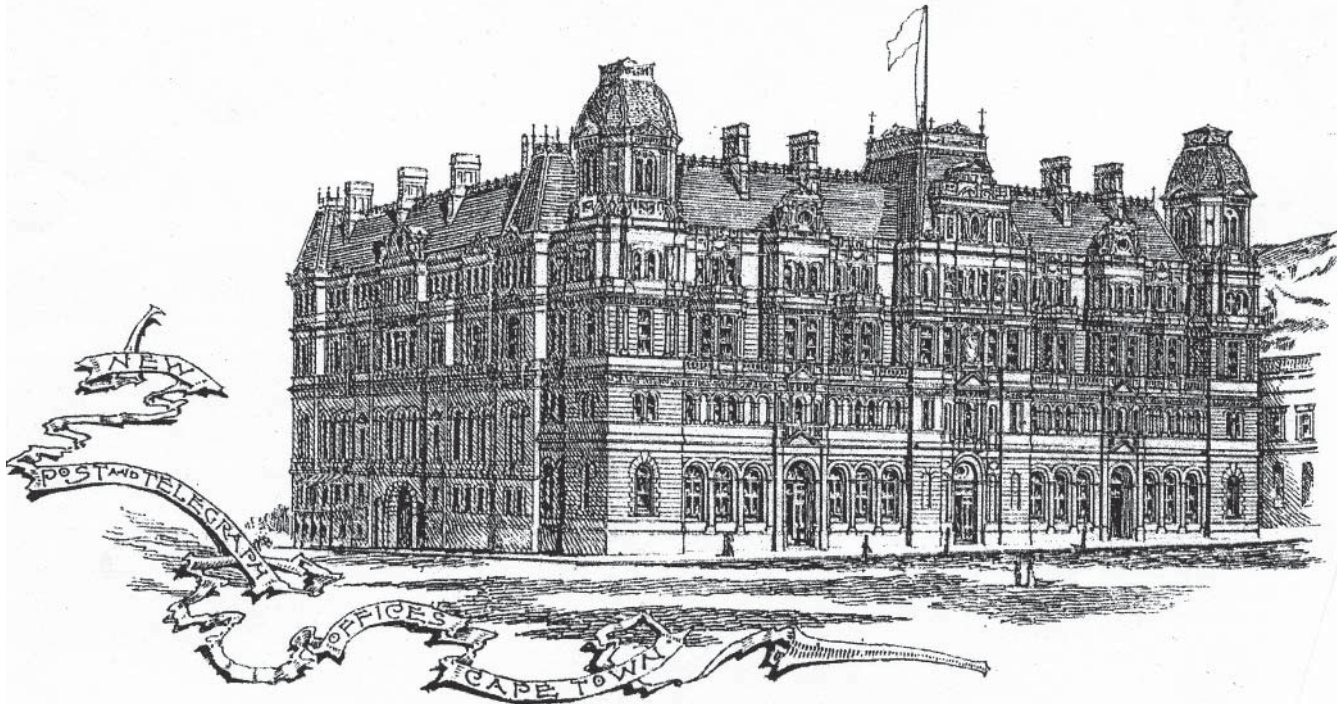


Figure 6. Original submissions for the new GPO building, Cape Town, 1891.

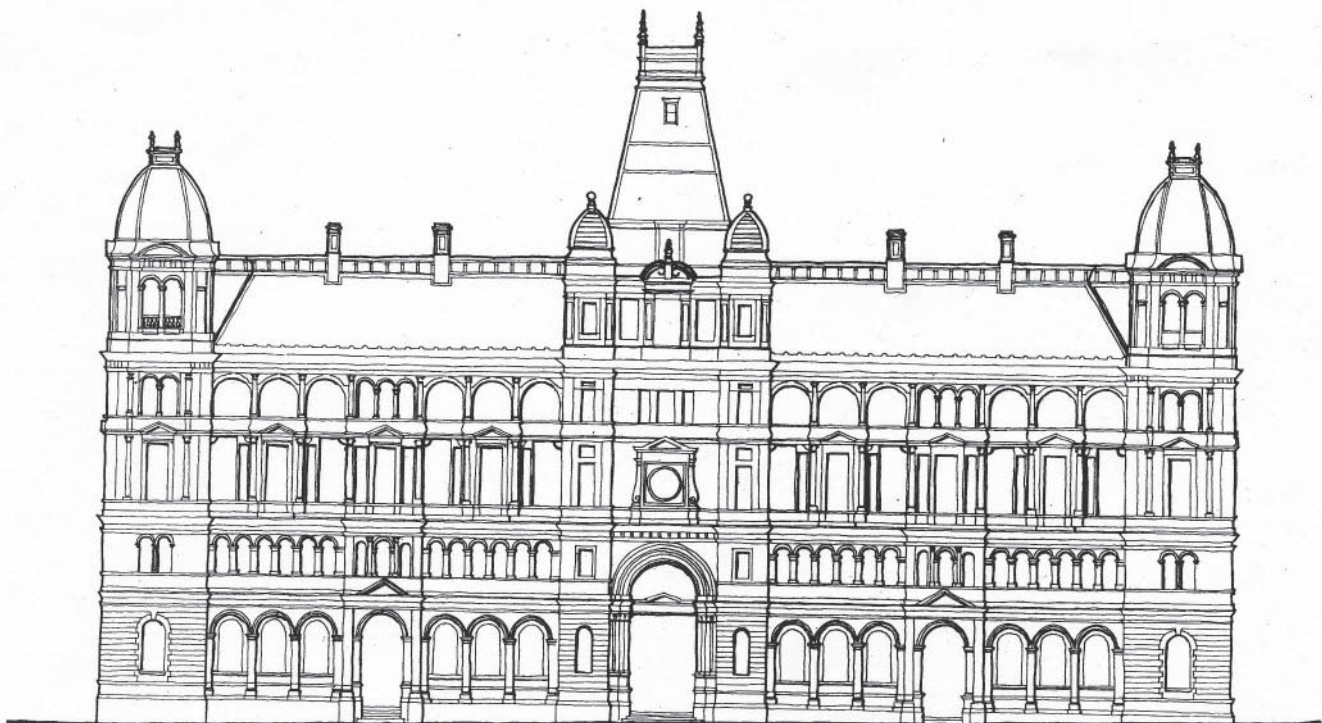


Figure 7. The GPO project as finally realised (Radford, 1979).

In 1894 the business of the Post Office was being carried out from five buildings in the Cape Town city centre, namely the administrative offices in Wale Street, the Central Telegraph Office in the railway station, the Circulation Branch and Cape Town post office in St George's Street, the Parcel Office in Church Street, and the Telegraph Stores sited in two buildings in Dock Road. By 1895 this number had risen to nine, including a new counter in Church Street, adjoining the existing GPO. However, even at this early stage Somerset French was already expressing reservations about the amount of space which the new structure would provide. The first departments began to move in on 1 April 1897, the Post Office opened its doors to the public on 30 August, and the completed building was handed over by the building contractors at the end of that year (Figures 7 and 8).

By all accounts the new GPO was an architectural showpiece, having been provided with all the most modern facilities available in its time. This included electrical lighting, an internal power supply, three lifts for passengers, mails and goods separately, a system of pneumatic tubes connecting the GPO to a number of Branch offices in the town, a system of fire alarms, and a security network to monitor the movements of the night staff. The Postmaster General, Somerset French, was obviously delighted with his new premises, stating that: *"The new building has fully answered all my expectations and it is hardly a figure of speech to say that the healthy, roomy and convenient surroundings which the staff now have, have given, in many cases, a fresh lease of life and have secured heartiness and satisfaction in the performance of the work."* (PMG 1898)

Nonetheless alterations to the internal office planning began almost immediately, and by 1901 French was already stating that "the question of increased space provision in several directions is requiring most serious consideration". Upon the outbreak of the South African War in 1899 the Army Post Office Corps and the Military Censors were allocated offices on the third floor of the building. Although they vacated this in 1902, their withdrawal made little impression upon the growing shortage of space. In 1902 the telegraph and telephone linesmen were transferred to a temporary structure erected on reclaimed ground at the foot of Adderley Street. In 1903 a small Printing Department was established on the third floor and reservations were beginning to be expressed regarding the weight of paper in the Stationery Store and the effect which this was having upon the floor slabs on the third and fourth floors of the building. By that stage the staffing component in the GPO had grown from 515 in 1897 to 1120, and French was already advocating that the Post Office be allowed to extend its premises onto adjoining land. A Bill to this effect was prepared in 1904, but was never presented to Parliament. That same year the Surveyor and District Engineer of the Western District was removed to the upper floor of the post office at Sea Point, and the Stores Section began to conduct some of its work on the roof. In 1909 maintenance work to the value of £194 had to be carried out on the facade, whose stonework, in Saldanha Bay limestone, was beginning to weather very badly.



Figure 8. General Post Office in 1897 in the new building in Adderley Street (Goldblatt, 1984, p. 102).

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Central Telegraph Office, Cape Town, around 1890. From St. Martin's-le-Grand, Vol. 3, 1893, p. 259.

Airmail Rates and Routes Between South Africa and US During World War II

by Bob Hisey

Introduction

World War II caused many disruptions in the airmail routes of the world, including the South Africa-US routes discussed in this article. I will try to follow these changes in routes and rates and explore the meaning of various markings that help us to understand their histories. The problem is made more difficult as most international rates/routes were not officially announced during the war hostilities. For example, FAM 22 from Miami to Leopoldville, Belgian Congo, was not announced in postal bulletins or covered in newspapers for security reasons.¹ 'FAM' refer to US foreign air mail contract.

I will only consider the 'normal' routes, and not all theoretically possible routes, such as the possible Italian LATI connections. Also note that the published rates do not necessarily coincide with the date the route opened. Since the originating country of South Africa was in the Empire, Imperial Airways would get the business as far as it was possible, unless otherwise directed.

This note is preliminary, as many questions remain unanswered.

Immediate Pre-Wars

Regular London-SA flying boat service had started northward from SA on 27 Jan 1932. The exact route was modified slightly from time to time, but the overall route remained the same, going from Durban, to Egypt, France, and the UK.

The SA-UK rate to the UK was 1/-. Including seamount to US, the rate was 1/3d. The London rate dropped by stages to 10d, 6d, and finally to 1.5d for the 'All-up' empire scheme (on July 1, 1937). The US rate stayed at 1/3d.² On 18 Feb 1938, the New York rate was dropped 1/-, while the rest of the US remained 1/3d.³

May 1939, PAA 18, NY- Lisbon-(Marseilles)

Boyle⁴ states that from May 1939 to June 1940 the rate was 1/3d and the route was SA-Cairo, and then to Lisbon for PAA 18 via LATI, Air France, or Imperial Airways to London. However, SA P&T notice 1315⁵ states that as of 1 September 39, the rate would be 2/-, which is official. So the 1/3d rate only existed for all air for a short interim period.

Confusion still existed. The example in Illustration 1 was posted 22 May 39 in Johannesburg. It was marked 'Air Mail' and franked with 1/- and then stamped 'Over half oz./Meer as half ons' and taxed 200 centimes. The postage due charged in NY was 40c. This gives an apparent rate of 1/- for a half ounce all air and 1/10d for a full ounce. Another possibility is that it was sent by sea from London, but without crossing out 'Air Mail.'

The winter and bad weather return route for FAM 18 was Lisbon, Bolama (Portuguese Guinea), Belem (Brazil), Trinidad, Puerto Rico, New York.

After the northern route FAM 18-12 was dropped, FAM 18 ran 3 flights per week.

The letter of Illustration 2 was mailed from Johannesburg 14 Feb 1940 with 2/- franking. It was marked 'Via Imperial Airways to Lisbon Thence via Pan-American to New York.' The route was SA-London-Lisbon by Imperial and then PAA to NYC. A good example of how Imperial Airways would take as much of the route as possible. The letter arrived 5 March in Vermont with a total transit of 19 days.

PAA FAM 18-12. 30 June 1939 to Oct.3, 1939

PAA FAM 18-12 opened on 30 June, 1939, NY to UK, the northern North Atlantic route. For the all air North Atlantic route the rate SA to US was now 2/-⁶. The summer route was New York-Shediac-Gander-Foynes, and the winter return was the same as PAA FAM 18.

FAM 18-12 was short lived and closed on Oct 3 due to the outbreak of war. This left PAA FAM 18 to Lisbon as the only transatlantic service to US. In fact, Lufthansa to South America had stopped in September 1939 and LATI and Air France to South America stopped in June 1940. By this time, PAA 18 was the only transatlantic air route of any significance.

The FAM 18-12 route was reopened on May 18, 1942, according to Aitinck & HovenKamp.⁷ The scheduled flights were two per week, but the flight list gives runs from 6 January 1942 to the last westbound flight 500 on 21 February 1942. Perhaps re-re-opened in May.

Imperial 3 Aug 39 to 23 September, 1939

On 5 August 1939, Imperial Airways opened a weekly route to NYC via Ireland, Newfoundland and Canada. This route was closed on 29 September 1939, but reopened from 3 August 1940 to 9 October 1940.⁸

2/- Rate, 30 June to Oct 3, 1939, via London

SA-London by Imperial Airways and either PAA or Imperial to NY.

The cover shown in Illustration 3 was postmarked Durban 2 Sep 1939 and was franked by 2/-. It is marked 'Per flying boat to England & 'North Transatlantic Air Services' onwards' by the sender. Flight DN228 left Durban on 3 Sept, arriving in Poole on 9 September. Onward connection might have been flight 6 of Imperial leaving the same day, or if that was missed, flight 7 leaving the 16th. There was a PAA flight leaving Foynes on the 14th, but the letter was likely held for the Imperial flight.

The last possible flight on this route would have been DN230, leaving Durban on 16 September, arriving Poole on Sept 22, continuing on the last PAA flight on this route, #26, leaving Foynes on the 3rd of October 1939.



Illustration 1.



Illustration 2.

After this date, the phrase 'Via North Atlantic Air' meant London to Lisbon and PAA FAM 18 from Lisbon to the US.

1940, *France Capitulates*.

This capitulation of France cut off the London to Egypt route across the Mediterranean on 10 June 1940. When Italy entered the war, the LATI flights Egypt-Rome-Lisbon also stopped. British planes were prohibited from flying over any French colony until each one was occupied by the Allies or 'voluntarily' switched allegiance to the Free French. This broke any airmail connection

between London and Egypt, and thus the Horseshoe route (Durban-Cairo-Australia). The last Durban flight to the UK was flight DN276, which left Durban on 5 June, arriving Poole on 11 June 1940.

The only open air route between the US and SA was now via the Horseshoe route and PAA's Pacific services. The alternative was by sea from Durban/Capetown for which the rate was only 3d throughout this period.

The Pacific route was attractive for places far away from South Africa, such as Palestine, India, etc., which were faced

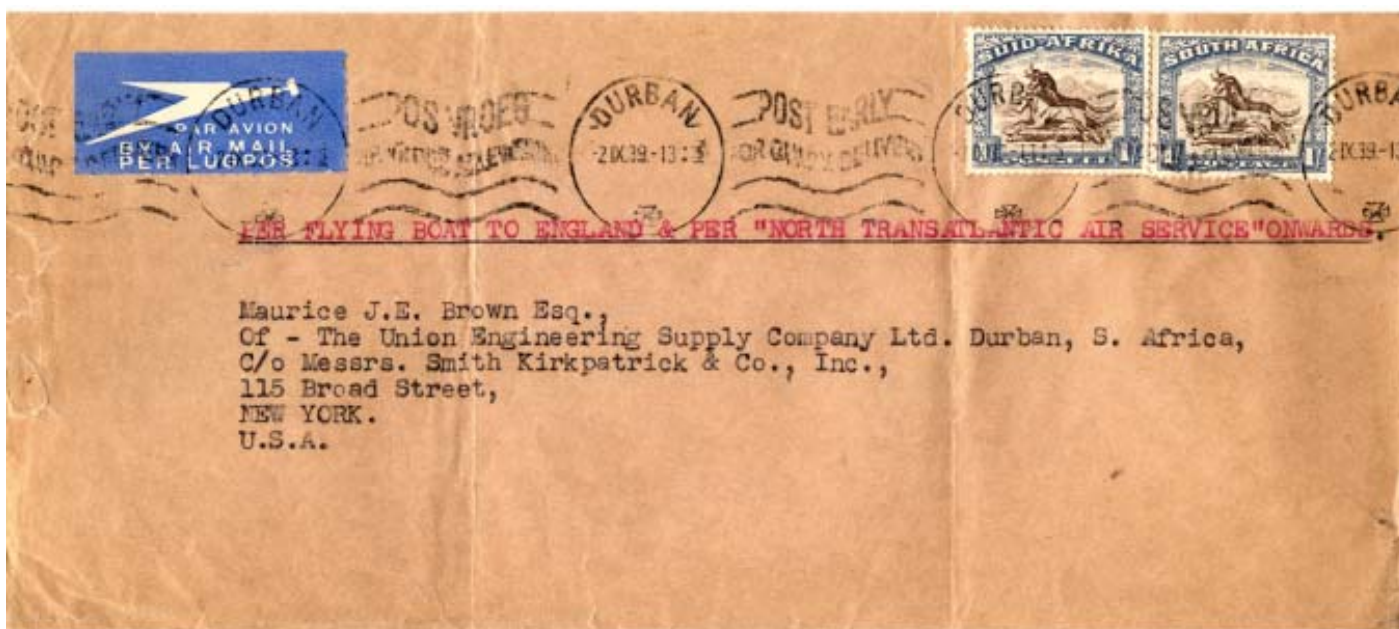


Illustration 3.



Illustration 4.

with long flights to Durban. In South Africa itself, the sea route became very attractive. Travel time at sea would be some 18-21 days, which looked very comparable versus the long trips by Imperial and PAA. The PAA Pacific service was one flight per week,⁹ the same, I think, as for Imperial Airways. This gave many opportunities for delays.

Schell¹⁰ reports that the USPS estimated transit times to South Africa from the US of 30 days by sea and 22-26 days by Trans-Pacific. But his actual trans-Pacific examples show 43 days to Mozambique, 55 days also to Mozambique, 60 days to

Brazzaville, and 27 days to Northern Rhodesia. However, the USPS sea mail estimate is from the US to SA, and there were many ports from which a boat could sail. From SA, it could only be Durban or Capetown, so little or no delay would be incurred. It only cost 3d instead of something probably in excess of four or five shillings for the Pacific route.

I have seen no covers from SA via the Pacific Air routes, nor found any examples in the literature. However, the Pacific route was used from the US. The rate published to India was 70c, and included airmail within the US. The published rate to South Africa

was 95c as of August 6, 1940 and increased to \$1.10 on July 18, 1941 (Schell loc. cit.). However, the cover in Illustration 4 was mailed 31 Oct 1941 at Rincom Annex, San Francisco to SA used a 70c rate instead of the \$1.10. Apparently because it had no internal airmail cost? Or just the wrong rate? Oddly, not censored and no marks of any sort. Addressed to Burmeister in Port Elizabeth SA who received a lot of mail in his business as an agricultural equipment and supplies importer and dealer.

Dec 7, 1941

The Pearl Harbor attack terminated Pacific PAA flights also saw the start of FAM 22, Miami to Leopoldville, Belgian Congo. Service was every 2 weeks. Two routes now open for SA-US:

1. Imperial via Ft. Bell Uganda to Leopoldville, Belgian Congo, then PAA FAM 22 to Miami.

2. Johannesburg to Leopoldville via Sabena or later South African Airways. The rate was 4/-. (Illustration 5)

Africa', arriving in Miami 9 April with censor 5766 NYC. A total of 19 days transit time at the rate 3/6d. The letter went via Imperial to Ft. Bell or Khartoum, and then with Imperial across Africa to Lagos.

2. Imperial to Lagos, then Imperial to Lisbon, then PAA 18 to US. A probable example is shown in Illustration 7 mailed on 30 May 45. The letter is marked 'Via West African Coast' and censored by 80755. This is an exceptional censor number and may probably have been in NYC. The rate was 3/6d. Route was as above, but apparently took Imperial West Coast Route to Lisbon.

3. Imperial to Lagos, Imperial to London, PAA NYC. Route as above, but continued to London. No identifiable covers seen or reported from SA, so rate unknown. This was an unlikely route, as the Lagos-UK route was overtaxed by military affairs for a long time.

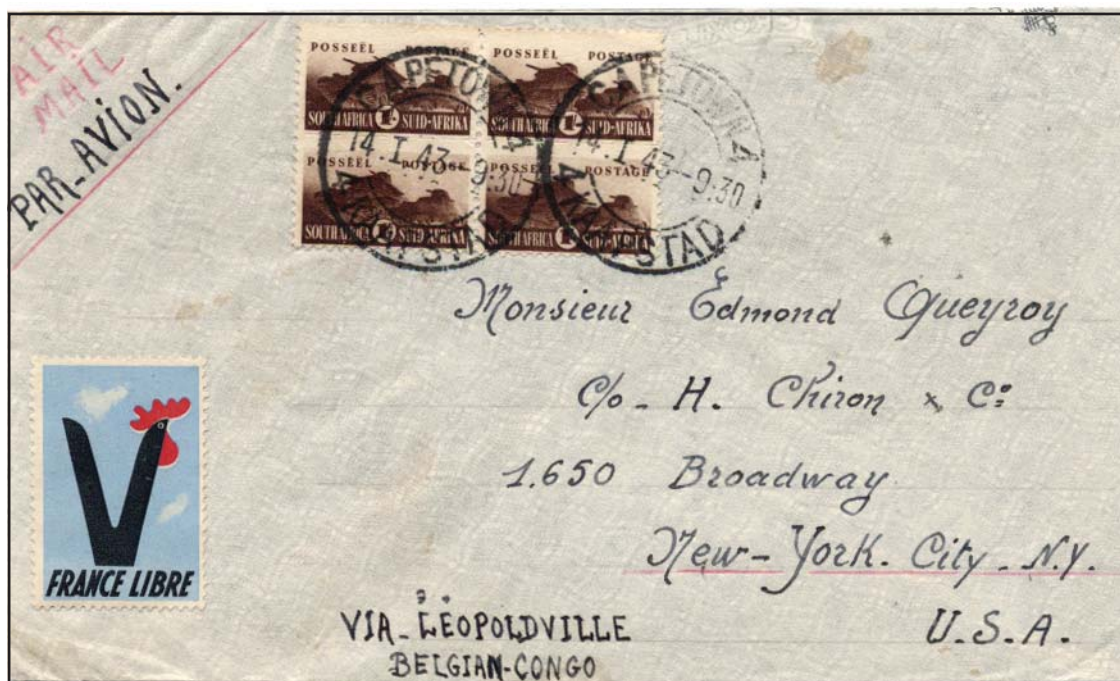


Illustration 5.

The rate for this route was 4/-, effective March 1 as published in the P&T 608 of April 12, 1939.¹¹ The rate from January to March is not known, but probably was 4/-.

Later the rate reduced to 3/6d. Earliest cover seen at this rate is dated 18 Oct, 1944, and the latest cover seen is 20 Jan 1945.

Belgian Congo to the US reduced from 19BF to 15.5BF at some time after 12 Aug 1944 and before 12 Dec 1944, based on seen covers. This would roughly correspond to the South Africa to US rate change.

Via West Coast

There is a lot of confusion about the meaning of 'via West Coast'. It seems to have 3 different meanings.

1. Imperial to Lagos, then PAA 22 to Miami. An example is shown as Illustration 6 and was mailed on 21 Mar 45 'Via West

Via North Africa & London

After the defeat of the French, Italians and Germans in North Africa, Imperial opened a North African land plane route from Cairo to London via North Africa, Lisbon, etc. in June 1943. The rate for South Africa to US via London by this route was 2/6d. Oddly, almost all identifiable examples seen show the London OAT mark (Illustration 8). This change in rate occurred after 5 October 44 and before 25 November 1944. This route was cheaper, but slower than via PAA 22.

The Lisbon portion of this route seems to have been abandoned by 15 May 1945, as a letter from SA to Lisbon so dated went to London, where it was marked OAT and then to Lisbon. Thus it was Imperial Airways all the way, although the London to Lisbon leg was operated by KLM for Imperial during the war.

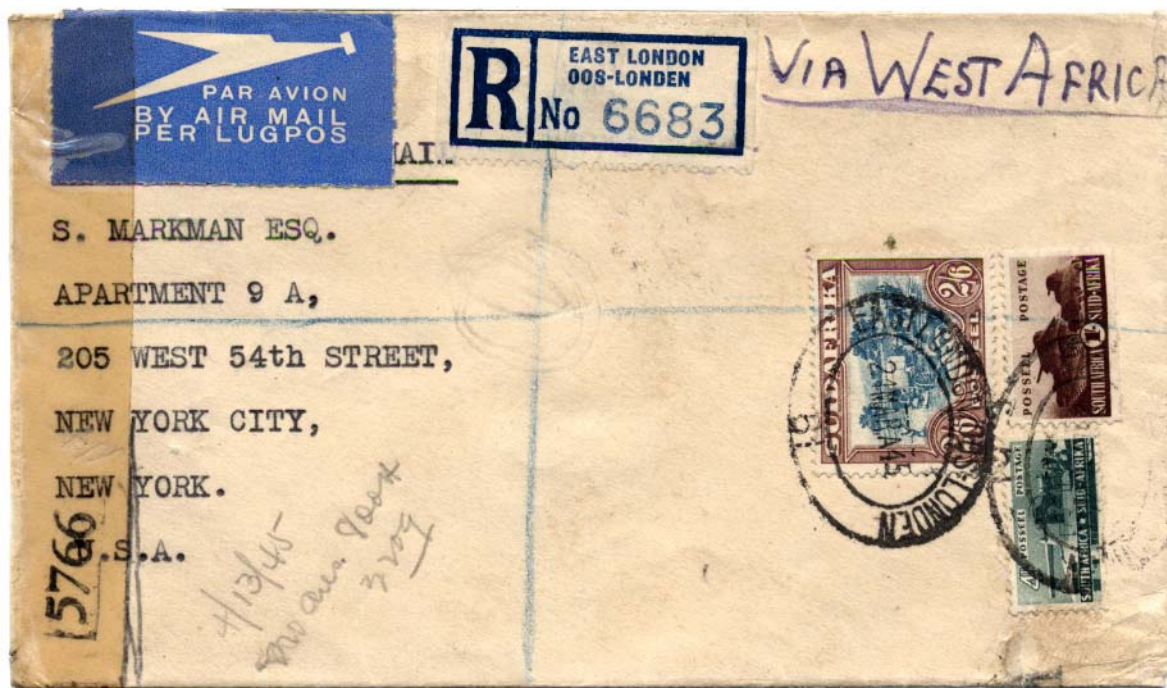


Illustration 6.

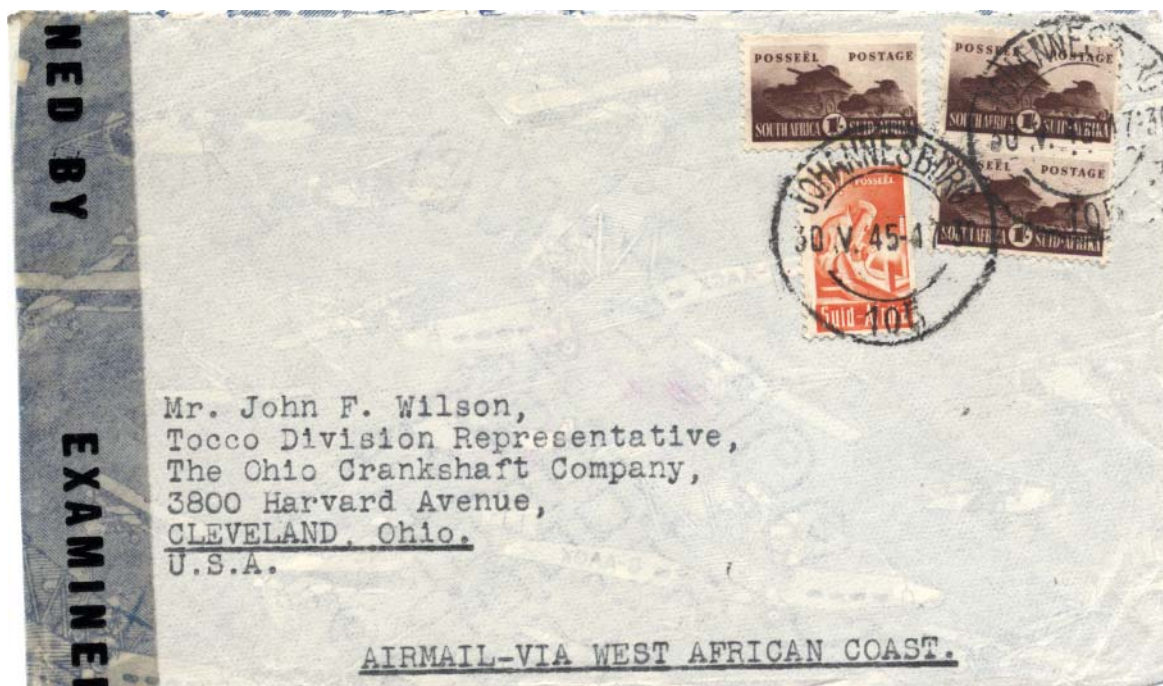


Illustration 7.

Post-war

The 2/6d rate continued, with a drop to 1/3d on 18 Feb 1947 in conjunction with a drop in the UK rate to 9d, but went back to 2/6d in 1948, apparently irrespective of route.

The example of Illustration 9 was mailed in Dec 1948, to Hawaii. The rate 2/2d is an example of the confusion as to rates during this period. This example shows 1/6d paid, 160 centimes due. At this time the conversion was 10 centimes per pence and 5 per US cent. This would be 8d underfranked, thus 2/2d for

the proper rate. However, the postage due actually imposed was 54c, which would be 27c doubled and thus 13.5d underpaid, for a correct rate of 2/7d. No applicable rate found. Perhaps poor arithmetic for a 2/6d rate.

In 1950 rates seem to be 1/9d via London as observed on covers, or 2/3d via PAA and the Congo. The rate remained at 2/3d until the end of sterling in 1961.

Note that Registration in South Africa was 4d during this whole period, not 7d as in Boyles book.



Illustration 8.



Illustration 9.

Date	Route, SA to US by Air	Rate	Ref.
7 July 37	SA Imperial to London, 1.5d		A-10
18 Feb 38	SA-UK-US	1/3d	D-9
18 Feb 38	SA-UK-NYC	1/-d	D-9
1 Jan 39	SA-UK-US	1/-	A-12, PO19?
18 Sep 39	SA-UK, 1/3d		A-10
May 39	PAA FAM18 to Lisbon opens. SA-UK-Lisbon-NYC	1/3d	
30 June 39	PAA FAM 18-12 NYC to UK opens, closes 3 October 39.	1/3d	
3 Aug 39	Imperial opens UK-US route. Closes 23 Sep 39.	1/3d	
1 Sep 39	Rate raised on SA-US, regardless of route.	2/-	A-12. PO1315
10 June 40	France surrenders, cutting UK-Cairo air link.		
	Sea Mail to US from Capetown or Durban	3d	
	Airmail SA-US via Pacific. None known to me		
	Airmail US-SA via Pacific.		
	a. August, cover known at 70c from San Fran, error?	70c	Seen
	b. August 6, 1940	95c	Schell
	c. 18 July 1941, rate raised to \$1.10	\$1.10	Schell
7 Dec 41	Pearl Harbor. PAA Pacific shuts, PAA		
	FAM22 to Leopoldville, Belgian Congo starts		
	Two routes to use this service.		
	a. Imperial via Ft. Bell, Uganda to Leopoldville	4/-	
	b. Sabena, Johannesburg to Leopoldville	4/-	
3 Jan 42	SA-UK-US	4/-	A-12
June 43	French and Germans surrender in North Africa.		
	New Imperial route Cairo-Lisbon-London.	2/6d	Seen
	Earliest seen 5 October 44.		
18 Oct 44	Leo reduced to 3/6d. First date seen 18 Oct 1944,	3/6d	Seen
	Latest 20 Jan 45		
1944-5?	VIA WEST COAST' has three meanings		
	a. Imperial to Lagos, FAM 22 to US	3/6d	Seen
	b. Imperial to Lagos, to Lisbon, FAM 18 to NYC	3/6d	Seen
	c. Imperial to Lagos to UK, PAA to US. None seen		
1946	UK rate 1/3		Seen
18 Feb 47	Reduced US rate. Seen Aug-Nov	1/3d	Seen
1948	SA-UK, 9d, then 1/3d		A-10
1948	Increased	2/6d	
1950	SA-UK-US	1/9d	
1950	SA-Leopoldville-US	2/3d	
1954	SA-UK 1/3d		A-10
1954	SA-US	2/3d	A-14
	Normal Registration was 4d the whole time, not 7d.		A-41
	Registration on TPO was 1/- until stopped 1950		A-41

A and D under reference refer to Amoores and Doherty, respectively, followed by page number.

Notes

1 Collyer, David. Airmail between the USA and Southern Africa: 1930-1945. South African Philatelist, date unknown, but after 1994.

2 Amoores, unpublished, p. 12, SA PO Guide 19 January 1939

3 Doherty, unpublished compendium of rates.

4 Boyle, Airmail Operations During World War II, American Air Mail Society, 1998, p 686

5 Amoores, p. 12.

6 Amoores, p. 12.

7 Aitink & Hovenkamp, Bridging the Continents in Wartime, Stichting Luchtpostgeschiedenis Tweede Wereldoorlog, Enschede, p. 159ff.

8 Aitink & Hovenkamp, p. 172.

9 Schell, Airpost Journal p. 184, May 2003, Vol. 74, No. 5, quoting USPO supplement of September 1940)

10 Schell, loc.cit.

11 Amoores, p. 14

12 Amoores, p. 13, quoting the SA PO Guide of 1/7/54, p. 14.

1935-36 Voortrekker Memorial Fund

by Hans Ulrich Bantz

Summary: This column deals with the four South African stamps initially issued to raise funds for the erection of the Voortrekker Monument and subsequently overprinted for use in South West Africa, thus becoming the first charity or semi-postal issue for this country.

Introduction

Stamps do not serve postal purposes only. At times they are vehicles for the self-adulation and hero worship of those who have or had the political power. Stamps can later make something visible that was ignored or not understood by most of the ordinary citizen at the time. Well-known examples are the stamps of Nazi-Germany or of the defunct Communist Block countries. A number of the South African stamps issued till 1994 provide examples as well and throw light on the euro-centric historiography and the thinking of the white population. History was the history of the European settlers while the native Africans received no recognition of their past, their heroes and their culture. Europeans were declared the torchbearers of civilization who brought the light of Christian salvation, progress and refinement into the Dark Continent. Today's catchphrase is "bringing 'Democracy and Freedom' to the people" whether they want it or not. Only later it is found that these pronouncements had some truth and were partly a folly.

Keep these thoughts, to which you might agree or not agree, in mind when we look now at South West Africa's first charity issue to raise money for the so-called "Voortrekker Centenary Memorial Fund".

The "Voortrekkers"

'Voortrekkers' (Afrikaans, literally "Forerunners" or as translated in the dictionaries "Pioneers") were mainly Dutch speaking people who left the Cape Colony in the 1830s and 1840s to move east- and northwards into the interior of Southern Africa.

The Cape had come under British rule in 1806. Dutch and other settlers, numbering about 15,000, left the Cape for various reasons, one of them the increasing British governmental control and restrictions placed on the holding of slaves. Along their trek, the Voortrekkers came into conflict with the westward advancing Bantu tribes, predominantly with the Zulu and the Matabele. A decisive battle took place on Dec. 16, 1838 in Natal at a site later called Blood River because the water of the stream was said to be running red with blood after the battle. A combined force of 451 white men and their black servants under the leadership of Andries Pretorius encountered a Zulu army of about 12,000. According to history books 3,000 Zulus were killed, while only four Voortrekkers were wounded during the fight.

Speaking to Zulus it turns out that the battle never took place as told by Whites. Chief Ndlela saw after a short skirmish that he would by no means be able to overwhelm the fortified circle of wagons (the 'laager') defended with guns and two canons. His warriors carried spears and shields only. He decided to withdraw and call it a day. Zulus say the Blood River story as told by Europeans has been magnified to glorify the Voortrekkers, the founders of the Afrikaner Nation, and to degrade the Zulus. The truth is probably somewhere in the middle.



Figure 1.

When the centenary of the “Battle of Blood River” was approaching it was decided to erect a national monument in Pretoria to the honor of those who had ventured into the interior of Southern Africa. The “Voortrekker Centenary Memorial Fund” collected money for this purpose from the public and the Union Post Office supported this project by issuing three stamps on May 1, 1933 and a 1/2d stamp on Jan. 15, 1936, carrying a surcharge which went to the Memorial Fund. Though South West Africa had had little to do with the “Great Trek”, which had taken place years before the German flag was hoisted at Luderitz and in an area lying over a 1000 miles to the South and East of Windhoek it was decided to overprint the stamps in 1935 and 1936 for use in South West Africa.

The “Voortrekker Monument Issue”

General Technical Information

Four South African stamps issued in 1933 and 1935 overprinted S.W.A. for use in South West Africa.

Catalogue numbers: Scott B1 to B4 (the ‘B’ stands for semi-postal); SG 119 - 122; Michel 172 - 179 (Michel assigns own numbers to the English and Afrikaans stamps); South African Colour Catalogue (SACC) 119 – 122; Quik 194 - 197.

Designer: Willem Hermanus Coetzer (1900 – 1980)

Printer: Government Printer, Pretoria

Printing method: Photogravure (rotogravure) in two colors.

Watermark: Multiple Springbok Head

Perforation: 14

Sheet format: Printed in sheets of 120 (six rows of 20 stamps each, alternating English and Afrikaans)

Overprint: S.W.A.; 10mm long, deep black, shiny. Alternate wording on stamps: SUID-AFRIKA / SOUTH AFRICA; the stamp value and the surcharge are indicated by: POSSEL – FONDS / POSTAGE – FUND; VOORTREKKER MONUMENT is spelled the same on the English and Afrikaans stamp, respectively.

First day of issue in South West Africa: Scott, S. G. and the SACC state 1935-1936. Hoffmann-Giesecke says 1935, Sept. – 1936. The more specific information fluctuates from author to author as follows: 1/2p – Feb 1, 1936 (Quik); March 1, 1936 (Gewande and Michel) Rest of set: Sept. 2, 1935 (Quik); Sept. 17, 1935 (Gewande); end of Sept. 1935 (Michel).

Last day of sale: Dec. 14, 1938 (Hoffmann-Giesecke), the date when the second Voortrekker Centenary charity/semi-postal issue was released.

Last day of postal validity: December 31, 1972

My sources give no information on printing numbers for the original South African and for the overprinted stamps.

Description of the Stamps

The 1/2p + 1/2p Stamp: “Church of the Vow”

The frame and scroll containing the word “VOORTREKKER MONUMENT” are printed in green to dark green (Cylinder No. 6936); the design, including the values, is printed in black (Cylinder No. 66). This 1/2p stamp paid the postcard inland rate. In the sequence of events depicted on the four stamps this stamp should have stood at the end and not at the beginning of the set.

It was issued as an afterthought in 1936 and shows the ‘Church of the Vow’/‘Geloofte Kerkie’. After defeating the Zulus the Voortrekkers selected farms on the fertile land at the foot of the Drakensberg. They founded the town of Pietermaritzburg (named after their leaders Piet Retief and Gerd Maritz) and settled down. The ‘Church of the Vow’ was built in 1841 on the market square of Pietermaritzburg. It received its name because of a vow taken prior to the battle at Blood River that “if God granted them victory the Voortrekkers would build a church and hold the day (Dec. 16, 1938) sacred for all time as a day of thanksgiving”. This is the origin of South Africa’s “Day of the Covenant”, still a public holiday, now known as the “Day of Reconciliation”. The ‘Church of the Vow’ is one of the oldest buildings in South Africa outside the Cape. It has been restored and houses today the ‘Voortrekker Museum’. It remains one of the ‘sacred’ places for the ‘Afrikaners’, the descendants of the Voortrekkers.



Figure 2.

The 1p + 1/2p Stamp: Crossing the Mountains – Cradock’s Pass

The frame is printed in shades of red (Cylinder No.7023), the design in black to greyish-black (Cylinder No. 6917).

This 1p stamp paid at the time of issue for an one ounce inland surface letter, for an 1/2 ounce inland airmail letter, an inland airmail postcard and for one ounce surface letters and surface postcards to British Commonwealth countries.

The stamp pictures an ox-wagon climbing up the notorious Cradock’s Pass (later renamed Montagu Pass). Traversing the mountains from the coast to the hinterland were feats of skill and perseverance. The stories told about successful crossings were a source of national pride for the Afrikaner people. From 1836 onwards Voortrekker families packed up their goods into canvas covered wagons and set off for the interior, away from British rule. This so-called Great Trek was the catalyst for the rise of the group of people who became known as the Boers, later called ‘Afrikaners’, once ‘Afrikaans’ took shape and became a distinct language. The Boers were fiercely independent and strongly Calvinistic in religion. The stamp conveys an idea of the epics and the dangers of the Great Trek. A closer look at the etching made by Lieut.-Colonel Charles Michell and used for the stamp by Coetzer illustrates this. They had to construct a road up Cradock’s Pass. The etching shows that at least two of the five

persons involved were black Africans. This would later be a source of pride for the greater majority of South Africa's people.

The 2p + 1p Stamp; Voortrekker

The stamp covered no specific postal rate and could be used to make up e.g. for registration (4p) or for inland letters of the second weight category (2d).

The frame is printed in purple (Cylinder No. 6925), the design in grey to greyish-green (Cylinder No. 7014). Coetzer based his design on a sculpture by Anton van Wouw (1862-1945), the creator of inter alia the Kruger Monument on Church Square, Pretoria. The stamp shows a Voortrekker in a rather pensive mood, resting on a rock, holding a double barrel gun, looking out of the stamp.

The 3p + 1 1/2p Stamp; Voortrekker Woman

The 3p was the rate for one-ounce surface letters to UPU countries. The frame is printed in blue (Cylinder No. 29), the design in grey to greyish-green (Cylinder No. 43).

It is fitting that the highest value of this set is devoted to the memory of the women who partook in the Great Trek. Coetzer's design is again based on a sculpture by Anton van Wouw. The woman is dressed in the traditional set of clothes, including the 'kappie' (bonnet), covering the head. The head is turned sideward. The lone, rather passive figure symbolizes the suffering women, following their husbands and fathers on the Great Trek. The stamp heralds a change in the hitherto heroic thinking of the Voortrekker woman as strong, defiant and active. This view was based on the legendary, barefoot women who helped their men in fights and refused to turn back when their men folk wanted to return to the Cape after all the setbacks endured.

These stamps are for me an indication of more reflective thoughts on the Great Trek and the role played by the Voortrekkers in the opening of Southern Africa, emphasizing suffering and hardship rather than heroism and boldness.

The three items selected from my collection show some philatelic features found in this issue:

- a) A registered airmail cover mailed from Walvis Bay (17 AUG 36) to Durban (arrival 24 AUG 36). The 2p stamp has the bottom margin attached with a sheet number (2346) in black (Figure 1).



Figure 3.

- b) Variety on the South African basic stamp: arrow block of four with the variety 'blob between second and third window from the left' on row 4 / stamp 1 (Figure 2).
- c) Overprint variety: block of eight with overprint shifted to the center (Figure 3).

Quik (2005) lists further varieties for the basic stamps and for the overprints, like inverted and double overprints and missing stops.

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- Schirmer, P. (1980): The Concise Illustrated South African Encyclopaedia.
- van der Watt, L. (1996): The gendered construction of Afrikaner identity in Voortrekker tapestries. (Coetzer was the designer of these tapestries that are framed and hung at the Voortrekker Monument.)
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Publish Your Research in Forerunners

Our Journal is in constant need for articles. If you specialize in southern Africa, please consider writing your observations and findings for these pages. The editor and his Speciality Editors will be happy to assist if required. We particularly need modern philately and postal history, thematic, aerophilately, cinderalla, TB stamps, telegraph and rail philately and history, rate and route studies, and military postal history. Your interests are the limits. If you are a regular reader of Forerunners you will know that certain areas are well covered. Other areas are poorly covered. These include the Rhodesias, Cape of Good Hope, Natal, Union

and Republic of South Africa, Swaziland, Zambia, Zimbabwe, Basutoland, Malawi, among others.

A typical article for the Forerunners contains text, illustrations, tables, reference or literature list, acknowledgement if relevant, and captions for illustrations and tables. The editor prefers the main text as a word document. Illustrations should be scanned at 150 dpi (covers) or 300 dpi (stamps) and saved as jpg or tif files. References, illustrations, and tables should be called for in the text. All illustrations should be clearly identified both in the text and by file names. This will greatly help the editor.

Circular Framed T-Markings: Unusual Sizes and Shapes

by Jan Stolk

This is the third part of the listing of circular framed T markings. This time I show markings that differ in appearance from the common of these markings by a smaller diameter or by an unusual shape of the letter T.

All these markings are modern. It appears that most was used from the late 1980 until the end of the century. For the last five years there has been little interest from the Postal Service to tax insufficient franked letters. To test this, I mailed several letters in South Africa with insufficient postage and even one with no postage at all. I received all letters without being taxed.

The second listing of this installment contains oval framed T marks of which there is only a small number found.

U1 was used in the 1950's along side a Sterling circular framed marking as on the illustrated cover (Figure 1).

U2 is from the same period, but still in use during 1982–1986 now without the Sterling marking.

U3 and U4 are adapted Transvaal markings which use to have roman numbers at the bottom to indicated the post-office of usage. The roman numbers have been removed and the marking is still in use some 80 years later.

The second illustration (Figure 2) is a cover from Nelspruit sent 24 april 1989 to Excom. It was received with an U2 oval tax marking and a label indicating the reason for the tax. Postage had changed on the 1 April to 18 cent. Double deficiency had to be paid. The letter arrived on 28 April at Excom and was no. 9049 (label P1/29(B)) on the list of taxed items. The addressee collected the letter on 2 May and the tax was paid with two 2 cent postage stamps.

The next installment will proceed with the circular framed T markings.

Many thanks again to Werner K. Seeba who keeps supplying me with information on taxed items and markings.

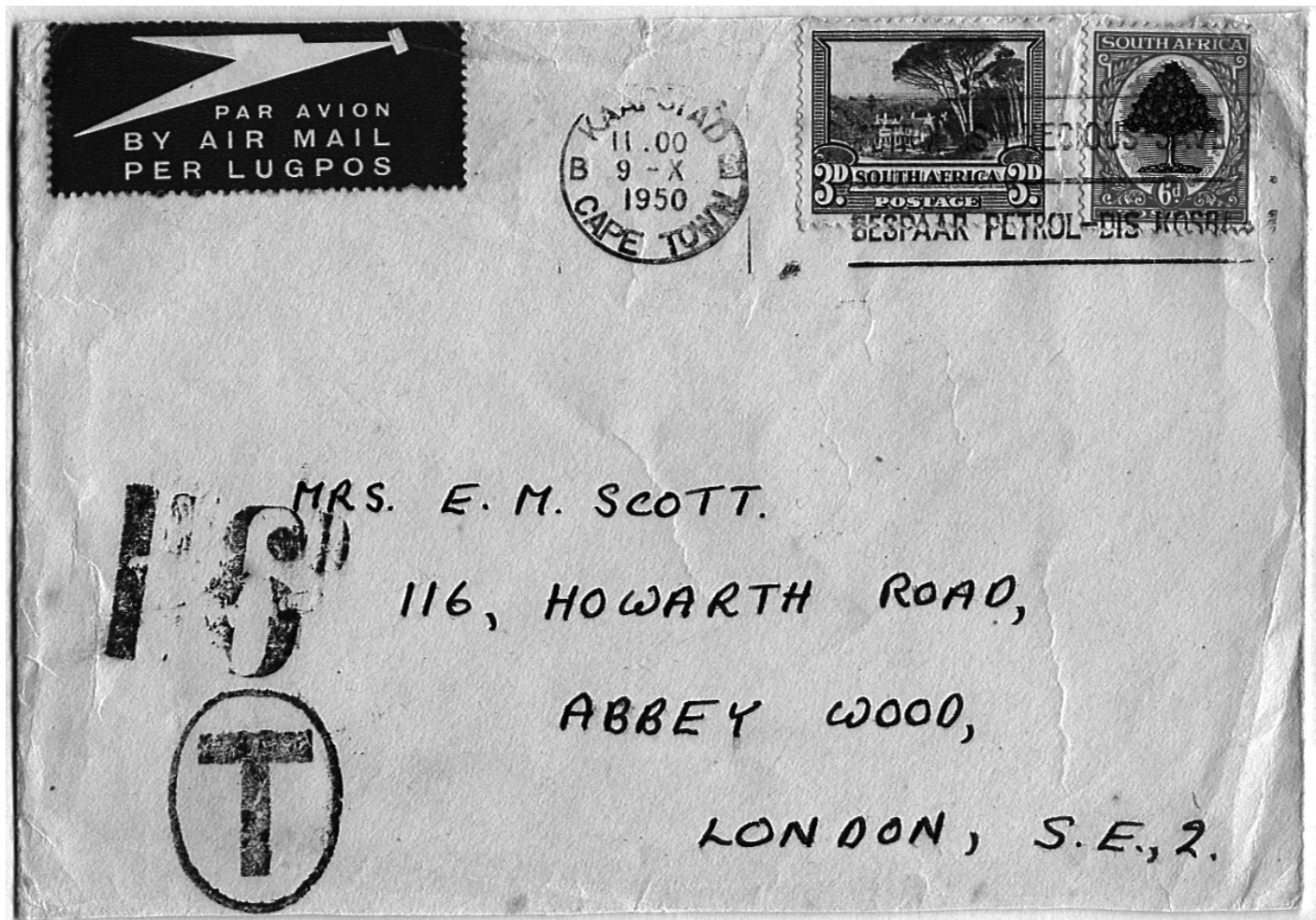









Figure 1. U1 marking was used in the 1950's along side a Sterling circular framed marking.

Type	Size	Used At	Earliest date	Latest date
 Tb8	D = 28 mm	Makwassi Plettenberg Bay	31-Mar-99	31-Mar-99
 Tb9	D = 28 mm	Florida Pullen's Hope	06-Nov-99	06-Nov-99
 Tb10	D = 25 mm	Swartruggens	09-Jan-96	16-Apr-98
 Tb11	D = 19 mm	Randburg Cape Mail	12-Aug-98	27-Dec-98
 Tb12	D = 18 mm	Cape Mail	27-Mar-97	27-Mar-97
 Tb13	D = 27 mm	Klerksdorp	07-Apr-86	07-Apr-86
 Tb14	D = 27 mm	Kroonstad	18/04/1998	18/04/1998





Type	Size	Used At	Earliest date	Latest date
U1 	H=25 W=20 mm	Kaapstad	09-Oct-50	09-Oct-50
U2 	H=25 W=20 mm	Middelburg-T	01-Apr-82	22-Oct-86
U3 	H=25 W=20 mm	Brits	11-May-87	07-Aug-89
U4 	H=25 W=20 mm	Nelspruit	04-Jun-86	28-Apr-89



Figure 2. Cover from 1989 with an U2 oval tax marking and tax label. The tax was paid with two 2c postage stamps.

The Vurtheim Postal Card

by Tim Bartshe

With the Second Republic getting on its feet after gaining independence in 1881, by 1884 the Government decided to create a new series of postage stamps. The design by J. Vurtheim was approved and these issues were released 13 March 1885. At the same time, the use of postal cards in southern Africa was now well established. The Government decided to produce their own postal cards with the indicia design identical to that used for the stamp issues. A 1d value was imprinted for the local postal card rate. The postal card design was unchanged from that of the stamp, so it is assumed that no new dies were required for this issue. Figure 1 is the only privately held copy of the master die proof with the tablets for the numerical and word value fully raised and blank. It is black on wove paper mounted on card.

A number of trials were made to find the proper size and wording of the cards to be used. In the proper sense these are essays as they differ from the final product produced and shipped to Pretoria. At least eight of these "essays" are recorded; the one in Figure 2 is the only one in a reduced size of 121 x 85 mm. This card shows the



Figure 1.

wording in black reading 'ZUID-AFRIK. REPUBLIEK' in a short arc above 'BRIEFKAART' which is positioned some 1mm above the base of the indicia, whereas on the issued card the wording is 1mm below. Figure 3 is a full-sized card printed on both sides, 138 x 91mm, in black lettering but the indicia is inverted on the one side, the reverse is normal. Other examples are in red lettering which was to be the issued card color. Figure 4 shows this red lettering on a doubly printed card, one inverted with another double illustrated in Mathews (1986, p. 131). Quik and Jonkers (1998, p. 85) also show two additional cards which may be in the PTT Museum of the Netherlands. One card has the notation of 'No. 2' in script at the bottom left while the other card is the obvious mark-up copy for the lettering with center lines drawn through each of the letters in the upper caption.



Figure 2.



Figure 3.

The printed cards, somewhat variable in size, were produced through five different printings spanning April 1885 through 1893. The size and thickness of the card stock is important in distinguishing one printing from another, but is beyond the scope of this short piece. The color ranges from a deep carmine-red in the earlier



Figure 4.

printings to a pale rose-carmine in the later printings. The cards were first put on sale 1 November 1885 and the last shipment of 2,092 cards arrived 9 March 1894. In all, some 192,000 cards were shipped. The initial cards were printed in sheets of 15 with the final 3 printings in sheets of 20. The early printings were on a very thin and fragile stock while the later printings were on a thicker sturdier card.

These work horses saw duty through the formative years of postal developments and expansion. These developments include not only the changes in rates, but the introduction of the railway system which allowed for the significant increase of mail volume. It is this portion of the ZAR postal history that I would like to expand upon.

The postal card rate was standardized throughout southern Africa which included the colonies of Natal and Cape of Good Hope along with the Republic of the Orange Free State. The South African Republic, however, was very late in the reduction of the domestic rate, the fee of 1d lasting until 6 September 1895. Even though the Vurtheim card had been supplanted by the newly issued design, initially with shafts in 1894 and then with the disselboom or single pole in July of 1895, the Vurtheim issue continued to be used. The earliest example I have is from June 1886 with the latest being used in convenience overpayment for domestic use from December 1898.

The cards were used by business for professional correspondence, particularly banks which used them for acknowledgement of receipt. A number of other business concerns utilized them as order forms such as the early printing item shown in Figure 5 for the Chandler and Co. Brewery. The obverse has a printed return address while the reverse was a preprinted order form for how many gallons or bottles of their ale or stout one wished to order. Another rather curious item is a preprinted greetings card form (Figure 6), which in this case was used by the Postmaster of Nylstroom to send a Christmas greeting to "PM & Staff Bloemfontein" mailed on 24 Dec and arriving on Christmas Day 1893.



Figure 5.

Up until their joining the UPU postal cards were treated as letters. Examples have been seen paying the 7½d rate to Europe from ca. 1889. The example shown as Figure 7 was mailed Dec 91 paying the then-current rate of 5d for a half-ounce letter to Europe. Even though the Postmaster General Isaac van Alphen attempted to reduce the rates for letters and cards, he was repeatedly blocked by the Volksraad. Except for the UK, letter

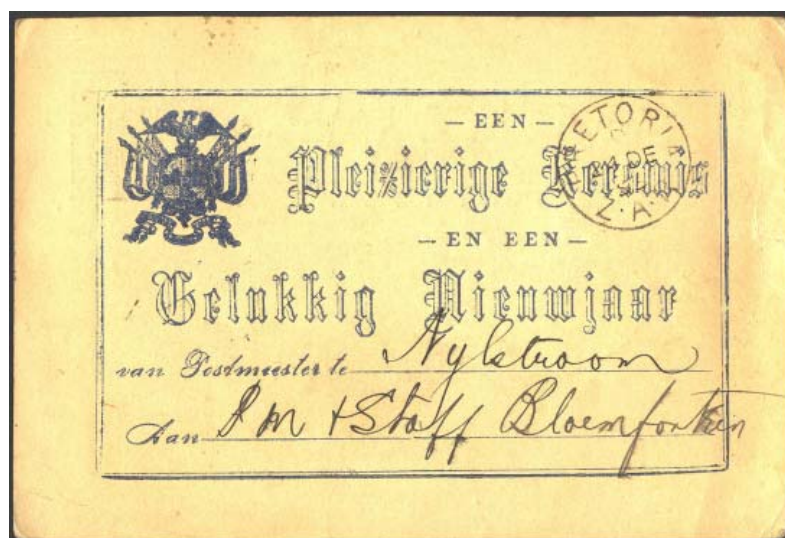


Figure 6.

rates remained at 4d and the postal card rates were 1½ to 2d, depending upon the destination (PMG Report for 1894; van den Hurk, 1988). Confusion as to the proper rate is evident when viewing the material that exists; postal cards are found which are franked with 3d, 2d and 1½d with the later two most commonly seen. Figure 8 shows a 3d franking to the USA dated June 1893. Figure 9 shows 1½d which was the proper rate until 18 September 1895, this example mailed the 19th overpaying the new 1d rate! [De Jager (1999) and van den Hurk (1988) discuss in detail the various notices and decrees relevant to the time between UPU introduction 1 December 1892 until final reduction effective 18 September 1895. These are worth reading in order to understand the sources of confusion found within the public.] Registered cards were also treated as letters. Figure 10 shows a commercial correspondence to Italy in 1894 (prior to the rate reduction mentioned above) and is franked with the provisional issues of the time paying the 4d registration rate and 4d postage.

The expansion of the railway system and the increase of freight shipping, the NZASM (railway company acronym) found need for rapid and inexpensive parcel receipt notification to recipients regarding their shipments. In 1891, the NZASM requested from Enschedé that postal cards be printed with a shipping advice statement form on the reverse. These were printed in sheets of 20 and were in addition to those five printings of the postal cards (Drysdall, 1997). The first shipment (Figure 11) was for 10,000 and dated in the lower left Juli 1891, the second for the same amount dated Jan. 1893 (Figure 12). The color of the printing is in red as is the indicia. These cards are not common and no unused examples have been seen by me. The first printing ran out late April 1893 and a "provisional" was used by the railway office at Pretoria. Figure 13 is an example of these cards

seen used during late April through June. The new Jan. 93 printing was not shipped until 17 April, thus necessitating the need for these cards. The double oval cancel reads in part "Belastinggaardner Voor" which roughly translates to Customs officer. Also most railway stations had some form of a straight-line or boxed name hand stamp used to identify the shipment location. This is in itself a very interesting sidelight to the postal history of the railway system. Nearly 30 different types are recorded used as location markings on the reverse of the cards or even on some occasions as obliterations themselves seen in Figure 14 from Johannesburg. Johannesburg had at least 4 different station cancels alone.

These cards are a fascinating area for collecting and can form an important portion of any collection or exhibit on the postal history of the South African Republic. I am planning to unveil a 16-page exhibit on just these



Figure 7.

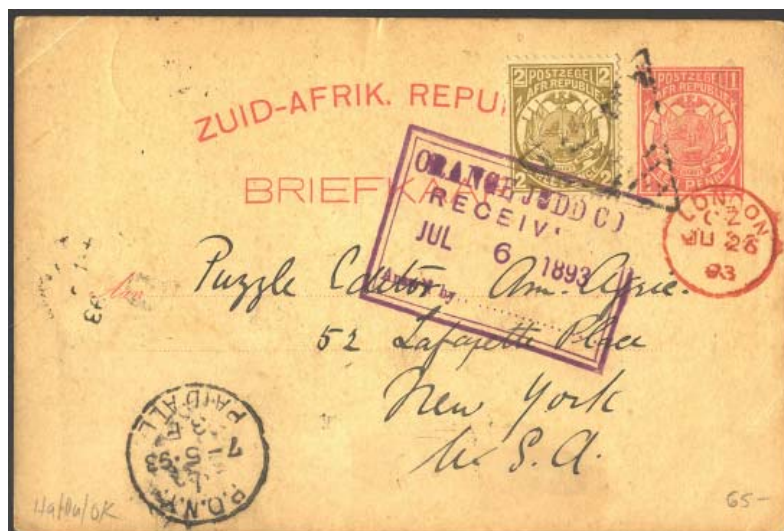


Figure 8.



Figure 9.



Figure 10.

items next year.

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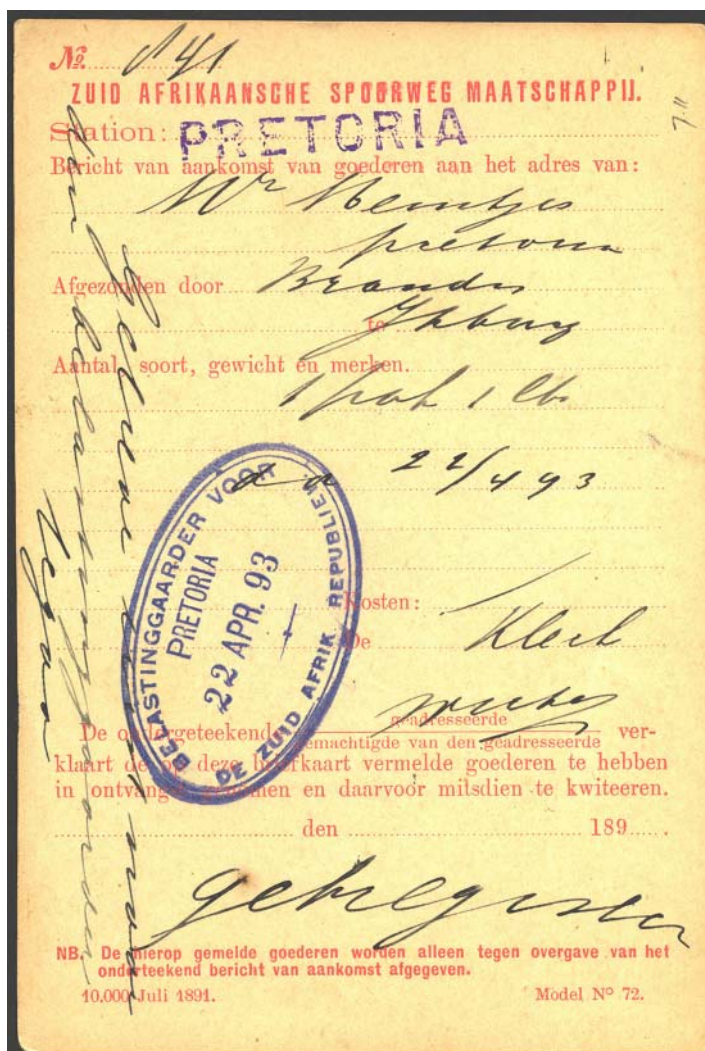


Figure 11.

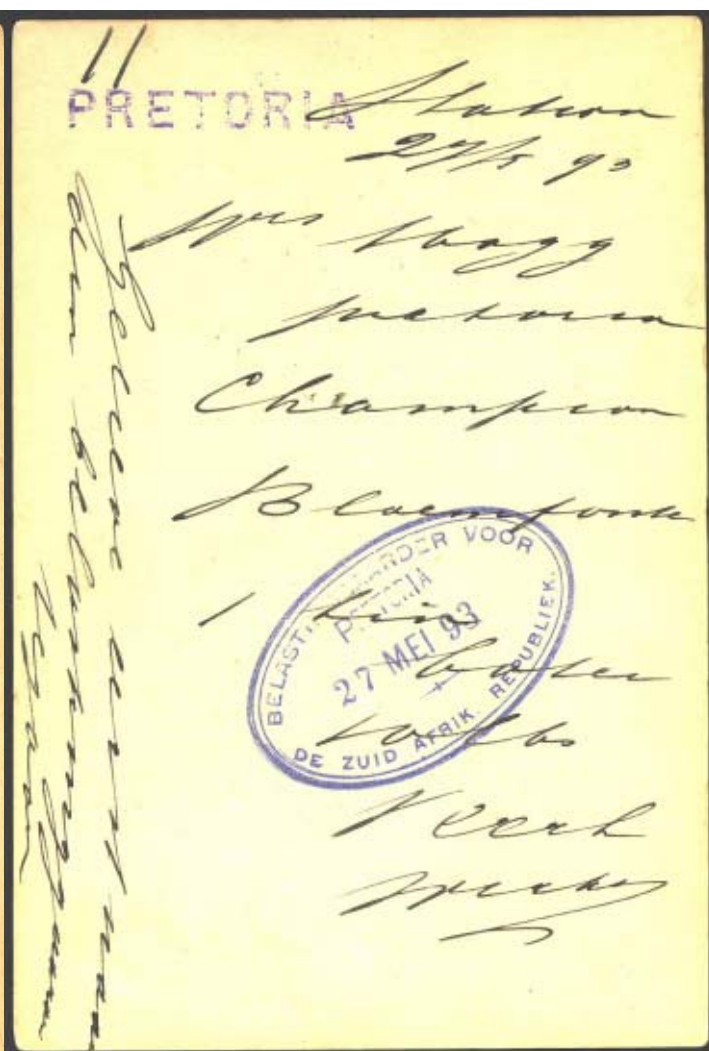


Figure 13.

NB. De hierop gemelde
ondertekend bericht
10,000 Jan. 1893.

Figure 12.



Figure 14.

Surface Postal Rates of South Africa 1910-1997

by Bernard Doherty

Available information on South Africa postal rates are sparse. Therefore, I compiled the brief table shown here only listing inland, British Commonwealth and foreign postal rates applicable to the most common South African mail. The information has been obtained from other collectors and the available literature. The latter included the printed South African Post Office Guides and Postal Notices. The listing is not complete and certainly not perfect. I have not been able to inspect complete sets of Post Office Guides and Notices. I may also unintentionally have introduced errors in the listings. It is still my hope that the reader will find my effort worthwhile and useful for their own collections and research. So useful - I hope - that they will report additions and errors to me - or perhaps that they will accept the challenge and improve my listing of South African postal rates to the benefit of all collectors.

The listing is simplified. Only the main letter, postcard, and printed matter rates have been included. The airmail rates have been briefly summarized and include letter, postcard, and aerogramme. Because airmail rates often were widely dependent on destination, a more detailed list will be included in next issue.

Std letter - Standardized postal article are articles in rectangular sealed envelope of at least 140mm x 90mm and not more than 235mm x 120mm that are not more than 5mm thick and the total mass of which does not exceed 50g.

Non-std postal articles are articles in envelopes or other wrapper that conform to the maximum and minimum dimensions for paid articles in general but not to all the requirements regarding dimensions or mass prescribed for standardized postal articles.

PRINCIPAL POST OFFICE RATES.				
Class of Mail Matter.	For the Union of S.A., Basutoland, Bechuanaland Protectorate, Swaziland and South West Africa.	For Angola, French Equatorial Africa, French Cameroons, Belgian Congo, Mozambique, Nyasaland, Southern and Northern Rhodesia, * Kenya, Uganda and Tanganyika.	Remainder of British Commonwealth Countries.	For Foreign Countries.
Letters.....	1d. for the first oz.; 1d. for each additional oz.	1d. per ½ oz.	1d. for the first ½ oz.; 1d. per ½ oz. thereafter.	3d. for the first oz. and 1d. for each additional oz.
Postcards.....	1d. each.	1d. each.	1d. each.	1d. each.
Newspapers.....	½d. per 4 oz. per copy. Limit of weight for each packet 1 lb.	½d. per 4 oz. per copy. Limit of weight for each packet 1 lb.	½d. per 2 oz.	½d. per 2 oz.
Printed Papers.....	½d. per 2 oz.	½d. per 2 oz.	½d. per 2 oz.	½d. per 2 oz.
Commercial Papers, (Accounts, Receipts and Invoices etc.)	½d. per 2 oz.	½d. per 2 oz.	½d. per 2 oz. with a minimum of 1d.	½d. per 2 oz. with a minimum of 1d.
Sample Packets.....	½d. per 2 oz.	½d. per 2 oz. with a minimum of 1d.	½d. per 2 oz. with a minimum of 1d.	½d. per 2 oz. with a minimum of 1d.

* Letters to Kenya, Uganda and Tanganyika, 1d. for the first ½ oz.; 1d. per ½ oz. thereafter.

CASH ON DELIVERY FEES.

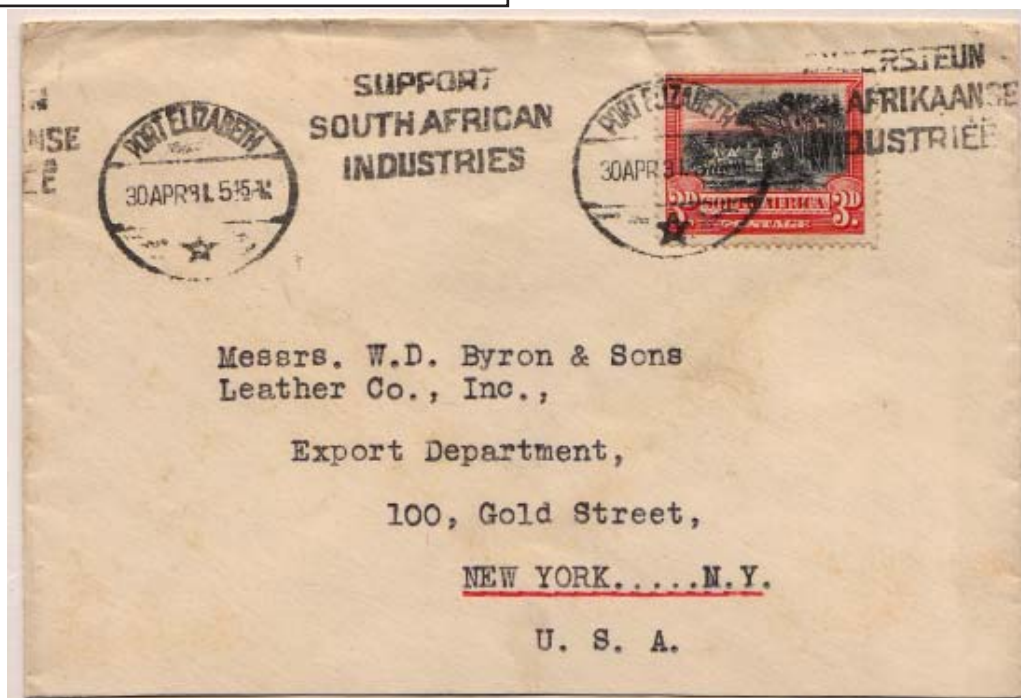
For trade charges up to and including £1..... 1s.
For every additional £1 or part thereof..... 3d.

PARCELS.

Ordinary Parcels for places within the Union, South-West Africa, and Colony of Mozambique.....	Not exceeding 4 oz. 2s. Not exceeding 8 oz. 4s. Not exceeding 1 lb. 6s. For every additional 1 lb. or portion thereof..... 6s.
For Bechuanaland Protectorate.....	1s. per lb. 1s. per lb. 1s. per lb.
For Southern Rhodesia.....	1s. per lb. 1s. per lb. 1s. per lb.
For Northern Rhodesia.....	1s. per lb. 1s. per lb. 1s. per lb.
For United Kingdom.....	1s. per lb. 1s. per lb. 1s. per lb.
For British Commonwealth, Possessions or Protectorates and Foreign Countries.....	See Index. Not exceeding 11 lb. 2s. Not exceeding 3 lb. 6s. Not exceeding 8 lb. 10s. Not exceeding 9 lb. 10s. Not exceeding 11 lb. 10s. Not exceeding 2 lb. 1s. 6d. Not exceeding 3 lb. 1s. 6d. Not exceeding 7 lb. 1s. 6d. Not exceeding 11 lb. 2s. 6d.
Agricultural Parcels addressed to any place within the Union.....	See Index.
Bechuanaland Protectorate (excepting Kasese, and Ghanzi).....	See Index.
Insured Parcels.....	See Index.

Part of the rate listing on the back of the South African Post Office Guide for September 1947 (No.35).

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Letter mailed from Port ELizabeth on 30 April 1931 to New York, USA, paying the 3d surface rate for 2oz.

Date	Destination	Surface			Airmail			Other Services		
		Letter	Postcard	Printed Matter	Letter	Postcard	Aerogramme	Registration	AR	
31-5-1910	Inland	1d per 1/2oz	1/2d	1/2d per 2oz				4d	21/2d	
	British Commonwealth	1d per 1/2oz	1d	1/2d per 2oz, min 21/2d						
	Foreign (UPU)	21/2d first 1/2oz (25ctm), 21/2d add 1/2oz	1d (10ctm)	1/2d per 2oz (5ctm), min 21/2d						
10-5-1920	Inland	11/2d per 1oz	1d	1/2d per 2oz				4d	21/2d	
	British Commonwealth	11/2d per 1oz	1d	1/2d per 2oz (5ctm)						
	Foreign (UPU)	21/2d first 1oz (25ctm), 11/2d add 1oz	1d	1/2d per 2oz				4d	21/2d	
1-6-1921	Inland	2d per 1oz	1d	1/2d per 2oz						
	British Commonwealth	2d per 1oz	1d	1/2d per 2oz (5ctm)						
	Foreign (UPU)	21/2d first 1/2oz (25ctm), 21/2d add 1/2oz	1d (10ctm)	1/2d per 2oz (5ctm)						
1-1-1922	Inland	2d per 1oz	1d	1/2d per 2oz				4d	21/2d	
	British Commonwealth	2d per 1oz	11/2d	1/2d per 2oz						
	Foreign (UPU)	3d first 1/2oz (50ctm), 11/2d add 1/2d (25ctm)	11/2d (30ctm)	1/2d per 2oz (10ctm)					1923 to 3d	
1-1-1926	Inland	1d per 1oz	1/2d	1/2d first 2oz, min 1d				4d	3d	
	British Commonwealth	2d per 1oz, incl Palestine 19-4-1926	11/2d							
	Foreign (UPU)	3d first 1oz (30ctm), 11/2d add 1oz	11/2d (15ctm)	1/2d per 2oz (5ctm)						
1-4-1931	Inland	2d first 1oz, 1d add 1oz	1d	1d per 4oz, 1/2d add 2oz				4d	3d	
	British Commonwealth	2d first 1oz, 1d add 1oz	11/2d	1/2d per 1oz UK						
	Foreign (UPU)	2d first 1oz, 1d add 1oz	11/2d	7d per 1oz Europe						
11-4-1934	Inland	1d per 1oz	1/2d	1d first 4oz, 1/2d add 2oz (5ctm)				4d	3d	
	British Commonwealth	1d per 1oz	1d			27-11-1934, 3d UK				
	Europe (UPU)	3d per 1oz (30ctm), 11/2d add 1oz (15ctm)	1d (15ctm)							
1-4-1935	Inland	1d per 1oz	1/2d	1/2d per 2oz (5ctm)				4d	3d	
	British Commonwealth	1d per 1oz	1d	1/2d per 1/2oz		1d				
	Foreign (UPU)	3d first 1oz (30ctm), 11/2d add 1oz		1/2d per 2oz (5ctm)						
1-7-1937	Inland	1d first 1/2oz by air	1/2d			1d				
	British Commonwealth	1d per oz	1d			11/2d (15ctm)				
	Oct. 1937	1d per oz								
1938	Union, SWA & Protectorates	1d per 1/2oz	1d	1/2d per 2oz		1d		4d		
	African Postal Union	11/2d per 1/2oz	11/2d			1d				
	UK, Anglo Egypt, Sudan, Mauritius, Zanzibar, other British possessions	11/2d first 1/2oz, 1/2d add 1/2oz	11/2d	1/2d per 2oz, min 3d		11/2d				
16-9-1940	Foreign (UPU)	1d per 1oz	1d	1/2d per 2oz, min 3d						
	Inland	3d first 1oz, 11/2d add 1oz	11/2d	1/2d per 2oz, min 3d						
	British Commonwealth	11/2d first 1oz, 1d add 1oz				rate withdrawn		4d		
1-4-1943	Foreign (UPU) 1940-49	11/2d per 1/2oz	11/2d (10ctm)	1/2d per 2oz, min 3d						
	Inland 1943	3d first 1oz (30ctm), 11/2d add 1oz	1d							
	British Commonwealth 1944	2d first 1oz, 1d add 1oz				6d 1944 airgraph 3d, end 1945		4d	3d	
1-5-1946	Inland	2d first 1oz, 1d add 1oz								
	Inland	11/2d first 1oz, 1d add 1oz				as for surface mail, if delivery accelerated				
	Inland	11/2d first 1oz, 1d add 1oz				as above				
15-5-1950	Inland	2d first 1oz, 1d add 1oz	1d					4d	3d	
	British Commonwealth	2d per 1oz	21/2d ?							
	Foreign (UPU)	41/2d first 1oz (15ctm), 3d add 1oz	3d	1d per 2oz (5ctm)						

Date	Destination	Surface				Airmail				Other Services	
		Letter	Postcard	Printed Matter	Letter	Postcard	Aerogramme	Registration	AR		
1951-1952	Inland 31-3-52 & African Postal Union British Commonwealth 31-3-52 Foreign (UPU) 1-1-1951	2d first 1oz, 2d add 1oz 2d per 1oz 4 1/2d first 1oz (15ctm), 3d add 1oz	1d 2d 3d	1/2d per 2oz 1d per 2oz 1d per 2oz				4d			
1-4-1953	Inland British Commonwealth Foreign (UPU)	2d first 1oz, 2d add 1oz 2d per 1oz 4 1/2d first 1oz (20ctm), 3d add 1oz	1d 3d 3d								
July 1954	Inland 1955 British Commonwealth Foreign (UPU)	2d first 1oz, 1d add 1oz 2d per 1oz 4 1/2d first 1oz (20ctm), 3d add 1oz	1 1/2d 2d? 3d	1d per 2oz 1d 1d							
June 1958	Inland British Commonwealth Foreign (UPU)	2d first 1oz, 1d add 1oz 2d per 1oz 4 1/2d first 1oz (20ctm), 3d add 1oz	1 1/2d 2d 3d	1d first 2oz, 1/2d add 2oz 1d per 2oz, min 4 1/2d 1d per 2oz, min 4 1/2d							
1-4-1959	Inland British Commonwealth Foreign (UPU)	3d first 1oz, 1d add 1oz 4d first 1oz, 2d add 1oz 6d first 1oz, 4d add 1oz	2d 3d 4d	1d first 2oz, 1/2d add 1oz 1 1/2d per 2oz 1 1/2d per 2oz							
14-2-1961	Inland British Commonwealth Foreign (UPU)	2 1/2c first 1 oz, 1c add 1 oz 3 1/2c first 1oz, 1 1/2c add 1oz 5c first 1oz, 3 1/2c add 1oz	1 1/2c 2 1/2c 3 1/2c								
May 1962	Inland British Commonwealth Foreign (UPU)	2 1/2c first 1oz, 1c add 1oz 5c first 1oz, 3 1/2c add 1oz	1 1/2c 3 1/2c	1c first 2oz, 1/2c add 2oz 1 1/2c per 2oz							
1-4-1971	Inland Foreign (UPU)	to 40g - 4c 40-100g - 6c 100-250g - 10c 250-500g - 20c 500-1000g - 40c 1000-2000g - 75c 30c per add 1000g to 20g - 9c 20-100g 21c	3c	to 30g - 2c 30-100g - 3c 100-250g - 4c airmail 30c per 20g, 1c add 20g to 20g - 4c 20-100g - 7c 100-250g - 11c							
1-4-1976	Inland	Std letter 4c Non-std letter to 50g - 6c 50-100g - 8c 100-250g - 10c 250-500g - 20c 500-1000g - 35c 1000-2000g - 50c	3c								
1-2-1980	Inland	Std letter - 5c Non-std letter to 100g - 10c 100-250g - 12c 250-500g - 15c 500-1000g - 25c 1000-2000g - 35c *2000-3000g - 60c *3000-5000g - 90c	5c								

Date	Surface		Airmail		Other Services	
	Destination	Letter	Postcard	Printed Matter	Letter	AR
1-4-1982	Inland	Std letter - 8c Non-std letter to 100g - 12c 100-250g - 15c 250-500g - 20c 500-1000g - 35c 1000-2000g - 60c *2000-3000g - 100c *3000--5000g - 150c	8c		Std letter - 8c Non-std letter to 100g - 15c 100-250g - 25c 250-500g - 45c 500-1000g - 80c 1000-2000g - 150c *2000-3000g - 260c *3000--5000g - 400c	40c
1-4-1983	Inland	Std letter 10c Non-std letter to 100g - 15c 100-250g - 20c 250-500g - 25c 500-1000g - 45c 1000-2000g - 70c *2000-3000g - 120c *3000--5000g - 180c	10c		Std letter 10c Non-std letter to 100g - 20c 100-250g - 30c 250-500g - 55c 500-1000g - 95c 1000-2000g - 180c *2000-3000g - 315c *3000--5000g - 480c	10c
1-4-1984	Inland	Std letter - 11c Non-std letter to 100g - 16c 100-250g - 22c 250-500g - 28c 500-1000g - 50c 1000-2000g - 77c *2000-3000g - 132c *3000--5000g - 198c	11c		Std letter - 11c Non-std letter to 100g - 22c 100-250g - 33c 250-500g - 60c 500-1000g - 105c 1000-2000g - 198c *2000-3000g - 346c *3000--5000g - 528c	45c
1-4-1985	Inland	Std letter - 12c Non-std letter to 100g - 19c 100-250g - 26c 250-500g - 30c 500-1000g - 55c 1000-2000g - 85c *2000-3000g - 140c *3000--5000g - 210c	12c		Std letter - 12c Non-std letter to 100g - 26c 100-250g - 39c 250-500g - 70c 500-1000g - 115c 1000-2000g - 210c *2000-3000g - 360c *3000--5000g - 540c	55c
1-4-1986	Inland	Std letter 14c Non-std letter to 100g - 22c 100-250g - 30c 250-500g - 35c 500-1000g - 65c 1000-2000g - 100c *2000-3000g - 160c *3000--5000g - 240c	14c		Std letter 14c Non-std letter to 100g - 30c 100-250g - 45c 250-500g - 80c 500-1000g - 135c 1000-2000g - 240c *2000-3000g - 415c *3000--5000g - 620c	65c
1-4-1987	Inland	Std letter 16c Non-std letter to 100g - 22c 100-250g - 30c 250-500g - 35c 500-1000g - 65c 1000-2000g - 100c *2000-3000g - 160c *3000--5000g - 240c	16c		Std letter 16c Non-std letter to 100g - 30c 100-250g - 45c 250-500g - 80c 500-1000g - 135c 1000-2000g - 240c *2000-3000g - 415c *3000--5000g - 620c	75c
1-7-1987	Inland	Std letter 16c Non-std letter to 100g - 25c 100-250g - 35c 250-500g - 40c 500-1000g - 75c 1000-2000g - 115c *2000-3000g - 200c *3000--5000g - 300c	16c		Std letter 16c Non-std letter to 100g - 35c 100-250g - 50c 250-500g - 90c 500-1000g - 155c 1000-2000g - 275c *2000-3000g - 475c *3000--5000g - 715	75c

Date	Destination	Surface			Airmail			Other Services		
		Letter	Postcard	Printed Matter	Letter	Postcard	Aerogramme	Registration	AR	
1-4-1989	Inland	Std letter 18c	18c		Std letter 18c	18c				
		Non-std letter to 100g - 30c			Non-std letter to 100g - 40c					
		100-250g - 40c			100-250g - 60c					
		250-500g - 45c			250-500g - 105c					
		500-1000g - 85c			500-1000g - 180c					
		1000-2000g - 130c			1000-2000g - 310c					
1-4-1990	Inland	*2000-3000g - 230c			*2000-3000g - 535c					
		*3000--5000g - 350c			*3000--5000g - 820c					
		Std letter 21c	21c		Std letter 21c	21c				
		Non-std letter to 100g - 35c			Non-std letter to 100g - 45c					
		100-250g - 45c			100-250g - 65c					
		250-500g - 50c			250-500g - 115c					
1-4-1991	Inland	500-1000g - 95c			500-1000g - 200c					
		1000-2000g - 145c			1000-2000g - 340c					
		*2000-3000g - 255c			*2000-3000g - 590c					
		*3000--5000g - 385c			*3000--5000g - 900c					
		Std letter 25c	25c		Std letter 25c	25c				
		Non-std letter to 100g - 40c			Non-std letter to 100g - 55c					
30-9-1991	Inland	100-250g - 50c			100-250g - 80c					
		250-500g - 60c			250-500g - 140c					
		500-750g - 80c			500-750g - 180c					
		750-1000g - 115c			750-1000g - 240c					
		1000-2000g - 175c			1000-2000g - 410c					
		*2000-3000g - 305c			*2000-3000g - 710c					
1-5-1992	Inland	*3000--5000g - 460c			*3000--5000g - 1080c					
		Std letter 27c	27c		Std letter 27c	27c				
		Non-std letter to 100g - 44c			Non-std letter to 100g - 60c					
		100-250g - 55c			100-250g - 85c					
		250-500g - 65c			250-500g - 150c					
		500-750g g - 85c			500-750g - 195c					
1-4-1993	Inland	750-1000g - 125c			750-1000g - 260c					
		1000-2000g - 190c			1000-2000g - 445c					
		*2000-3000g - 330c			*2000-3000g - 770c					
		*3000--5000g - 500c			*3000-5000g - 1170c					
		Std letter 35c	35c		Std letter 35c	35c				
		to 100g - 60c			Non-std letter to 100g - 80c					
1-4-1993	Inland	100-250g - 75c			100-250g - 115c					
		250-500g - 90c			250-500g - 200c					
		500-750g g - 115c			500-750g - 265c					
		750-1000g - 170c			750-1000g - 350c					
		1000-2000g - 260c			1000-2000g - 600c					
		*2000-3000g - 450c			*2000-3000g - 1040c					
1-4-1994	Inland	*3000--5000g - 670c			*3000-5000g - 1580c					
		Std letter 45c	45c		Non-std letter to 100g - 105c					
		Non-std letter to 100g - 80c			100-250g - 150c					
		100-250g - 100c			250-500g - 260c					
		250-500g - 115c			500-750g - 345c					
		500-750g g - 150c			750-1000g - 455c					
1-4-1994	Inland	750-1000g - 220c			1000-2000g - 780c					
		1000-2000g - 340c			*2000-3000g - 1350c					
		*2000-3000g - 585c			*3000--5000g - 2055c					
		*3000--5000g - 870c								
		Non-std letter to 100g - 90c								
		100-250g - 110c								
1-4-1994	Inland	250-500g - 125c								
		500-750g - 165c								
		750-1000g - 240c								
		1000-2000g - 375c								

Date		Destination		Surface			Airmail			Other Services			
				Letter	Postcard	Printed Matter	Letter	Postcard	Aerogramme	Registration	AR		
1-4-1995	Inland	Std letter - 60c	Private PC 60c										
		Non-std letter to 100g - 110c	Post Office PC 65c										
		100-250g - 130c	Change address 65c										
		250-500g - 150c	Fastmail 110c										
		500-750g - 195c											
		750-1000g - 280c											
		1000-2000g - 450c											
		*2000-3000g - 700c											
		*3000-5000g - 1020c											
		Fastmail											
	East Africa Union	to 50g - 110c											
		50-100g - 175c											
		100-250g - 360c											
		250-500g - 450c											
		500-750g - 510c											
		750-1000g - 575c											
		1000-2000g - 980c											
		to 50g - 85c		to 50g - 85c									
		50-100g - 160c		50-100g - 120c									
		100-250g - 340c		100-250g - 205c									
	Other countries	250-500g - 610c		250-500g - 350c									
		500-1000g - 1080c		500-1000g - 590c									
		1000-2000g - 1700c		1000-2000g - 840c									
				*2000-3000g - 1260c									
				3000-4000g - 1680c									
				*3000-5000g - 2100c									
				to 20g - 85c									
				20-100g - 120c									
				100-250g - 400c									
				250-500g - 720c									
	Inland	500-1000g - 1250c		500-1000g - 590c									
		1000-2000g - 2140c		1000-2000g - 840c									
				*2000-3000g - 1260c									
				3000-4000g - 1680c									
				*3000-5000g - 2100c									
				90c									
				Non std letter to 50g - 130c									
				50-100g - 200c									
				100-250g - 410c									
				250-500g - 520c									
	Eastr Africa Union	500-750g - 595c											
		750-1000g - 670c											
		1000-2000g - 1140c											
		*2000-3000g - 700c											
		*3000-5000g - 1020c											
		Non std letter to 50g - 150c		Non std letter to 50g - 150c									
		50-100g - 300c		50-100g - 290c									
		100-250g - 650c		100-250g - 600c									
		250-500g - 1200c		250-500g - 1150c									
		500-1000g - 2200c		500-1000g - 2150c									
	Other countries	1000-2000g - 4400c		1000-2000g - 4175c									
		Non std letter to 20g - 150c											
		20-100g - 300c		to 100g - 300c									
		100-250g - 700c		100-250g - 650c									
		250-500g - 1250c		250-500g - 1200c									
		500-1000g - 2350c		500-1000g - 2250c									
		1000-2000g - 4500c		1000-2000g - 4300c									

Date	Destination	Surface Letter	Postcard	Printed Matter	Airmail Letter	Postcard	Aerogramme	Other Services
1-7-1996	Inland	Std letter DL 70c B5 140c C4 175c						
		Fastmail DL 130c B5 370c C4 580c						
1-4-1997	East African Union	to 20g - 120c 20-50g - 165c 50-100g - 345c 100-150g - 480c 150-200g - 615c 200-250g - 750c 250-300g - 875c 300-350g - 1000c 350-400g - 1125c 400-450g - 1250c 450-500g - 1375c 500-600g - 1675c 600-700g - 1875c 700-800g - 2125c 800-900g - 2375c 900-1000g - 2625c, add 100g - 250c, max 2000g	110c	to 20g - 110c 20-50g - 165c 50-100g - 335c 100-150g - 460c 150-200g - 585c 200-250g - 710c 250-300g - 835c 300-350g - 960c 350-400g - 1085c 400-450g - 1210c 450-500g - 1335c 500-600g - 1585c 600-700g - 1795c 700-800g - 2025c 800-900g - 2255c 900-1000g - 2485c, add 100g - 230c, max 2000g, max books 5000g to 20g - 165c		120c		
	Other countries	to 20g - 165c 20-100g - 345c 100-150g - 500c 150-200g - 655c 200-250g - 810c 250-300g - 945c 300-350g - 1080c 350-400g - 1215c 400-450g - 1350c 450-500g - 1485c 500-600g - 1820c 600-700g - 2090c 700-800g - 2360c 800-900g - 2630c 900-1000g - 2900c, add 100g - 270c, max 2000g		to 20g - 165c 20-100g - 345c 100-150g - 485c 150-200g - 625c 200-250g - 765c 250-300g - 900c 300-350g - 1035c 350-400g - 1170c 400-450g - 1305c 450-500g - 1440c 500-600g - 1690c 600-700g - 1940c 700-800g - 2190c 800-900g - 2440c 900-1000g - 2690c, add 100g - 250c, max 2000g				

- Applies only to packets containing books.

Addendum UPU Rates

Foreign Letters		Next Weight Scale	Postcard	Printed Papers
Feb. 1922	3d per 1oz (50ctm)	1 1/2d add 1oz (25ctm)	1 1/2d (30ctm)	1d per 2oz (10ctm)
May 1922	3d per 1oz (30ctm)	1 1/2d add 1oz (25ctm)	1 1/2d (30ctm)	1d per 2oz (10ctm)
July 1922	3d per 1oz (30ctm)	1 1/2d add 1oz (25ctm)	1 1/2d (30ctm)	1d per 2oz (5ctm)
Dec. 1922	3d per 1oz (30ctm)	1 1/2d add 1oz (25ctm)	1 1/2d (30ctm)	1d per 2oz (5ctm)

Choosing the Subject and Telling the Story in Exhibition

by Tim Bartshe

This is my first column about the beginning and intermediate aspects of exhibiting, I want to start with the creation of the exhibit itself, the selection of subject, and the story line.

The Subject

Virtually any subject is now fair game in exhibiting. With the advent of APS's new division structure, one can choose from poster stamps to first day covers, state revenue stamps to all-over advertising covers, maxi-cards to stampless covers. All the things we collect that are not philatelic can now be included in the APS Display Division exhibit. If one cannot find an interesting topic to collect and exhibit within today's six-division structure, you are not trying very hard! In a nutshell, select a topic or subject that has some depth to it and is not self-limiting in scope. The subject should have some difficulty of acquisition and a challenge factor and make it interesting to you. Although not a prerequisite, it should have complexity, variability, and wide aspects of application in order to keep your interest up and your curiosity peeked for perhaps many years down the road.

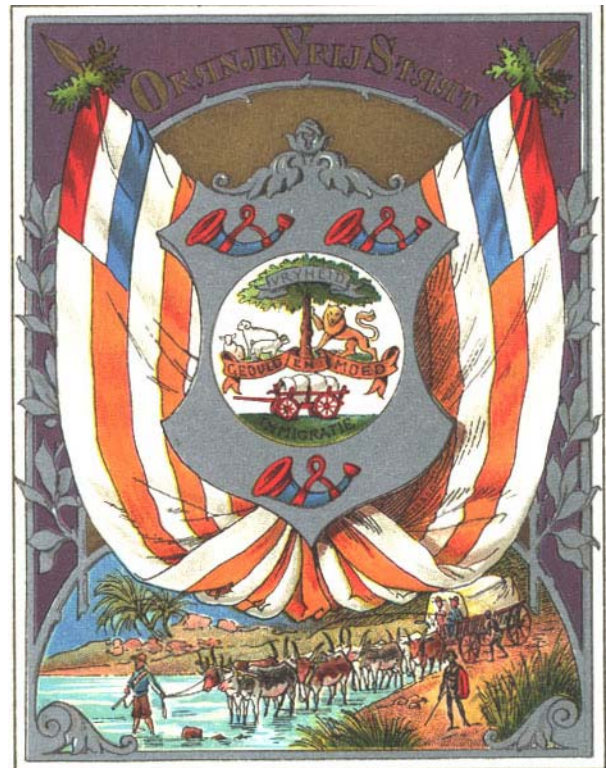
The Story

Many exhibitors have asked me why the story is so important particularly since this is really philately and not a novel. My response is that without a story, the philatelic content will only come across as a collection, not as an exhibit. Considering you have just chosen your subject in a very careful manner, likewise you should select a story line that will give your material appeal to those of whom you are reaching with the frames. Exhibits should be like a sandwich; a beginning and an end with a lot of meat in the middle.

The Story Structure

How does one develop a story from which the collection will become an interesting exhibit? The easiest solution is to organize your thoughts via an outline. What is your purpose or goal in creating this exhibit? What are the most salient points of the philatelic story? What aspects of the philately must be present in order to fully develop your subject? These are all factors that should lead you to create an outline based upon hierarchical sequencing of your subject, forcing you to compare apples to apples so to speak. You will not want to allocate equal importance to, say a new issue versus a minor color variety. The outline does many things, some of which are:

1. Forces you to organize the subject.
2. Shows where you may be lacking in material necessary to adequately tell the story.
3. Shows where you have enough material (stops you from unnecessary purchases).
4. Gives you a natural series of running heading for pages to guide the viewer from page to page and frame to frame.



As an example, I recently created a new picture post card exhibit for Ameristamp Expo in Atlanta. Choosing the subject was easy as I had about 250 different cards showing different aspects of Bloemfontein, the capital of the Orange Free State. I also decided that the style of presentation would be as a guided tour, not unlike what you would do in a new city on a bus with a tour guide. Keeping that in mind, I then selected the major groupings of interest for this tour to see whether they would be balanced with the material I had. I also limited myself to 3 frames or 48 pages to tell the story. The result was:

Title Page

Welcome to Bloemfontein: general views and location of stops for the tour

Where to Stay: hotels

Let's Go Shopping: different places to shop for clothing, general merchandise, books, food, etc.

Educational Opportunities: colleges and universities

Our Protection and Services: police, military base, banks, etc.

Getting Around: railway, bicycles

Keeping the Sabbath: churches

For Your Health: hospital and lunatic asylum

Tell It To City Hall: town hall, government buildings, residency

Lets Relax: clubs, theaters, park

Paying Honor: cemetery, monuments

There was some tweaking of the categories, consolidation and expansion, but the result was somewhat balanced in length and importance related to this fictitious tour of town. Without this structure, different categories would have been too long and I would have exceeded my self-imposed restriction of 48 pages (which by the way I did by about 6 pages).

Obviously some subjects have natural categories and are easy to structure, such as most traditional exhibits. Many postal history subjects are not as easy to decide upon a structure that will do justice to your material as well as tell the story you wish. For example, postal markings from a rural county in Ohio can be done alphabetically or chronologically. However, how interesting is it to view what in essence is a checklist collection? It would be much more challenging to organize the exhibit based upon the history of the county's development in population growth, transportation systems, postal rate periods or other historical aspects of the county.

As a final example of constructing the story structure, I am presently designing a Display exhibit that will be entitled something like "Railway System of South Africa as it affected the Boer Republics and Their Successors 1882-1910." Presently I have partitioned the story into 7 pieces as seen below:

- I. Prolog – From the Cape Colony: 1882-1890
- II. Through the Heart of the Free State: 1890-92
- III. Dash for Gold and Diamonds: North to Kimberley
- IV. A Line to the Sea: South African Republic – NZASM
- V. The Hounds of War – October 1899 to September 1902
- VI. Reconciliation and Consolidation – CSAR: 1902-1910
- VII. Epilog – SAR: post-June 1910

The section IV has been broken down into the following headings and notes:

- A. The Railway – Idea and Construction
 1. The Idea
 - a. Burgers and the Portuguese
 - b. Bankruptcy and Anglo-Boer War I
 - c. Kruger and Machado' route

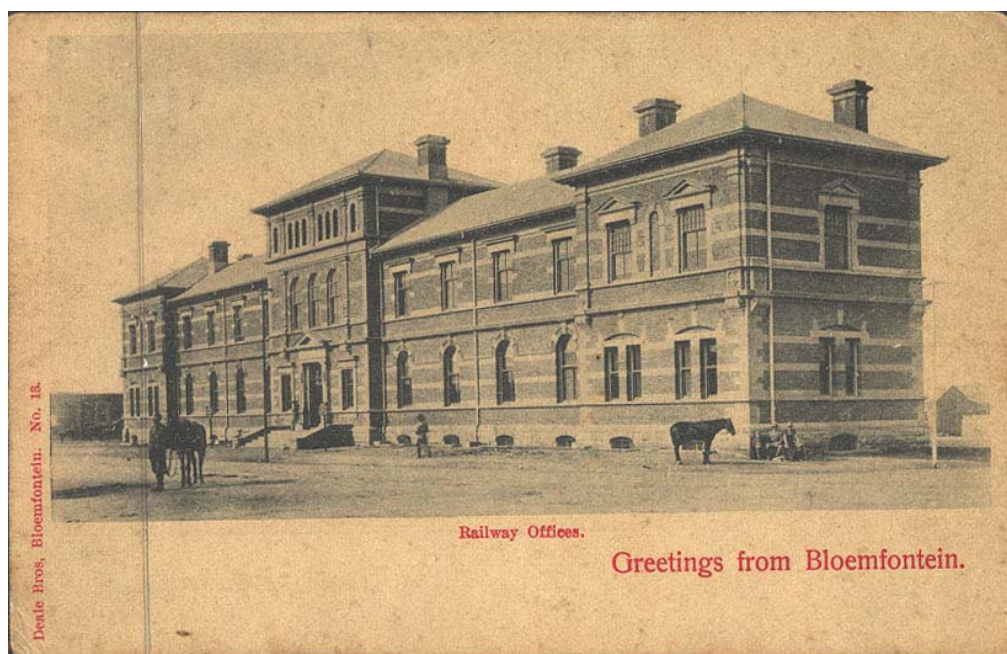
2. The Contract
 - a. Kruger and the Netherlands
 - b. Formation of NZASM
3. Construction
 - a. Rand Train, first line
 - b. Extensions West and East to Springs
 - c. Connecting to the South
 - d. Connection to Pretoria
 - e. Mozambique to Machadodorp
 - f. Pretoria to Machadodorp
 - g. Through Natal
 - h. To the North
- B. Parcel Stamps
- C. Postal Stationery
 1. Parcel Notification Cards
 - a. Vurtheim Issues
 - b. Wagon with Shafts
 2. Envelopes
 3. Telegraph Stationery
- D. TPO System
 1. Markings
 - a. Outgoing (Heen) date stamps
 - b. Incoming (Terug) date stamps
 - c. Registration Markings
 2. Late Fees

This preliminary outline forces me to look at the aspects of the story that I may not have any items for and may have no desire to acquire, particularly Section A. Certainly trying to find philatelic or even collateral material from the 1870's related to the original plans involving the Portuguese and the 1st Boer War may prove very challenging not to mention costly. Also how will I detail the construction phases of the system? Will I show the station cancels post cards of the stations or can I possibly find contemporary items from the line or near-line town? These are all things that I will need to deal with while trying to design my exhibit either by acquisition of material or significant

alteration of the story line. Sections B, C and D are all philatelic and worthy of exhibiting on their own rights but would frankly be somewhat less than stimulating to the casual observer. The object is to make the story come to life and that is the issue and project at hand.

I hope this has given you some food for thought on starting that new exhibit you are thinking of and by example I have shown you a "path" to follow. If you have any ideas you wish to talk about or subjects to discuss, please let me know.

From The Philatelic Exhibitor, No. 74, 2005, p. 19-20, with permission.



Forerunners Forum

Book Review: Lodoen - Rejected-Accepted

by Uli Bantz

Peter Lodoen: Rejected-Accepted: Life a Botswana Stamp Designer
Publisher: Krone Publications and PSGSA.

The SA Philatelist already carried a review of this book on page 66 of the April 2005 issue. Thus it seems highly unnecessary to add my voice. But when I received the book, I sat down and read it from cover to cover.

Now I would like to share my excitement with you. The book is truly a very personal account of a stamp designer that gave me new insights into our hobby. Approaching a stamp from the perspective of a stamp artist should lead us to questions which every thematic collector should ask himself. "What does he show?" "Why does he show it?" "How does he show it?" "What would I have shown?"

Peter Lodoen takes us into his creative thoughts and tells about the frustrations with the authorities and printers before the final stamps and covers saw the light. This is in the form of an easy to read narrative, covering 62 pages with illustrations in full colour throughout, depicting the way from sketches to the final stamp.

The booklet is highly topical as well as it starts with the stamps issued for the "Papal Visit" by the late Pope John Paul II, who died on Saturday Apr. 2, 2005, to Botswana in 1988. It will appeal to the railway enthusiasts as it deals first with the designs for four stamps intended to commemorate "25 Years of Railway Service 1966-1991". This issue was never printed, but some of the designs were brought back one year later in the 1992 "Railroad" issue. The "Steam Trains" issue followed in 1993 and in 1997 the "Railway Centenary" issue, That gives 16 pages for the "Railways" collector.

But Peter Lodoen did not concentrate on rolling stock only. He describes his labours and ideas which went into the design of the 1991 "Conserving the Wilderness" miniature sheet, the 1994 "Makgadikgadi Pans" issue, which shows the scenery around the pans, a zebra, baobab trees and the map of the pan area, the 1996 "Radio Communications" issue and the 2002 "Snake" issue, showing the 'Big Five': mamba, cobra, puff adder and boomslang, with the rock python depicted on the FDC. The issue for the "World Post Day 9 Oct 2004" concludes the author's work for the time being.

Mr. Lodoen designed 38 out of the more than 800 stamps issued by Botswana since independence. Botswana's stamps, and its predecessor Bechuanaland, offer a lot of useful stamps for the thematic collector. The book by Peter Lodoen gives a first insight and might tempt you to have a look into a GIBBONS from your local or club library to check on this country.

Members in South Africa may obtain the booklet by writing to Peter Lodoen at P. O. Box 1088, Molepolole, Botswana. Overseas members should contact Peter Thy at thy@kronestamps.dk. The price of \$25, even including postage and packing, sounds stiff, but the booklet can be downloaded for free and printed for strictly personal use from <http://www.kronestamps.dk/psgsa/> (pdf- version, ~6MB).

From 'ThemNews,' vol. 6, no. 3, whole #33, August 2005.

Botswana Stamp Booklets

by Steen Jelgren

Stanley Gibbons has listed the 2002-04 Botswana stamp booklets in their new Southern Africa Catalogue. The listing was made at the recommendation of Steen Jelgren. Here is part of his letter to Stanley Gibbons that outlines the history of issuing and

distribution of the booklets (shortened). The letter was written in August, 2004, and addressed to the editor of Stanley Gibbons.

I recently visited the Botswana Philatelic Bureau and had a conversation - about the booklets - with a lady who is usually well informed about philatelic affairs.

Together with this letter I am sending twelve different booklets all issued by Botswana Postal Service in the period 29 April, 2002, and up to now. Two of the booklets have a first day cancel on the back side. The 29 April, 2002, was the day the booklets were first introduced. They were bought the same day at Philatelic Bureau and were cancelled at my request.

A new shopping center, the River Walk Shopping Center, was opened in Gaborone not long before 29 April. The booklets were intended to be sold particularly from the modern post office that had been opened in the centre. They were not distributed to other post offices. Why? The lady at Philatelic didn't know, but guessed that it was because it was nearby(?). Anyway, these booklets were only sold from River Walk Post Office. Through more than two years a copy of each booklet were hanging on a board at the River Walk Post Office. The last copies of the booklets sold from the Post Office were actually bought by me at the beginning this month - they all contained the 50t Bee Eater stamp (Chobe River issue, Dec. 12, 2001).

Among the public, the booklets never become a success. Since the booklets were introduced in April, 2002 they have been sold to collectors who could buy them at the Philatelic Bureau. If not stocked they were produced at request. The last booklet that was produced contains the 55 thebe stamp, Contemporary Art 2004 issue.

The cover face value of all booklets is Pula 5.00. The first ones contained 10 x 50 thebe (= P 5) stamps. However, when a 10% v.a.t. was introduced (July, 2002), the P5 cover was still used, but now it contained 10 x 55 thebe stamps.

The Botswana 8th Definitive Mammal stamp issue has a 55 thebe stamp. A booklet with that stamp was produced and sent to (all?) post offices. Unsold copies have later been withdrawn because the minimum tariff (effective from May 1, 2004) for a letter is now 80 thebe. The cover value was still P5, but, of course, was sold at P 5.50. The number of booklets sent to the post offices were small. The lady mentioned 5-10 copies only. About the Botswana 8th Definitive Mammal stamp booklets; I doubt that this information is correct. I have later checked with various post offices and nobody at any of these post offices remember having ever seen the booklet with the mammal stamps.

Lately, I attempted to buy some of the first booklets (issued after April 2002), but was informed that the stock had been sent to destruction.

Stanley Gibbons list the booklets in their newly issued Southern Africa Catalogue as SB 37 to SB 47. They thus only lists 11 different booklets and is missing one. Further, they give the value as £1.30 per booklet - a factor of ten below the selling prices that I recently have come across. The Editor and Steen will happily buy any of these booklets at the list price.

News From Botswana

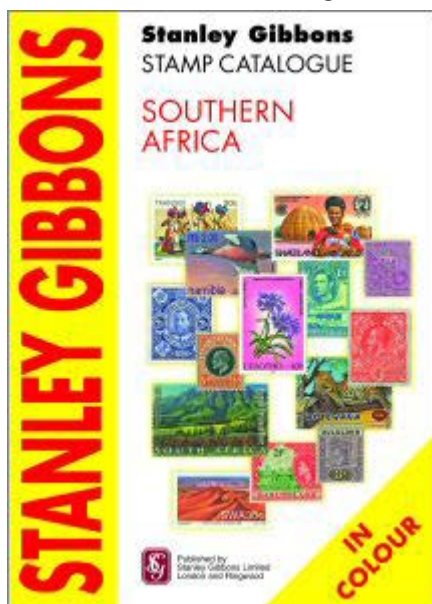
Botswana Post issued a series of edible crops stamps on June 15, 2005, designed by Ann Gollifer and printed by Joh Enschede (80p, beans; P2.10 millet; P3.90 sorghum; P4.70 watermelon). The stamps has not yet been listed on Botswana Post website, which appears not to have been updated since October 2004 when the SAPOA stamps were added. The illustration shown here is taken from a flyer issued by Botswana Post.

Bechuanalands and Botswana Society has announced that it will publish a comprehensive index to their journal 'Runner Post.' The society that this year celebrates its 20 year anniversary can be reached by contacting the Neville Midwood, 69 Porlock Lane, Furzton, Milton Keynes, Bucks, MK4 1JY, UK, runnerpost@nevsoft.com.

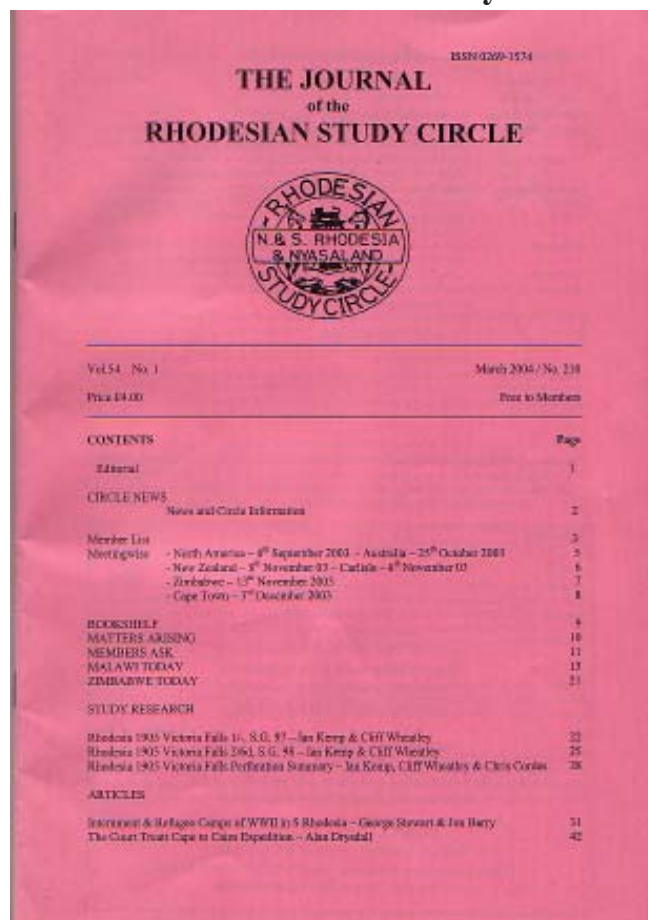


Southern African Catalogue

Stanley Gibbons has just released the Southern Africa volume of their country/area catalogue to replace the Commonwealth Catalogue. This is a very welcome catalogue for most collectors of southern Africa. It contains the areas of South Africa, Namibia, Lesotho, Swaziland, and Botswana. All pre-Union and pre-independence countries as well as the South African homelands are included. Despite that many collectors of southern Africa also collect Zambia, Zimbabwe, and Malawi, these areas have not been included. We may have to buy a central Africa volume at a later date. The catalogue is updated to the end of 2004. It is not known how often the catalogue will be upgraded.



Journal Rhodesian Study Circle



The Rhodesian Study Circle has now published its journal for about 55 years, now up to issue no. 216. This is a major accomplishment for any southern African specialist group. The editor of the journal is Derek Lambert (25 Carr Road, Nelson, Lancashire, BB9 7JZ, UK, ts@drnlaw.co.uk). The membership secretary is Richard Barnett (2 Cox Ley, Hatfield Heath, Bishop's Stortford, Herts CM22 7ER, richdiane@tesco.net). The society maintains a strong auction at regular intervals. In addition to the journal, the society publishes a Rhodesian Handbook, surveying the existing literature, as well as a series of monographs that all are available to members for a modest expense. A comprehensive index compiled by Alan Drysdall is also available. The latest issue contains major articles on the Marshall Hole currency cards of 1900 and the revenue stamps of Northern Rhodesia. The RSC is a must if you have even a small interest in the Rhodesians as well as southern Africa in general.

New Books

Stanley Gibbons Stamp Catalogue. Southern Africa. 1st Edition 2005.

Stanley Gibbons Stamp Catalogue. Commonwealth and British Empire 1840-1952. 2006 edition in color.

Kearsley, B., 2005. Discovering King George V High Values Seahorses. Great Britain Philatelic Society. Available from Ian Harvey, GBPS, 27 Landsford Road, Putney, London, SW15 1AQ, England, iph@harvey27.demon.co.uk.

- Trotter, B. and Midwood, N., 2005. Revenues of Southern Africa. Part 3. Swaziland. Available from Neville Midwood, 69 Porlock Lane, Furzton, Milton Keynes, MK4 1J4, UK; priced at L10 UK, £11 Europe, £12.50 rest of the world, incl. p.p., payments to paypal@nevsoft.com add 50c.
- Thy, P., 2005. The Runner Post. Cumulative Index, 1985-2005. Bechuanaland and Botswana Society.
- Goldberg, L., 2005. 1945 Union of South Africa Victory Issue. Available from the author Larry Goldberg, P O Box 7170, Buffalo Grove, IL 60089, USA, email lmg@lmgcomm.com.
- Quik, Wim, 2005. Die Postzegels von Zuidwest Afrika/Namibia 1884-1990. Filatelistenvereniging Zuidelijk Afrika. Available from FZA, Postbus 26, 2920 AA Krimpen a.d. IJssel, Netherlands.

SA Airmail Reference Manual

by D. Morton

I recently compiled a 'Reference Manual' from articles on AIR MAILS published by the South African Philatelist, from 1931 - 1973. The Manual comprises some 200 pages and is bound with a 'wire ring' binding.

It was my original intention to produce the Manual purely for my own edification but, now that it has been completed, I felt I should make it available to fellow Aero Philatelists as it is a very useful and convenient means of determining the date and journal reference of the material published by the SA Philatelist from 1931. The Editorial Board of the SA Philatelist have given me their approval to offer the Manual publicly.

From preliminary discussions I have held with a few collectors, the general consensus is that the 'Reference Manual' is long overdue and should prove to be a most useful document to have in ones personal library.

The difficulty I am faced with, however, is how many copies to have printed? I have decided, therefore, to print a limited edition of 20 copies which will be offered at R250 or £20 a copy, plus p&p. I can accept payment in GBP which will avoid problems with exchange rates etc. I am not sure what the postage will amount to at this stage but will confirm the exact cost thereof should you be interested. Contact Dave Morton, 2, Anemone Avenue, Welgedacht, 7530 R.S.A., dmorton@mweb.co.za,

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.

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.

The Market Place

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

South West Africa postal stationery. I am seeking pre-1969 items. Please send offer to Jan Stolk, Waterhoenlaan 24, B-9120 Melsele, Belgium; janstolk@belgacom.net.

Mafeking covers. Want to purchase or trade for covers to/from, or through Mafeking, 1885 to present. Send photocopies, prices or trade want list to Frederick Lawrence, 658 W. Douglas Ave., Gilbert, AZ 85233-3219; ieconsulting@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.

Bechuanaland and Botswana postal stationery. Used, stamped and unstamped, stationery from any territory and any period are needed for collection and exhibit. Send offer to Peter Thy, P.O. Box 73112, Davis, CA 95617 or email thy@kronestamps.dk.

Postmarks. Specialist collector seeks trading partners and unsorted low value duplicates in quantity. I collect pre-Union to 1935. Anything later is available to swap with you. Please contact before sending material. Ashley Cotter-Cairns, P.O. Box 603, Hudson, QC, JOP 1H0, Canada, or 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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- 1/1 page outside back cover single issue \$60, annual \$150, two years \$280.
- Front cover sponsorship banner \$70 single issue, annual \$180.

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- 1/3 page: single issue \$20, annual \$60, two years \$100.
- 1/1 page: single issue \$40, annual \$95, two years \$170.

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Philately of the Orange Free State

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by R. Taylor

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or Paypal (to bobhisey@comcast.net).

Mail to R.W. Hisey, 7227 Sparta Rd, Sebring, FL 33875, USA



Stellaland issued stamps in 1884 in 5 different values and printed locally by van der Sandt de Villiers in Cape Town. The postmaster was instructed to “cancel all stamps on letters with pen and ink.” These two examples are cancelled by Frank Alexander Eaton who until he “was discharged in 1886 for frabulent handling of payments from philatelists and stamp dealers, was Resident Magistrate’s Clerk and Postmaster. The ‘A’ and ‘E’ are written as a single letter with some resemblance to an ‘H’” (Drysdall, 1992, London Philatelist Vol. 101, p. 54-66). The illustrated stamps were recently sold on eBay and are now offered for sale by a member dealer (<http://www.rhodesia.co.za>).

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, (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.

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