



******FORERUNNERS*

JOURNAL OF THE PHILATELIC SOCIETY FOR GREATER SOUTHERN AFRICA

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

Volume XXIV, Number 1, Whole No. 68

July-October 2010



The Rhodesian Double Head Centenary 1910-2010.

Highlights

The Schlesinger Air Race
Selling the Surplus on the Web
Recent South African Air Letter
Postage Due Labels of South Africa
The Road to Namibia's Independence
Stampshow 2010 Vermeil to Forerunners
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Front Illustration:

Rhodesia 1910 4d. Double Head (No Gash printing). Positions 8,
9, 13 and 14 with a fairly scarce REGD. BULAWAYO Skeleton
cancel from 1913. This year we celebrate the Centenary of the
Rhodesian Double Head stamps, 1910-2010.

***FORERUNNERS

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Vermeil at JOBURG, 2010; Vermeil at STAMPSHOW 2010, Richmond; Vermeil at CHICAGOPEX 2009; Silver at STAMPSHOW 2007, Portland; Large Silver at WASHINGTON 2006; Vermeils in 2005 at STAMPSHOW and C7NPLE, Toronto; Silver at CHICAGOPEX 2005; Silver-Bronze at LONDON 2000; Silvers at JOPEX 99, STAMPSHOW 99, and COLOPEX 99; Silver-Bronze at PACIFIC 97; Vermeil/Certificate of Merit at OKPEX 96; Large Silver at New Zealand National Philatelic Exhibition 96; Silvers at SESCAL 95, CAPEX 96, WAPEX 93, and HAFNIA 94; Silver-Bronze at ESPAMER 96, SINGAPORE 95, and PHILAKOREA 94.

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Editorial Notes

The past months have been as hectic as ever. We just barely survived the aftermath from the London 2010 exhibition before World Cup and Joburg 2010 in South Africa were on us in full force. The Editor got his basket full trying for the first time to enter into an international exhibition. With exception of the large

work involved in reorganizing the exhibit, he learned two things: (1) that no oversized pages could be allowed and (2) that five frames meant exactly five frames and not a maximum of five frames. The later turned out to be solved by a one-time exception. The former eliminated my several frames of over-sized postal registration envelopes and thereby the most interesting part of my Bechuanaland collection from international exhibition.

Having 'solved' the Joburg 2010 problems, I got severely entangled in the web of the FIFA-SAPOA issues from several southern African countries. The Southern African Post Operators Association (SAPOA) has gone into the stamp business. This time with their third joint issue to commemorate the World Cup in South Africa organized by Nampost. The result is that little information from the other participating countries has been made available. All we know originates in Namibia. It has not made things easier that only Nampost has a functioning website with up to date informations. I will report in next issue on my findings, however, if you have seen or know something, please let me know. Specifically about the designs of FDCs and the full sheet stamps and the organization and marginal imprints of the sheets. If you may discover, as you see more and more of these stamps, there is two types. Only one of them is printed on 'gold foil.'

As you hopefully discovered when opening the mailing envelope of this issue, this time we are including a small gift to all members thanks to a generous gift from a South African friend of Forerunners.

Recently, I have been searching the philatelic websites of the southern African postal administrations. The result is alarming from a philatelic point of view. Catalogue makers and journal editors rely on easy access to information on new issues and collectors and dealers uses such official listings to buy stamps. South Africa and Namibia has at present reasonably well working websites where some basic information is available. Post Botswana's philatelic website has been down for a long time while it has been redesigned. The result that just has been revealed is a far cry from what collectors would like and big down-grade from the previous site. The other postal administrations of interest (Lesotho, Swaziland, Zambia, Zimbabwe, Malawi) possesses no working sites. Another source of new issues information (and superior quality of illustrations and basic information) is the UPU-WAPD database. Unfortunately, Malawi has not submitted new issues since July 2005. Lesotho has latest submitted new issues in August 2007 and Swaziland and Namibia in October 2008. Botswana, Zimbabwe, South Africa, and Zambia are relatively up to date with their listings (May-August 2009). Moreover, Namibia has been omitted from the search function. All in all, not a good source for information on the latest issues.

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 least at 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 hand written manuscripts and photocopies can still be submitted and are most welcome.

In this issue, I am making an attempt to start a new regular feature or column. We all know of a special website run and organized by a collector. The Editors 'own' favorite is the site described on page 9. You are invited to submit your favorite site to Forerunners, either as a suggestion or as a full write-up.

SA Training Stamps

Thanks to the generous donation of a pile of South African Postal Training Stamps and the sheet splitting ability of our treasurer and secretary, we are able to include with this issue, the very special gift (to members only) of a full set of South African Postal Training Stamps. We leave it to the members to research these themselves.

New Members

Welcome to:

David Spivak

Rhodesia, Bechuanaland, South African Officials, Military Telegraph

Volker Janssen

Philatelic Publishing

<http://www.peninsulapublishers.com/philatelic.html>

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). Membership fees are US\$25 for USA mailing addresses and US\$30 for all other addresses. Those that join before July 1st will receive the complete back issues for that year. Thereafter annual renewals occur in August and are due by September 1st. A sample copy of Forerunners is available from the Editor for \$9. Presentation issue can be freely downloaded together with application form from psgsa.thestampweb.com. 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 checks made payable to E. Hisey, (3) US \$ or £ Sterling bank notes at the current exchange rates and mailed at the sender's own risk, or (4) PayPal plus \$1 fee to the Society Treasurer at dmcnamee@aol.com. 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.

Back Issues Available

Back issues of the Forerunners are in stock and available for purchase. These are listed by whole number: #1-4, 6-9, 11-17, 22-27, 28/29,* and 30-63. 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; #34-68 \$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.



President's Corner

Greetings once again from Ontario, where the weather has been less than ideal, since I want to have my deck treated and periodic rain does not help. However, it looks as though our Thanksgiving will be fine. A strange Summer, with the grass still green into Fall – does not seem like there is much global warming around here!

We managed to get down to the APS show in Richmond and saw numbers of friends from both PSGSA and ATA. My wife is having to use a walker for getting around and it makes things tougher to manage going to shows. She is a great reader, however, and does not mind spending time in the hotel getting caught up on the latest Morland Dynasty book. My good friend Stephen Johnson came down and we spent a good deal of the time talking about the Rhodesian “Double Heads” and the celebration which will be going on in London in November, when the 100th anniversary of the issue occurs on November 10th. I should really enjoy being there but our travel is curtailed at the moment and I shall have to wait for a report in the RSC Journal.

Several enthusiasts have been working on a book on the Double Heads for some time and I have been acting as Editor, which at the moment involves various appendices dealing with such things as the Cancelled to Order remainders, printing quantities and the mystery surrounding the earliest issue of the £ 1 denomination. It is all very exciting and a pleasure to be able to contribute to such an exciting production. It is hoped that the publication will be available during the London festivities.

Many “collectors” find that once they have obtained nearly all the individual stamps from a particular area, a different challenge is needed. Some find that postal history is the answer: the collecting of covers eventually leading to investigation of post offices, mail routes and in some cases cancellations. The Double Heads of Rhodesia are an ideal (if somewhat expensive) subject for this, as they are very attractive stamps and to get copies with “socked-on-the-nose” strikes is very desirable. Information is not always easy to get and numerous members of the RSC have banded together to prepare a listing of all known strikes (including quantities) from the towns in both Northern and Southern Rhodesia. There were 25 contributors from the U.K., 8 from the U.S., 10 from S. Africa, 7 from Australia, 1 from New Zealand and 1 (guess who) from Canada. I was quite taken aback at the number of people collecting Double Head ancels, and maybe that is why I cannot find many at recent shows!!

Until next time...

Joburg 2010

While this is being written, JOBURG 2010 has already started. Several society members and southern African collectors from around the world have already arrived in Johannesburg with or without their exhibits. Tim Bartshe (Orange Free State Republican Postage Issues, 1868 - 1900), Mary Ann Bowman (Cape of Good Hope - The Triangular Issues), Rob Hisey (The official stamps of South Africa, 1926 - 1949), Keith Klugman (Classic Victorian Natal (1836-1879)), Clive Sergay (Zululand 1879 to 1898), Hugh Amooore (Official Mail of the Cape Colony, 1806 - 1910), and Colin Hoffman (Early Rhodesia Mails) are just some of the southern African exhibits expected to be on

display. The jury includes Stephen Schumann from the US and Brian Trotter from the UK.

Mentioned should also that Forerunners participates in the literature competition. Let us just gross our fingers and wait for a more full report in the next issue.

Postmark Quiz: Four Real

by Peter Lodoen

During the 1870's, a diamond-in-oval cancel was used in Griqualand. Only a few numbers were used: 1 through 10, with only 1, 3, 4, 6, and 8 positively identified.

A very similar cancel was used elsewhere in southern Africa. It showed a single digit, embraced by a rectangle and surrounded by a circle of bars. Where was it employed?

- A. Natal
- B. Orange Free State
- C. Transvaal
- D. Cape of Good Hope



Answer: The correct answer is (D) Cape of Good Hope. It was used at Riebeeck West.



It is indeed rare to stumble over a ‘royal’ portrait of a regular contributor to Forerunners and also an old friend. Peter Lodoen is our only member in Botswana. He resides in Takatokwana and Molepolole and is a native of Minnesota. In addition to being a prolific portrait and landscape painter, Peter is also known as the designer of numerous Botswana stamps. The photo is from the official Post Office ceremony for the issuing of the FIFA-SAPOA stamps on April 9, 2010.

The Schlesinger Air Race: Flight Officer Arthur E. Clouston

by Kendall C. Sanford

Arthur E. Clouston was born in Nelson, New Zealand in 1908, the son of a gold mine manager. He had wanted to fly from the day when Sir Charles Kingsford-Smith landed at Christchurch, from Australia after flying the Pacific in the Southern Cross. He was then eighteen and life stretched before him as a school for adventure. The Southern Cross flight fired his imagination. He knew as he walked slowly around the Southern Cross at Christchurch that he wanted to fly.

When Lord Wakefield presented six Moths to New Zealand to form aero clubs, he at once joined the Marlborough Aero Club at Blenheim and started taking flying lessons. There were no vacancies in the New Zealand Air Force, so he went to England and applied to join the Royal Air Force (RAF). There was a waiting list, so in order to make a living while he was waiting, he applied for jobs at various aircraft factories. He found a job at Fairey Aviation Company as a working student and spent many weeks in each department, learning as much as he could about aircraft manufacture.

After numerous rejections because of high blood pressure, Clouston was finally accepted into the RAF. He spent four years in the RAF and then became a civilian test pilot for the Royal Aircraft Establishment at Farnborough. In 1936, Mr. I. W. Schlesinger, a South African mining millionaire put up ten thousand pounds prize-money for a race from England to South Africa. This was both to stimulate an interest in aviation in Africa, and also to help the publicity campaign for the British Empire Exhibition that was being held in Johannesburg in October that year. The participants had to be citizens of the British Empire and use British aircraft. Of the prize money, £4,000 was to go to the pilot making the fastest time over the 6,100 mile course; and awards of £3,000, £1,500, £1,000, and £500 were to be made on a handicap basis.

In view of the Italian-Abyssinian conflict, the route was fixed from Portsmouth, England to Belgrade, Yugoslavia and Cairo, Egypt, keeping the competitors clear of Italy, against whom Britain had applied sanctions. After checking in at Belgrade and Cairo, the competitors could decide their own route to Johannesburg. There were fourteen entries in the Race, two South African, one Kenyan and eleven British. Clouston entered the Race with a Miles Hawk Speed 6 aircraft, with Mr. F. E. Tasker as his backer. Tasker was a London architect, who financially backed the flight for a share of the prize money.

Clouston was so eager to get started that he was the first competitor to check-in at Portsmouth three days before the Race started. The Race started on 29 September, with nine entries (five of them withdrew before the Race started). The aircraft took off at ten minute intervals, just before dawn. Clouston was number five. Flying at full throttle took him nearly five hours to reach Belgrade, and when he landed, he found out that he had overtaken three of the planes that had started before him.

Only Halse, in a Mew Gull, was still ahead. It took him twelve minutes to refuel and he was off again, over the mountainous boundary line between Yugoslavia and Bulgaria. He landed at Cairo after dark, where he met Halse, who was still in first place.

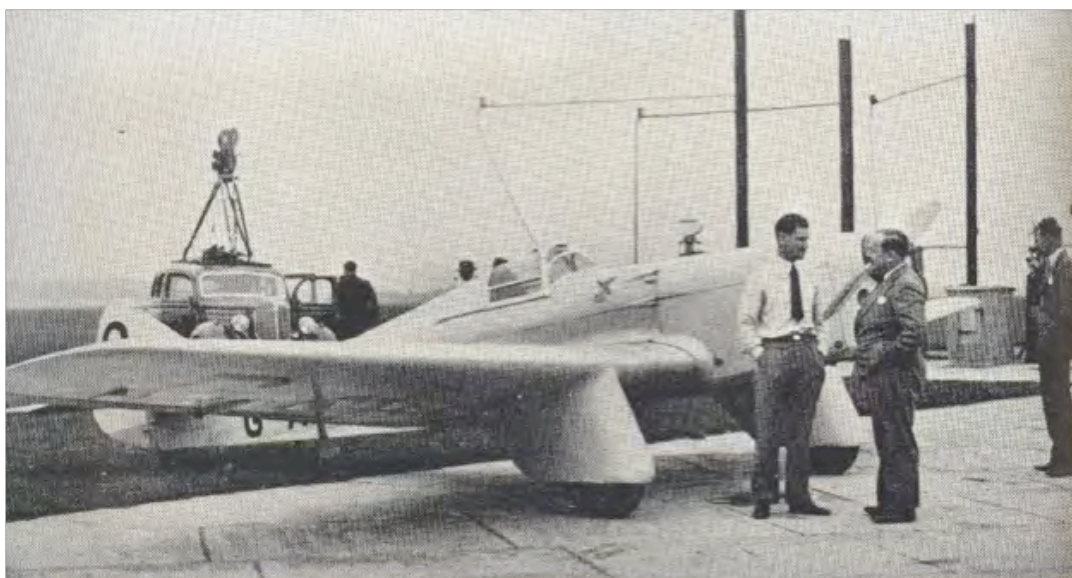
He took off within fifteen minutes for Khartoum, Sudan, 1,000 miles away. As soon as he was airborne, he found petrol leaking into the cockpit and washing around on the floor. The mechanic had overfilled the tanks. The fumes made him feel faint in the warm humid atmosphere, so he climbed quickly into cooler air. As he was crossing the Nile for the fourth time, the engine started to give off intense heat, so he climbed to fly in still cooler air at fourteen thousand feet. It was nearly midnight and he had been flying without a break since six that morning. When he was one hundred miles from Khartoum, the cockpit filled up with smoke and the reek of burning oil. He started into a gliding turn at twelve hundred feet above the rocky moonlit desert. Subconsciously, he opened the cockpit hood and throttled back the engine. He suddenly realized that if he landed on the desert, he would be smashed to pieces on the boulders.

There was no oil pressure and the engine was clanking, so he decided to get as close as possible to the Nile before making a forced landing. He opened the throttle a third and continued to fly at seventy-five miles an hour, maintaining an altitude of one thousand feet. He followed the Nile, praying that the engine wouldn't quit, and followed it to Khartoum. Just as he landed, Halse had just taken off on his fourth leg to cross the thousand miles of the Sudan.

The mechanics from the RAF Squadron at Khartoum took his engine apart and found that two pistons and two connecting rods were broken, the bearings were scored and the oil sump was full of metal. They had no spare parts that would fit his engine, but he was able to borrow spare pistons from old engines of Imperial Airways that were waiting to be shipped to Cairo for overhaul. Some of the other entrants had caught up with him and he fell into fifth place. However, that afternoon, after a few hours sleep, he found out that all the other entrants had crashed or become lost, and he was back in second place.

His engine had been repaired by the RAF mechanics and he took off in the moonlight, but after twenty minutes, the oil pressure had dropped to zero, so he turned back to Khartoum. The mechanics went to work again and a few hours later, he took off from Khartoum for the second time. It was now a race against the clock—not against the other competitors, because he had only sixty hours left to reach Johannesburg within the time limit, to qualify for a prize.

The RAF C.O. at Khartoum had advised him to follow the thousand-mile "dog's hind leg" of the White Nile to Entebbe, which would give him the advantage of the Imperial Airways emergency landing fields, and avoid flying over the thousand square miles of the Sudanese swamp, where a forced landing

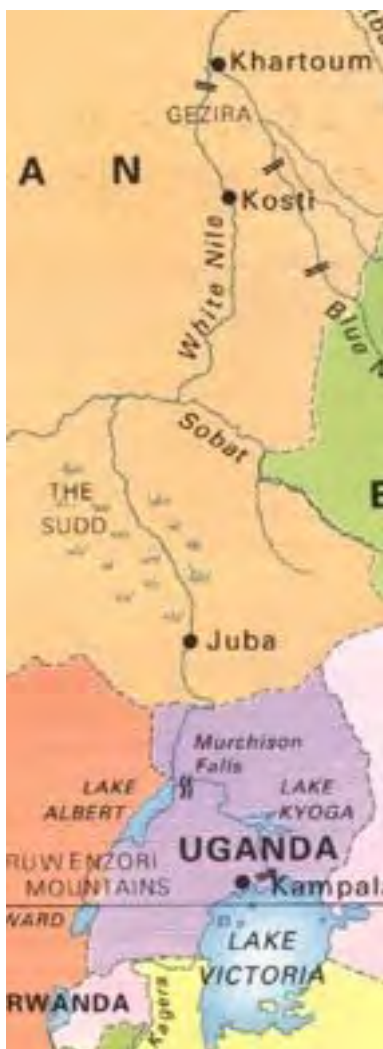


F/O Clouston with his Hawk at Portsmouth before the Johannesburg air race (p. 50)

In Africa during the Johannesburg air race (p. 60)



Photos from *The Dangerous Skies*, by Air Commodore A.E. Clouston.



would be disastrous. Reluctantly, he did follow the dog-leg course for Entebbe, and it was a good thing he did, because an hour later, the oil pressure dropped again below the safety point. Just before dawn, the engine began to cough, and the borrowed pistons had considerably increased the fuel consumption.

Nearly out of fuel, he decided to make a forced landing on the edge of a swamp. The aircraft grazed a tree that tore off most of the port aileron, and bent back one of the fixed landing wheels and struts. The branch of another tree crashed through the port wing between the front and rear spars and the plane stopped with a heavy jolt. Because of the fear of crocodiles in the swamp, he stayed in the aircraft until morning. Some African natives came along, and after trying to communicate with him, they

took him to a Scottish engineer, Monty Dwen, who was manager of a sisal farm.

Clouston had landed a hundred and forty miles from Entebbe, and he was obsessed by the desire to complete the Race at all costs. He had less than forty-eight hours to cover the rest of the remaining two thousand miles. Dwen was able to convince the natives to help carry the aircraft out of the swamp, which took all day, and they put it onto a clay road next to Dwen's house. The only fuel Dwen had, was for a non-aero engine and it had a heavy paraffin content.

When Clouston started the engine, it made an appalling noise and blew out clouds of black smoke. The engine gave only two-thirds of its normal power, but Clouston thought it would take him to Entebbe. After knocking the port landing gear straight with the back of an axe, he tried to take off, but some of the natives were standing in the way on the road and he had to throttle back and brake hard to avoid hitting them.

It took them forty-five minutes to drag the aircraft back to the starting point, and he was finally able to take off, but it wouldn't climb because of the non-aviation fuel. He skimmed along just above the trees for forty miles to an emergency landing field at Massindi, where he was able to get some aviation fuel, which

took him to Entebbe. However, when arriving there in the dark, he couldn't find the air field, which was supposed to be lit every night for the five days of the race. When the airport people heard his aircraft, they quickly lit a flare path and he was able to land. They informed him that only Scott and Guthrie, in a Vega Gull were still in the Race, and they were almost in Johannesburg.

Because of the damaged state of the under-carriage, Clouston only half-filled the fuel tanks with aviation fuel. He patched the holes in the wing and the aileron, with strips of board from an orange box and some fabric and dope. After a few hours sleep, he was ready to take off, but it was necessary to scare off lions on the runway with cars with their headlights on. He left at 4:00 a.m., and his next stop was Tabora in Tanganyika. He flew around the edge of Lake Victoria rather than across its two-hundred square miles.

He was over heavy jungle south of Lake Victoria when his engine began to vibrate badly. He looked for a place to land but the only place he could see in the half light of daybreak was a dry river bed which was studded with boulders the size of a house, so he decided to press on. He made it to Tabora, Tanganyika, where he had to buzz the runway to scare off grazing deer. The engine vibration had been caused by a loose aluminum propeller spinner, so he cut it off with sheep shears.

After refueling, he flew on to Abercorn at the south end of Lake Tanganyika. He took off, just barely skimming the tree tops because the altitude was 5,436 feet. He was headed for Mpika, but after 2½ hours, he had to land for thirty minutes at an emergency airstrip to let the engine cool. The extreme heat had caused his oil pressure to drop dangerously low. At Mpika he was told that Scott and Guthrie had reached Johannesburg and won the Race.

Clouston still had until the next morning to complete the Race and qualify for a prize. He decided to make one more stop at Salisbury, Southern Rhodesia and then fly directly to Johannesburg. He flew all afternoon over jungle and mountains and landed at an airstrip which was one hundred miles northeast of Salisbury. He became airborne again at 6:30 p.m., with five hundred miles to go. The engine was making strange noises again, and then after another hour and a half, the engine stopped. Without being able to see where he was landing in the dark, he crashed in the bush and the aircraft was virtually destroyed. Only Clouston and the engine had not suffered a scratch. A Dutch farmer and his wife found him and took him to their house, where he slept until the next day. The Dutchman took him to the main Felixburg road, where he hitched a ride with an English family to Bulawayo. The next morning, he got a ride with the owner of a Fox moth to Johannesburg, where he arrived just in time to attend the Air Race banquet. The only crew, out of nine starters, to finish was MacRobertson Race winner Charles Scott and Giles Guthrie, who flew a Percival Vega Gull in 52 hours, 56 minutes.

As the only other competitor to reach Johannesburg, Clouston thought sure that Mr. Schlesinger would give him some of the prize money, but all he gave him was a first class steamship ticket to get home. As Clouston was broke and only had two

pounds and the clothes on his back, he changed the ticket for a second class berth and bought clothes with the difference.

The rest of the prize money was given to the dependents of Captain Findlay and radio operator Morgan, who were killed at Abercorn. In the Aeroplane of October 7th, a South African critic had written "Pilots generally showed amazing lack of judgement in the flight, and the African continent is strewn with the wreckage of machines driven beyond their capabilities and over-revved. And bleary-eyed pilots are today trying to forget what they would have been better advised to have remembered:

that they are only human and their machines not beyond fallibility."

It cost Clouston £200 to have the engine and instruments shipped back to England. He received a bill from Imperial Airways for the six pistons from Khartoum, and the final blow was a letter which came weeks later to the UK Director of Civil Aviation from the Director of Civil Aviation in Salisbury, complaining that Clouston had failed to report his crash.

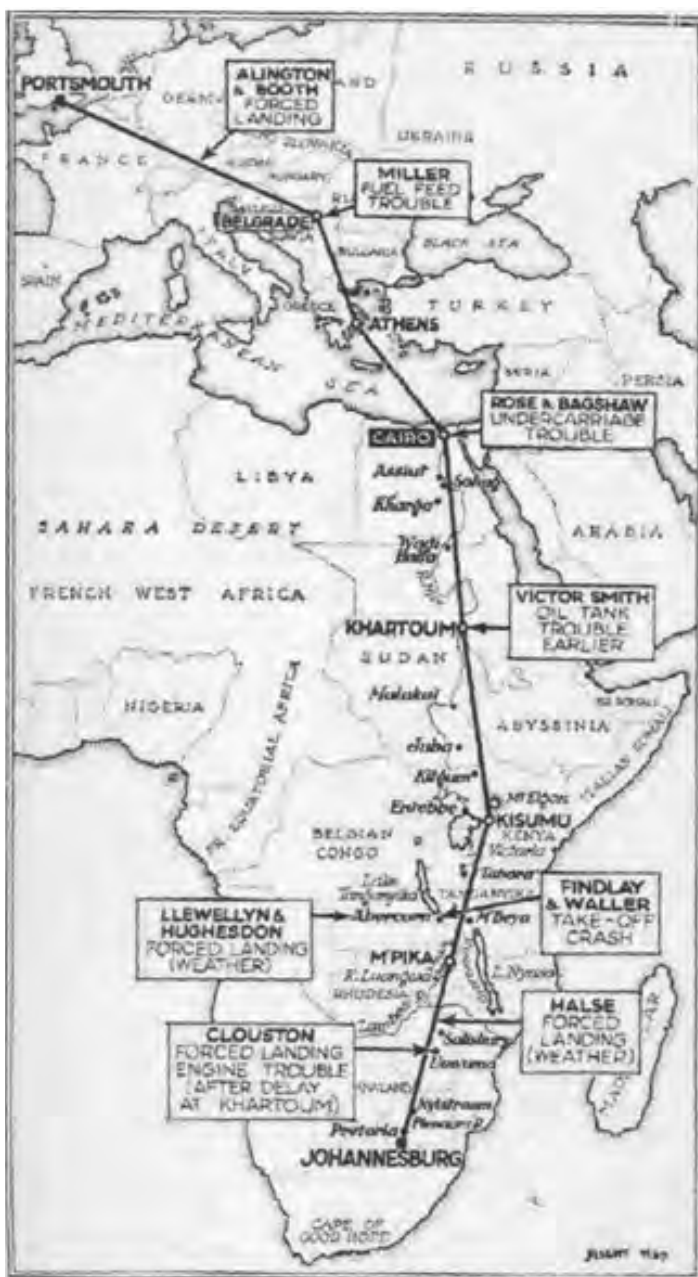
Clouston carried a few souvenir covers with him, two of which are shown below.



Cover carried by A. E. Clouston in the Schlesinger Air Race.



Another cover carried by Clouston, from "Recovered Mail", by Henri Nierinck.



The unhappy tale of retirements at a glance. The fact that some retirements took place off the line does not mean that the competitors were off their course; alternative courses were selected by various pilots.

Map from Flight – October 8, 1936.



(Above) F/O Clouston (Hawk Speed Six) who got nearer the goal than did any of the other non-finishers. (Flight photograph.)

My thanks to Neville Polakow for a cover carried by Clouston.

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3. British Civil Aircraft Since 1919, Vol. 3, by A. J. Jackson, published by Putnam, London, 1960.
4. Courrier Recupere / Recovered Mail – 1910 – 1936, by Henri Nierinck, published by the author, 1992.
5. Flight magazine, September 3, 1936-page 251, October 1, 1936-pages 332, 333, 334, 341, 342, 343, 344, October 8, 1936-pages 352, 353, 354, 355, Available at: <http://www.flightglobal.com/pdfarchive/>.



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Putting the Surpluses on the Web

by Peter Thy

I am aware that this is an example of shameless self-promotion and that I may very well lose my 'Editorship' of Forerunners over an issue like this. However, the short story is that I some years ago had dinner with my brother. The talk turned into websites and the possibility of disposing my surplus stamps that way. The result of the dinner (a bottle of wine did help) was that he offered to construct the site if I provided the necessary organization and text. The result was eventually www.kronestamps.dk.

I will here briefly describe how the site functions and outline some possible benefits and obligations to the owner. I will also point to some potential benefits of such a web site to groups of collectors like our society and other study circles.

Most long-time collectors have accumulated material that no longer easily fits into current collecting and exhibiting interests. Interests have also changed, perhaps too frequently, with the result that past material, from not so long ago, now have lost their strong appeal. The web site described here was born out of the realization that some of this surplus might be treasures of another collector and may help build another collection. Naturally, one collector's surplus material reflects his or her current or past interests and may thus be geographic or thematic very limited. In my case, it is mainly postal stationery from restricted geographic areas of Africa.

Why not use the traditional and current available venues for disposing of surplus material, such as commercial auctions, current internet sites, or club auctions? The answer is simple. Most of the material will not easily fit into high priced commercial auctions unless offered as collections or accumulations. This type of 'blind' collection lots is the source of many of the items that will be found on my site. Many specialized societies have discontinued their club auctions, apparently due to competition from internet auctions as exemplified by our own society auction. Finally, the existing auction internet sites offer labor intensive, fast turn-around sales with little quality control. However, the real reason may simply have been the excitement of trying something new.

The organization of the site is very simple. Basically, it consists of a main database with a search mechanism on the entrance page (Figure 1). This page consists of a brief welcome showing the proprietor with his hand in a bundle of prickly pears, a news box, and a variable display item (here a rare postal order from Luxembourg). Most importantly, the page contains the search box with three search options (keyword, type of material, or country). A search using the keyword or type of 'parcel




Figure 1. Front page of www.kronestamps.dk.

labels' will bring up the list shown in Figure 2. In this case there were only three items in the database. The information given in the list includes a code number, country, year, price, and a 'short' description. Of these the code number identify the item for the seller as well is important for maintenance sorting. By clicking on the arrow in the first column will bring up more details of the content in the database. In the example shown in Figure 3, this is a reply postcard from British Bechuanaland. The detailed window includes a scan of the item in addition to the same information as for the list window. The image is scanned at 72 dpi and typically sizes 20 kb in order to reduce the required storage space. Other information identify the person that inserted the item and the date this was done as well as identify the owner if different from the inserter. Other categories can easily be inserted in the database as required. (Writing this, I discover that a better editing of the details window is required.)

It was early decided that direct payment would not be part of the site. The reasons are simply the complexity and the required security features. Instead, if a visitor finds an item of interest, he or she simply send an email and arrange the details. With the advent of PayPal, payments have become easy and credit card payments and secure sites is no longer needed for a low profile site like Kronestamps.

There is a few other pages that the visitor has access to. Links to these are given in the bar under the title banner. The first three give general information about the site, sale terms



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Parcel Labels

There are 3 Parcel Labels

	Code	Country	Year	Catalogue	Price	Short description
	SA119	South Africa	1942		\$35	1942 Foreign Parcel label from Durban to UK. Liverpool custom label. 9d stamps affixed. Declaration: Hose Soldiers Gift. Liverpool I&F/22 JUN 1942/P.P. cancel.
	NO102	Norway	1947		\$125	Label from parcel (3.55 kg) from Bjoellaanes, Norway, to San Francisco, USA. Content declaration on reverse gives paper and jar of jam. Stamps affixed are 7.75 kr of the 300 Years Norwegian Post series of 1947.
	NO101	Norway	1947		\$55	Label from parcel (2 kg) from Stabekk, Norway, to San Francisco, USA. Content declaration on reverse says weekly magazines - old. 4.30 kr in stamps affixed (1946 King Haakon and 300 Year Norwegian Post).


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Figure 2. Result of search for ‘Parcel Labels’ in the type box.



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ID: 93	Image size: 19512b	Image filename: BB115.jpg
Code: BB115	Periode: QV	Catalogue: H&G 9, BBS PC 11
Country: British Bechuanaland	Year: 1894	Owner Posted: 6/25/1905
Type: Postal Stationery	Status: For Sale	Price: \$15
Initial: PT	Owner:	Condition: VF
		On front page: No
		Inserted in the database 1/18/2003

Short description:
 1d+1d overprinted British reply paid postcard with von Angell's Queen Victoria portrait issued in 1894.

Figure 3. Details for a British Bechuanaland reply post card.

(including links to currency converter and PayPal), and contact information. The next three links were designed to provide ‘useful’ and free information to the visitor. The first of these (Krone Publications) eventually leads to a list of southern African publications that can be downloaded free as pdf files. The next (Useful Information) brings the visitor to a list of downloadable articles in pdf format. These cover subjects of Bechuanaland

and Botswana philately and postal history all written by me and published in Forerunners and the Runner Post. Currently the last two links lead to sites at other servers, but the plan was (and is) to integrate these in the main site. It is certainly also the plan to update the listings. The next link in the bar is to the traditional useful links. The idea behind these last three links is to provide something useful to all visitors respectability of whether they

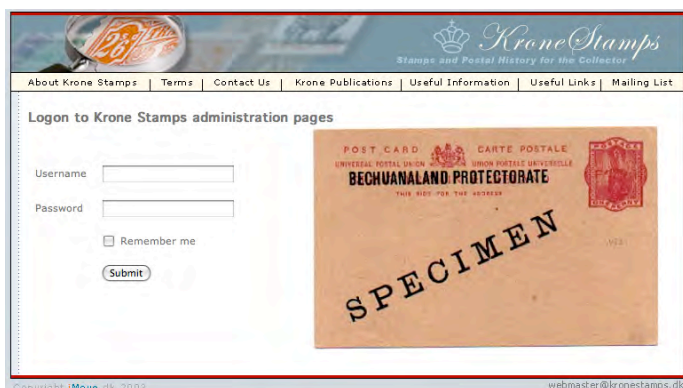


Figure 4. Logon page for the administrative section of the site.



Figure 6. Search of records for updating (Cape of Good Hope).

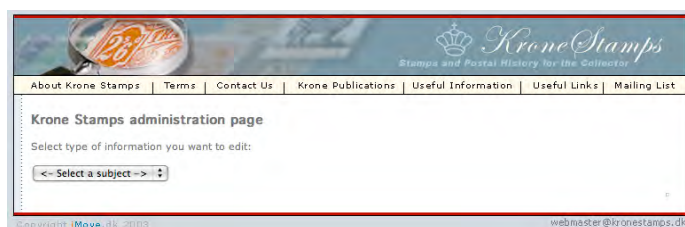


Figure 5. Selection of administrative task.



Figure 7. List of text elements that can be updated or rewritten.

buy from the list or not. The final link on the bar is to an address list where the visitor can leave name, email address, and collecting interests. The address list can be used for bulk mailing information about changes to the site and other subjects.

So far we have gone through the site that is accessible to the casual visitor. However, the main part of the site is the administrative aspects. To correct, update, delete, or add new items to the database(s) require that the user goes through a login procedure. Only users that have been issued a username and a password will be let on to the administrative pages. The point is that several users can be given access to the administrative functions irrespectively of their geographic locations.

The entrance to the administrative pages is via a secret point on the main page that will bring up the login box (Figure 4) and if login is accepted a task box is seen (Figure 5), which allows selection of three different functions (stamps, mailing list, or general). The 'stamps' function allows direct manipulation of the main database, such as adding, correcting, updating, and deleting. Search functions are included that allow efficient location of the item of interest, such as done in Figure 6 for 'Cape of Good Hope.' Clicking on the ID number to the right will give access to correction and update boxes. Choosing one of the predefined sorting options, will display the complete database and allow items to be deleted, displayed on the front page, or to include new items in the database.

The two final functions that can be selected in the administrative box are either to edit and manipulate the mailing list or revising and rewriting the various text components like on the front page (Figure 7). This is basically all there is, the rest is just hard work.

There are likely a few additional questions that the reader would like to ask. (1) What does 'Krone' mean: 'krone' is Dan-

ish for 'crown.' The crown used on the site is the watermark in the first Danish postal stationery envelope from 1864, widely known as 'Krone I' among collectors. (2) Why using a Danish domain name: simply because it was relatively cheap and the webmaster was and is located in Denmark. (3) Has the site made a great profit: well that's a business secret as they say, but so far it has paid for maintaining the domain name and paid server fees.

There are several aspects about this simple site that may make it useful for specialist philatelic and postal societies, like our own PSGSA. Most importantly, this type of site can be managed by a group of people located around the globe. All that is required is a web designer that is familiar with dynamic web-pages and databases. This type of person is getting more and more common even among stamp collectors. Websites like that described could be an ideal venue for conducting society auctions and sales lists. A group of people could do the uploading of items for sale or auction. The society members (and perhaps nonmembers) could simply look at the list on the site and email bids if it is an auction and buying offers if a sales list. This is not much different from how it is now happening with many paper-based society auctions. Payments for winning bids or accepted offers to buy can simply be PayPal-ed to a central manager that also either does the mailing or arrange for lots to be forwarded to the winner or buyer. Perhaps not that simple - but still something to think about.

Another Recent South African Air Letter

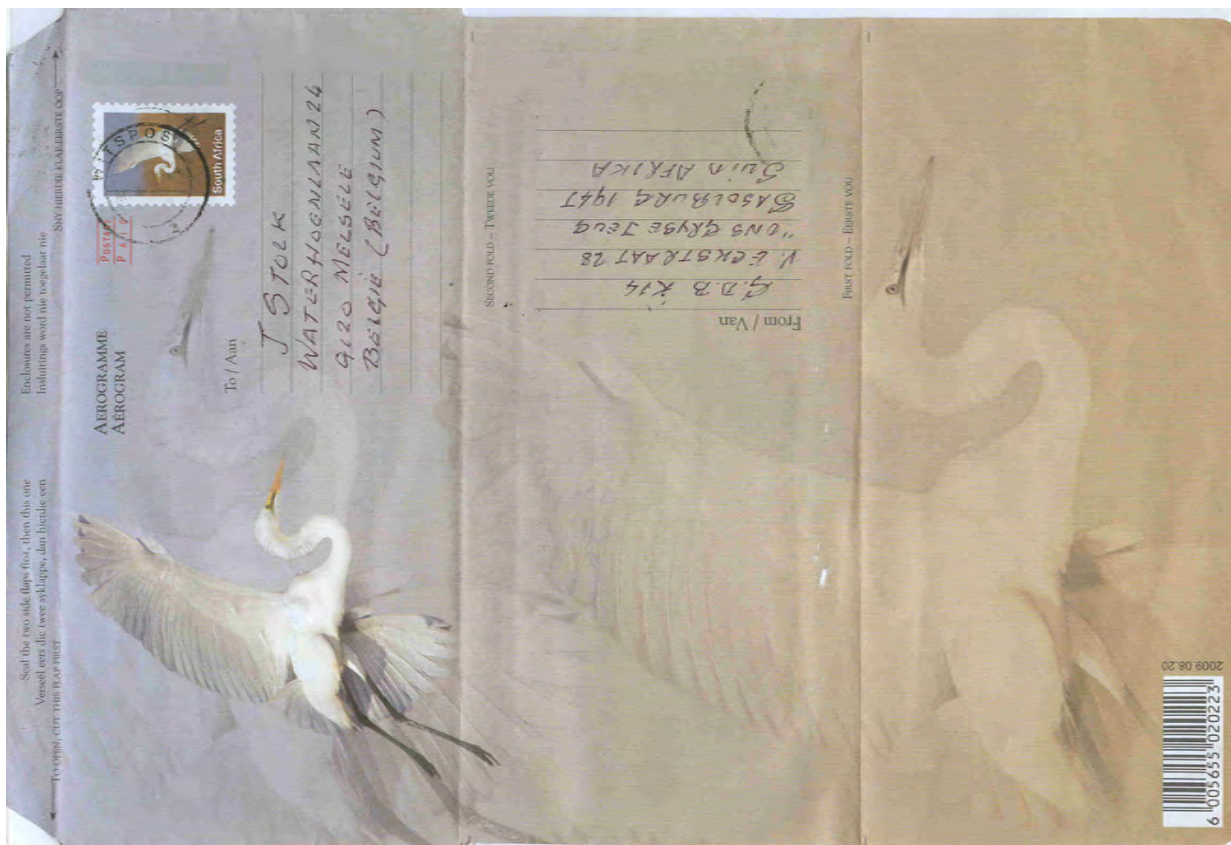
by Jan Stolk

Following the previous installment on new South African air letters, I received another unknown new release from the SA Postal Services. This air letter was issued on 20.08.2009 and pictures a bird on the outer air letter as well as in the stamp image.

I noticed that the SA Philatelist now is aware that there are new postal stationery releases as in their latest issue they pub-

lished information on this air letter as well as on the 'Bird of Prey' air letter.

The Postal Services has further announced a new definitive stamp issue replacing the existing one. This of course will result in new postal stationery as well.



Rocky Mountain Stamp Show 2015

This letter has been mailed by our Convention Chair Tim Bartshe to other British Africa societies with the suggestions that a British Africa Convention is being organized during Rocky Mountain Stamp Show in 2015.

"I wanted to contact you about a proposition to hold a joint British African societies convention at Rocky Mountain Stamp Show in 2015. The Philatelic Society for Greater Southern Africa, consisting of about 100 world-wide members and home-based here in the States, occasionally holds conventions at various US National WSP shows, the latest at Dallas TEXPEX a week ago where members came from around North America, including Alan Hanks of Canada, Bob Hisey from Florida, Ron Strawser from Texas, and David McNamee from California.

The prior show in Denver 2002 garnered over 100 frames of exhibits and dealers from South Africa and England.

We (PSGSA) have decided to hold another African convention at Denver in 2015 and would like to extend the invitation to participate to other British related groups devoted to the African continent. The RMSS has the capacity of mounting 324 frames of exhibits and 50 dealers. The venue is close by the internationally connected airport DIA via a short free shuttle and has all of the amenities that can be desired as well as being in Colorado in one of the most beautiful months of the year, May. The dates will be 15-17 May, Friday through Sunday. I would hope that you would consider joining the PSGSA in celebrating this most fascinating area of philately, British Africa."

Tim Bartshe, PSGSA Convention Chair and RMSS Long Rang Chair

Postage Due Labels of South Africa

by Jan Stolk

In the mid-1980s, the South African Postal Service started to affix labels on postage due items stating the reason for the postal item being taxed. The labels were numbered P1/151 by the postal services.

The first label was printed in black, later labels had black and red, red for 'Beboet/Tax Rc'

Labels P1 to P6 are with the old post office logo, but printed by various companies: Henkos, JB Printing, HS Printing, and A.P., C.T.

Some of the labels indentifying the printer also gives the printing order including the year. As an example, Q410164-90-30.000-100 indicates that the order Q410164 was printed in 1990 and there were 30.000 sheets of 100 labels were printed.

Label P12 is a rubber canceller with the old post office logo used instead of paper labels when these were not available; various colours of red and purple ink were used.

Labels P7 to P11 are with the new post office logo printed in red. P10 and P11 are without Afrikaans text and is in English only. Printers are A.P., C.T. and pA.

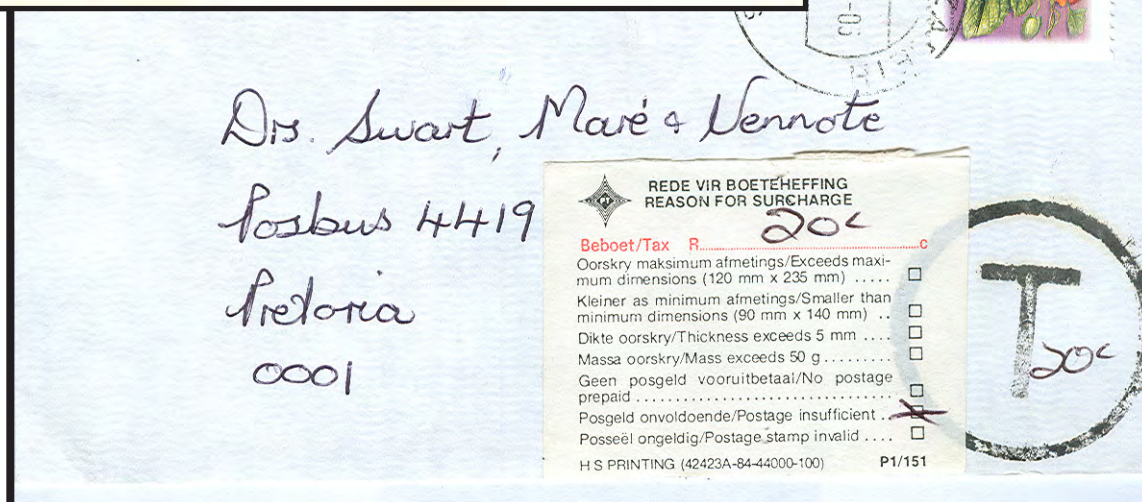
Labels P13 to P15 are labels with number P1/134 used on registered items posted in a normal posting box, taxed for 'Poste out of Course'. In some cases the Afrikaans part of the text was as for P13 removed.

Thanks to Werner K. Seeba for his support in providing information on various tax markings.



Label 1a.

Label 4.

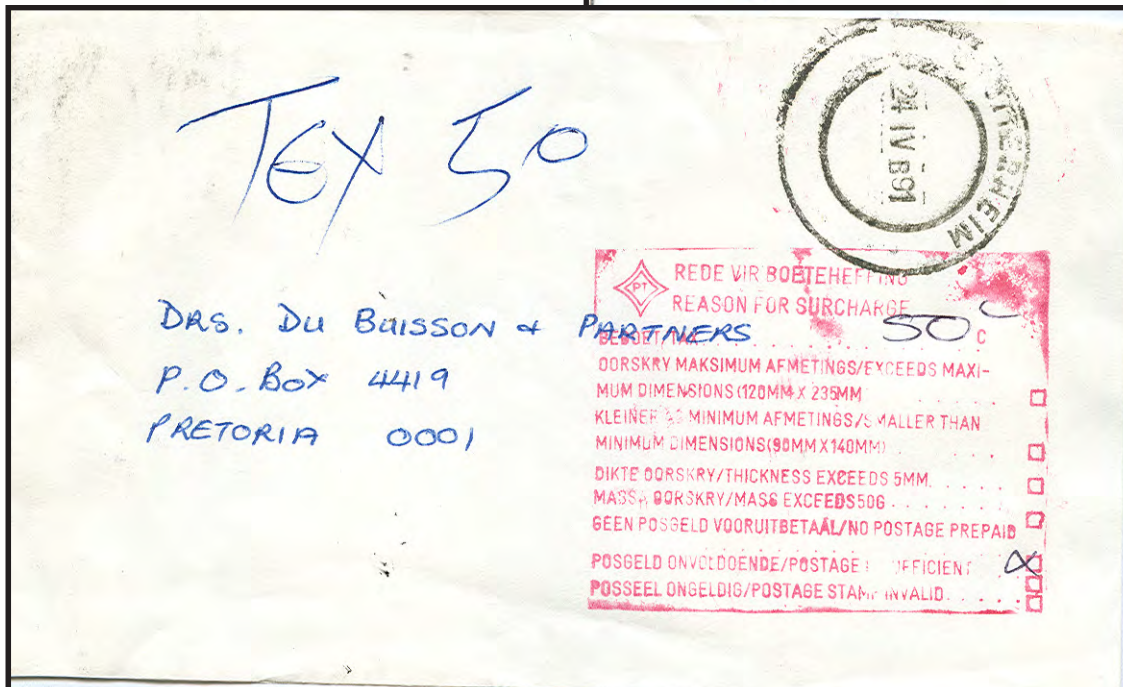




Label 12a. Illustration trimmed.








Label 7a.



Label 12b.

	P.D.LABEL	SIZE	EARLIEST DATE	LATEST DATE
1	<p>PT P1/151</p> <p>REDE VIR BOETEHEFFING REASON FOR SURCHARGE</p> <p>Oorskry maksimum afmetings/Exceeds maximum dimensions (120 mm x 235 mm) <input type="checkbox"/></p> <p>Kleiner as minimum afmetings/Smaller than minimum dimensions (90 mm x 140 mm) <input checked="" type="checkbox"/></p> <p>Dikte oorskry/Thickness exceeds 5 mm <input type="checkbox"/></p> <p>Massa oorskry/Mass exceeds 50 g <input type="checkbox"/></p> <p>Geen posgeld vooruitbetaal/No postage prepaid <input type="checkbox"/></p> <p>Posgeld onvoldoende/Postage insufficient <input type="checkbox"/></p> <p>Posseel ongeldig/Postage stamp invalid <input type="checkbox"/></p> <p>P T P 1/151</p>	black		
		55 x 44 mm	02.04.82	02.07.84
2	<p>Henkos.Pta - 14899/4-1987 P1/151</p> <p>REDE VIR BOETEHEFFING REASON FOR SURCHARGE</p> <p>Beboet/Tax R.....c</p> <p>Oorskry maksimum afmetings/Exceeds maximum dimensions (120 mm x 235 mm) <input checked="" type="checkbox"/></p> <p>Kleiner as minimum afmetings/Smaller than minimum dimensions (90 mm x 140 mm) <input type="checkbox"/></p> <p>Dikte oorskry/Thickness exceeds 5 mm <input type="checkbox"/></p> <p>Massa oorskry/Mass exceeds 50 g <input type="checkbox"/></p> <p>Geen posgeld vooruitbetaal/No postage prepaid <input type="checkbox"/></p> <p>Posgeld onvoldoende/Postage insufficient <input type="checkbox"/></p> <p>Posseel ongeldig/Postage stamp invalid <input type="checkbox"/></p> <p>Henkos, Pta. - 14899/4-1987 P1/151</p>	black/red		
		55 x 40 mm	20.10.88	02.12.96
3	<p>JB PRINTING 14698 (Q701483-87-30.000-100) P1/151</p> <p>REDE VIR BOETEHEFFING REASON FOR SURCHARGE</p> <p>Beboet/Tax R.....c</p> <p>Oorskry maksimum afmetings/Exceeds maximum dimensions (120 mm x 235 mm) <input type="checkbox"/></p> <p>Kleiner as minimum afmetings/Smaller than minimum dimensions (90 mm x 140 mm) <input type="checkbox"/></p> <p>Dikte oorskry/Thickness exceeds 5 mm <input type="checkbox"/></p> <p>Massa oorskry/Mass exceeds 50 g <input type="checkbox"/></p> <p>Geen posgeld vooruitbetaal/No postage prepaid <input checked="" type="checkbox"/></p> <p>Posgeld onvoldoende/Postage insufficient <input type="checkbox"/></p> <p>Posseel ongeldig/Postage stamp invalid <input type="checkbox"/></p> <p>JB PRINTING 14698 (Q701483-87-30.000-100) P1/151</p>	black/red		
		55 x 43 mm	05.04.89	07.01.92
4	<p>H.S PRINTING (42423A-84-44000-100) P1/151</p> <p>REDE VIR BOETEHEFFING REASON FOR SURCHARGE</p> <p>Beboet/Tax R.....c</p> <p>Oorskry maksimum afmetings/Exceeds maximum dimensions (120 mm x 235 mm) <input type="checkbox"/></p> <p>Kleiner as minimum afmetings/Smaller than minimum dimensions (90 mm x 140 mm) <input type="checkbox"/></p> <p>Dikte oorskry/Thickness exceeds 5 mm <input type="checkbox"/></p> <p>Massa oorskry/Mass exceeds 50 g <input type="checkbox"/></p> <p>Geen posgeld vooruitbetaal/No postage prepaid <input type="checkbox"/></p> <p>Posgeld onvoldoende/Postage insufficient <input type="checkbox"/></p> <p>Posseel ongeldig/Postage stamp invalid <input type="checkbox"/></p> <p>H.S PRINTING (42423A-84-44000-100) P1/151</p>	black/red		
		53 x 43 mm	25.09.87	05.08.2001
5	<p>(Q410164-90-30.000-100) A.P.,C.T. 201151.9 (P1/151)</p> <p>REDE VIR BOETEHEFFING REASON FOR SURCHARGE</p> <p>Beboet/Tax R.....c</p> <p>Oorskry maksimum afmetings/Exceeds maximum dimensions (120 mm x 235 mm) <input type="checkbox"/></p> <p>Kleiner as minimum afmetings/Smaller than minimum dimensions (90 mm x 140 mm) <input type="checkbox"/></p> <p>Dikte oorskry/Thickness exceeds 5 mm <input type="checkbox"/></p> <p>Massa oorskry/Mass exceeds 50 g <input type="checkbox"/></p> <p>Geen posgeld vooruitbetaal/No postage prepaid <input type="checkbox"/></p> <p>Posgeld onvoldoende/Postage insufficient <input type="checkbox"/></p> <p>Posseel ongeldig/Postage stamp invalid <input type="checkbox"/></p> <p>(Q410164-90-30.000-100) A.P.,C.T. 201151.9 (P1/151)</p>	black/red		
		55 x 43 mm	04.06.92	20.07.94

	P.D.LABEL	SIZE	EARLIEST DATE	LATEST DATE
6	(q413792-89-32 000-100) A.P.,C.T. 201151.9 (P1/151)  REDE VIR BOETEHEFFING REASON FOR SURCHARGE Beboet/Tax <u>6</u> c Oorskry maksimum afmetings/Exceeds maximum dimensions (120 mm x 235 mm) <input type="checkbox"/> Kleiner as minimum afmetings/Smaller than minimum dimensions (90 mm x 140 mm) <input type="checkbox"/> Dikte oorskry/Thickness exceeds 5 mm <input type="checkbox"/> Massa oorskry/Mass exceeds 50 g <input type="checkbox"/> Geen posgeld vooruitbetaal/No postage prepaid <input type="checkbox"/> Posgeld onvoldoende/Postage insufficient <input type="checkbox"/> Posseël ongeldig/Postage stamp invalid <input type="checkbox"/> (Q413792-89-32 000-100) A.P.,C.T. 201151.9 (P1/151)	black/red 53 x 45 mm	 09.10.91	 15.07.93
7	(Q411817-91-55000-100) A.P.,C.T. 201151.9 (P1/151)  REASON FOR SURCHARGE REDE VIR BOETEHEFFING Tax/Beboet <u>R2.00</u> c Exceeds maximum dimensions/Oorskry maksimum afmetings (120mm x 235mm) <input type="checkbox"/> Smaller than minimum dimensions/Kleiner as minimum afmetings (90mm x 140mm) <input type="checkbox"/> Thickness exceeds/Dikte oorskry 5mm <input type="checkbox"/> Mass exceeds/Massa oorskry 50g <input type="checkbox"/> No postage prepaid/Geen posgeld vooruitbetaal <input type="checkbox"/> Postage insufficient/Posgeld onvoldoende <input checked="" type="checkbox"/> Postage stamp invalid/Posseël ongeldig <input type="checkbox"/> (Q411817-91-55 000-100) A.P.,C.T. 201151.9 (P1/151)	black/red 55 x 46 mm	 10.04.93	 04-07-2001
8	(100/45024552/JC-96-1400) A.P.,C.T. 201151N  REASON FOR SURCHARGE REDE VIR BOETEHEFFING Tax/Beboet <u>1.00</u> c Exceeds maximum dimensions/Oorskry maksimum afmetings (120mm x 235mm) <input type="checkbox"/> Smaller than minimum dimensions/Kleiner as minimum afmetings (90mm x 140mm) <input type="checkbox"/> Thickness exceeds/Dikte oorskry 5mm <input type="checkbox"/> Mass exceeds/Massa oorskry 50g <input type="checkbox"/> No postage prepaid/Geen posgeld vooruitbetaal <input type="checkbox"/> Postage insufficient/Posgeld onvoldoende <input checked="" type="checkbox"/> Postage stamp invalid/Posseël ongeldig <input type="checkbox"/> (100/45024552/JC-96-1400) A.P.,C.T. 201151N	black/red 55 x 46 mm	 16.09.96	 21.02.2001
9	pA 1705 201151R  REASON FOR SURCHARGE REDE VIR BOETEHEFFING Tax/Beboet <u>2.20</u> c Exceeds maximum dimensions / Oorskry maksimum afmetings (120mm x 235mm) <input type="checkbox"/> Smaller than minimum dimensions / Kleiner as minimum afmetings (90mm x 140mm) <input type="checkbox"/> Thickness exceeds / Dikte oorskry 5mm <input type="checkbox"/> Mass exceeds / Massa oorskry 50g <input type="checkbox"/> No postage prepaid / Geen posgeld vooruitbetaal <input type="checkbox"/> Postage insufficient / Posgeld onvoldoende <input checked="" type="checkbox"/> Postage stamp invalid / Posseël ongeldig <input type="checkbox"/> pA 1705 201151R	black/red 57 x 45 mm		
10	pA1705 701958  REASON FOR SURCHARGE REDE VIR BOETEHEFFING Tax/Beboet <u>15.80</u> c Exceeds maximum dimensions / Oorskry maksimum afmetings (120mm x 235mm) <input type="checkbox"/> Smaller than minimum dimensions / Kleiner as minimum afmetings (90mm x 140mm) <input type="checkbox"/> Thickness exceeds / Dikte oorskry 5mm <input type="checkbox"/> Mass exceeds / Massa oorskry 50g <input type="checkbox"/> No postage prepaid / Geen posgeld vooruitbetaal <input type="checkbox"/> Postage insufficient / Posgeld onvoldoende <input checked="" type="checkbox"/> Postage stamp invalid / Posseël ongeldig <input type="checkbox"/> pA 1705 701958	black/red 53 x 43 mm	 05.05.2002	

	P.D.LABEL	SIZE	EARLIEST DATE	LATEST DATE
11	<p>PA 1705 701958</p> <p>REASON FOR SURCHARGE</p> <p>Tax 3-00</p> <p>Exceeds maximum dimensions (120mm x 235mm) <input type="checkbox"/></p> <p>Smaller than minimum dimensions (90mm x 140mm) <input type="checkbox"/></p> <p>Thickness exceeds 5mm <input type="checkbox"/></p> <p>Mass exceeds 50g <input type="checkbox"/></p> <p>No postage prepaid <input checked="" type="checkbox"/></p> <p>Postage insufficient <input type="checkbox"/></p> <p>Postage stamp invalid <input type="checkbox"/></p> <p>PA 1705 701958</p>	54 x 44 mm	06.09.2002	
12	<p>REDE VIR ROETEHEF</p> <p>REASON FOR SURCHARGE</p> <p>50c</p> <p>DOORSKRY MAKSIMUM AFMETINGS/REEDS MAXIMUM DIMENSIONS (120MM x 235MM) <input type="checkbox"/></p> <p>KLEINER AL MINIMUM AFMETINGS/SMALLER THAN MINIMUM DIMENSIONS (90MM x 140MM) <input type="checkbox"/></p> <p>DIKTE DOORSKRY/THICKNESS EXCEEDS 5MM <input type="checkbox"/></p> <p>MASS DOORSKRY/MASS EXCEEDS 50G <input type="checkbox"/></p> <p>GEEN POSTEELD VOORUITBETAAL/NO POSTAGE PREPAID <input type="checkbox"/></p> <p>POSTEELD ONVOLDOENDE/POSTAGE INSUFFICIENT <input checked="" type="checkbox"/></p> <p>POSTEELD ONGELDIG/POSTAGE STAMP INVALID <input type="checkbox"/></p>	red/purple	11.04.91	02.04.93
13	<p>P.T. 1182-1977-78</p> <p>CAUTION</p> <p>Letters and packets containing currency, blank postal orders or valuables such as jewellery, watches, etc. must be registered or insured and postal articles, the covers of which have been marked for registration or insurance, must be handed in at a post office counter and NOT posted in a posting box.</p> <p>This has been registered/insured and surcharged because it contains and was posted in a posting box contrary to the regulations.</p> <p>P.T. 1182-1977-78</p>	black		
14	<p>Heer Drukkers P1/134</p> <p>CAUTION</p> <p>Letters and packets containing currency, blank postal orders or valuables such as jewellery, watches, etc. must be registered or insured and postal articles, the covers of which have been marked for registration or insurance, must be handed in at a post office counter and NOT posted in a posting box.</p> <p>This has been registered/insured and surcharged because it contains and was posted in a posting box contrary to the regulations.</p> <p>Heer Drukkers</p> <p>WAARSKUWING</p> <p>Briewe en pakkies wat geld, oningevulde posorders of waardevolle artikels soos juweliersware, horlosies, ens. bevat, moet geregistreer of verseker word en stukke waarvan die omslag vir registrasie of versekering gemerk is, moet by die toonbank van 'n poskantoor ingelewer en NIE in 'n briewebus gepos word nie.</p> <p>Hierdie is geregistreer/verseker en met beboet omdat dit bevat en in stryd met die regulasies in 'n briewebus gepos is.</p> <p>P 1/134</p>	black	06.10.83	25.11.88
15	<p>PO 7787-83-2000-20 P1/134</p> <p>CAUTION</p> <p>Letters and packets containing currency, blank postal orders or valuables such as jewellery, watches, etc. must be registered or insured and postal articles, the covers of which have been marked for registration or insurance, must be handed in at a post office counter and NOT posted in a posting box.</p> <p>This has been registered/insured and surcharged because it contains and was posted in a posting box contrary to the regulations.</p> <p>PO 7787-83-2000-20</p> <p>WAARSKUWING</p> <p>Briewe en pakkies wat geld, oningevulde posorders of waardevolle artikels soos juweliersware, horlosies, ens. bevat, moet geregistreer of verseker word en stukke waarvan die omslag vir registrasie of versekering gemerk is, moet by die toonbank van 'n poskantoor ingelewer en NIE in 'n briewebus gepos word nie.</p> <p>Hierdie is geregistreer/verseker en met beboet omdat dit bevat en in stryd met die regulasies in 'n briewebus gepos is.</p> <p>P 1/134</p>	black	13.05.81	05.12.85

All tables are reduced to 95 % of the originals.



Label 14a.

Stampshow 2010 Vermeil to Forerunners

The Forerunners was awarded a Vermeil at Stampshow 2010 in Richmond, Virginia. It is always gratifying to learn that the hard work of the Editor are appreciated - but again the baton has to be forwarded to the society membership that keep supplying articles. This is the third vermeil (CHICAGOPEX 2009, STAMPSHOW 2005, C7NPLE 2005) plus a large silver at Washington 2006. Perhaps we are doing something right?

But let's look at the competition at STAMPSHOW 2010. There were 31 society periodicals of which six received Gold (Vorlaufer, German Postal Specialist, Penny Post, Confederate Philatelist, Collectors Club Philatelist, and American Revenuer), seven received Vermeil (First Days, Israel Philatelist, Menelik's Journal, Forerunners, Astrophile, China Clipper), ten Silver, six Silver Bronze, and only one Bronze. We are clearly right in the upper middle of the spectrum, only passed by some of the larger societies that can afford to produce glossy and colored, offset printed publications and furthermore has a large membership to share the writing 'burden.'

As always, this time again we can read some interesting comments on the score sheet (or evaluation form as it now is called). Under 'treatment or authorship and editorship' (40 %) we read "Good diverse selection of informative articles. Services to members are good." Under 'originality, significance and research' (40 %) we read "Good reporting on new / findings



of SA philately. 'For the record' column is very good." Under 'technical matter' (15 %) we read "Some images a bit fuzzy and with colors that clearly differ from originals." Under 'production' (5 %) we read "Consider different paper/card for covers. Reduce point size of footer text." Some nice praises, but also some good suggestions for future editions.



Steps on the Road to Namibia's Independence or 'Is This Aerophilately?'

by Hans Ulrich Bantz and H.G. Thompson

The set of six flown covers owned by the second author and dealt with in this article is embedded in the process of the negotiations leading to the independence of Namibia on March 21, 1990. The purpose of this article is to recall the events preceding the issue of these covers and to correlate them with the now historic 1978-79 events. It is further the objective to trigger a discussion whether covers like these are 'aero-philately', 'postal history' or just souvenirs without any philatelic value?

Short historical background to the events leading up to 1978

The World had little interest in the territory that is today Namibia up to the 7th of August 1884 when the German flag was officially hoisted at Angra Pequena (later Luderitz). German colonial administration of 'Deutsch-Südwest-Afrika' ended on 9. July, 1915 when the German Schutztruppe surrendered during WWI to the invading troops of the Union of South Africa. The League of Nations, formed after WWI, transfers a 'C' Mandate on South West Africa to the Union of South Africa and gives it the authority to administer the territory as from 01.01.1921, with the proviso that South Africa promotes under the supervision of the League of Nations the material and moral well-being and the social progress of the indigenous people. South Africa, however, violates in the following years this 'sacred trust' in many ways and governs South West Africa as if it were an integral part of the Union.

After WW II the League of Nations voluntarily dissolves on 18.04.1946 and the newly formed United Nations (UN) inherit the League's supervisory authority for South West Africa. But South Africa refuses to recognize the UN as the lawful successor to the League of Nations and rejects repeated UN requests to place the territory under a trusteeship agreement by telling the UN that it will continue to administer SWA as a mandate and not as a trusteeship area. The UN takes South Africa before the International Court of Justice (ICJ) that gives ambiguous verdicts in 1962 and 1966. On 12.06.1968 the UN officially adopts the name "Namibia" in place of 'South West Africa'. The ICJ declares in 1971 South Africa's occupation of Namibia illegal and rules that South Africa was obligated to withdraw its administration from Namibia with immediate effect. However, South Africa refuses again to comply with the decision, claiming that the UN held no authority over South West Africa or South Africa. In 1966, the South West Africa People's Organization (SWAPO) had begun its armed struggle to liberate Namibia. After Angola's independence from Portugal in 1975 SWAPO's incursions into Namibia, with the support of Cuban troops, intensify from bases established in the southern part of Angola. In 1976, the UN Security Council (UNSC) condemns South Africa again for the "illegal occupation" of the territory and recognizes SWAPO as the sole legitimate representative of Namibia (UNSC Resolution 385). International impatience

with South Africa's refusal to grant independence to Namibia mounts while South Africa upholds its Apartheid policies in the territory. In 1977, western members of the UN Security Council, including Canada, France, the Federal Republic of Germany, the United Kingdom, and the United States (known as the Western Contact Group), launch a joint diplomatic effort to bring an internationally acceptable transition to the independence for Namibia. The UN Security Council adopts and takes note of the Western Contact Groups' proposals in Resolution 431 on July 27, 1978 and asks the then Secretary General Kurt Waldheim (Austria) to appoint a Special Representative for Namibia to ensure the independence of Namibia from South Africa as soon as possible. The UN extends the appointment of the UN's Special Representative for Namibia, the 52 years old Martti Ahtisaari (Finland), till the end of 1978. By the end of August he is supposed to submit to UN Secretary-General Kurt Waldheim a plan for a truce between SWAPO's 'freedom fighters' and the South African troops, as well as a blueprint for the election of a constituent assembly that will draft a constitution for independent Namibia. Mr. Ahtisaari comes to Namibia to start negotiations with South Africa and SWAPO. Covers 1 to 3 recall this visit. (Note: The original size of the covers, shown reduced here, is 110 x 220 mm)

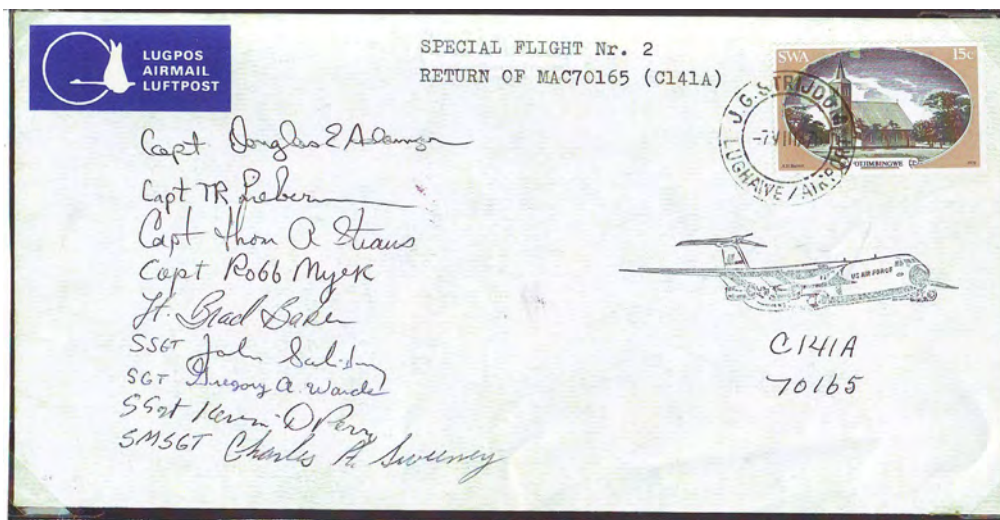
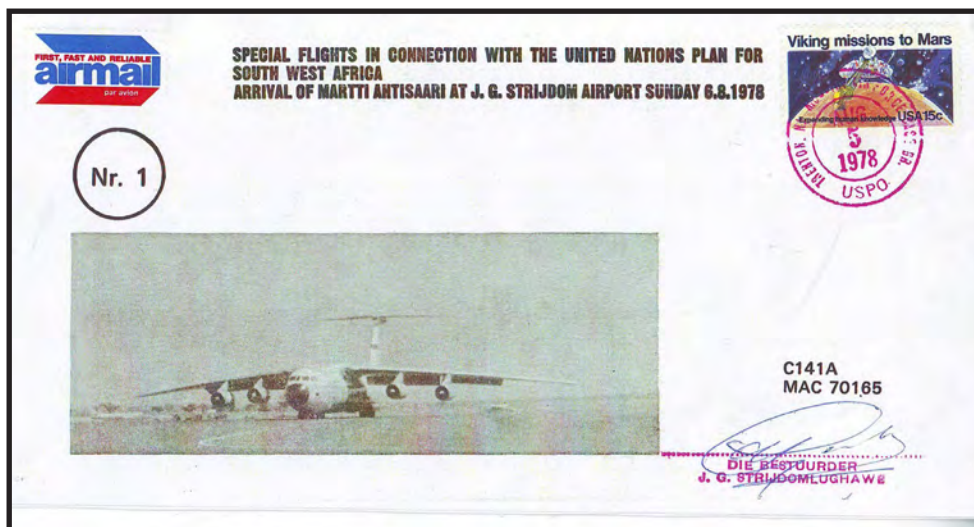
The Ahtisaari visit to Namibia: 05-22 August 1978

Cover 1: Ahtisaari and his team leave from the McGuire Air Force Base on AUG 5 1978 on and arrive at Windhoek's J. G. Strydom Airport on Sunday 6.8.1978. The unaddressed cover showing a photo of the Lockheed C141 A (Starlifter), registration MAC 70165 was cancelled at the TENTON N.J. Army Post Office, signed by the manager of the J. G. Strydom Airport (Today Hosea Kutako Airport) and received a rectangular box cachet of the "Dept. of Transport, Windhoek Air Traffic Control" on arrival. The J. G. Strydom Post Office stamped the back of the cover on Monday the 7th of August. 100 covers were printed. The cover has an insert with the photo of the crew members who flew Mr. Ahtisaari to South West Africa.

Cover 2: The Starlifter returns to its base in New Jersey. The cover signed by nine crew members is backstamped at the McGuire AFB post office on Wednesday the 9th of August. 75 covers were printed.

Cover 3: Mr. Ahtisaari leaves Namibia after 16 days. His departure on Tuesday 22 VIII 78 is documented by the J. G. Strydom AIRPORT post office canceller and the arrival at McGuire AFB on Saturday, the 26th of August, on the back of the cover. The cover is this time addressed "POSTE RESTANTE". 50 unsigned covers. Why it took four days to reach McGuire AFB remains to be researched.

Cover 1.



Cover 2.

Cover 3.



Interlude I

After his return Mr. Ahtisaari submits his proposals for a cease-fire between South Africa, SWAPO and the Cuban troops stationed in Angola and UN-supervised elections in South West Africa. These proposals are accepted by the UN Security Council on 29 September 1978 as UNSCR 435 (1978). However, nei-

ther SWAPO nor South Africa accepts the proposals. In South Africa the Prime Minister John Vorster resigns on 28.09.1978, one day before Resolution 435 is passed at the UN, and announces that internal elections in Namibia will take place in December 1978. The Western Contact Group, headed by the US Secretary of State, Cyrus Vance, tries to prevent these one-sid-

ed elections without UN-supervision and meets with Vorster's hard-line successor, Pieter W. Botha, in the so-called "Jacaranda Conference", held at Pretoria from 16 to 18 October, 1978. (October is the month when Pretoria turns into a wonderland of blooming Jacaranda trees.) Stopovers at Windhoek of two members of the Contact Group are documented by Covers 4 and 5.

Stopover Covers

Cover 4: The British Foreign Secretary David Owen flew on his way to the 'Jacaranda Conference' from the RAF Brize Norton airbase. His departure on Friday, 13 OCT 1978 is documented by the POST ROOM Brize Norton cachet and his arrival at the J. G. Strydom airport one day later by the J. G. Strydom airport manager and by a backstamp of the J.G. Strydom post office, dated 14 X 78. The cover is signed by the Captain (a squadron leader) and the Co-pilot (a Flight Lieutenant). 50 covers were made.

Cover 5: The German Aussenminister, Hans Dietrich Genscher, flew to Windhoek to report to the Namibian authorities on the outcome of the 'Jacaranda Conference'. The plane to pick him up at Windhoek left the Cologne - Bonn Airport on Friday, 20.10.1978. Its arrival on Saturday is confirmed, like on Covers 1 and 4, by the airport manager and by a backstamp of the J.G. Strydom Airport on 21.X.78. 50 covers were signed by all four crew members.

Interlude II

Despite compromise offers made at the 'Jacaranda Conference' South Africa goes ahead with internal elections, held on from 4 to 8 December 1978. SWAPO boycotts the elections and replies with violent actions. The so-called front-line states (Angola, Botswana, Mozambique, Tanzania, Zambia, and Zimbabwe) got involved. Negotiations after 1978 focused on issues such as supervision of elections connected with the implementation of the UN Resolution 435, the withdrawal of Cuban troops from Angola, the monitoring of SWAPO bases in Angola and the repatriation of expatriate Namibians.

Cover 6: Sir Seretse Khama (1921-80), founding President of Botswana, was one of the "Front-Line Presidents" who negotiated the future of Namibia. He developed a vision of a Southern Africa after colonialism and apartheid, as a peaceful, democratic and prosperous region. His signature appears in the right hand corner of this cover. The three other signatures are from the Pilot, the Flight Officer and the Air Hostess. The stamps (15cent was the international airmail letter rate) were cancelled at the J. G. STRYDOM Airport post office, from where Sir Seretse left. The cover was backstamped on arrival with a square boxed Luanda Airport cachet. Only 28 of the 56 covers made for this flight were signed by Sir Seretse, meaning that only a set of 28 autographed covers with Khama's signature and 28 covers without his signature have been made.

The time thereafter

The well-intended transition plan, thought out by foreigners without considering the 'people on the ground', went astray

simply because of the deep distrust the South Africans had for the UN and for SWAPO. All three sides adopted a "you first" attitude that made a cease-fire difficult to achieve. More than a decade had to pass, the 'Cold War' had to end; the Berlin Wall had to come down before Resolution 435 was implemented in Namibia on April 1, 1989. Namibia became finally independent on March 21, 1990 when Sam Nujoma was sworn in as Namibia's first democratically elected President. And exactly 30 years later, in October 2008, Mr. Ahtisaari, the man who was made an honorary citizen of Namibia for his role in helping negotiate its independence from South Africa, won the Nobel Peace Prize.

How to deal with these covers?

One of the objectives of this article is to trigger a discussion whether covers like these are 'aero-philately', 'postal history' or just souvenirs without philatelic value? What is your opinion and what would you do with these covers?

Contra: Some aero-philatelists to whom the covers had been shown argued: though carried by air – no study is involved in determining flight details such as routes or rates so they would not constitute aerophilately as such. Not having gone through the postal system as we know it and not issued by a postal authority precludes the covers as being described as aerophilatelic items. The probable large quantities of covers printed and prepared for the six flights concerned would make them of little interest to aerophilatelists.

Pro: a) Aerophilately is concerned with flown covers. b) There is sufficient evidence that these six covers were transported by air. Departure and arrival airports are documented. As these were official flights on long range aircraft it can be assumed that the routes were the direct ones taken. Information on eventual stopovers would be ascertainable. c) Rates: all covers bear stamps covering the airmail rates rates applicable at the time and were accepted and cancelled by the relevant post offices on or near the airports of departure. d) "Issued by postal authorities": flight covers are generally sent by individuals or organizations using the airport's postal or other facilities to document a flight. e) Covers carried by solo flights in the past, for example by Amy Mollison (see Bantz, 2006) from Windhoek to Cape Town in 1936, were certainly not "issued by postal authorities". f) The fact that a flown cover may be a souvenir cover of an event is not relevant as all covers flown on a first flight or the opening of an air route would also be just souvenirs of an event. g) Rarity: worldwide only 28 complete sets that include the signature of Seretse Khama and 22 full sets of six, including four signed covers less the signature of Sir Seretse, can still exist. Covers No. 1 and 2 are 'loose' ones and feature now and then on auctions. The full sets of both types seem now to be in the hands of aerophilatelists or philatelists collecting South West Africa / Namibia or United Nations material. Are these covers of less value than many FDC or special cancel covers?

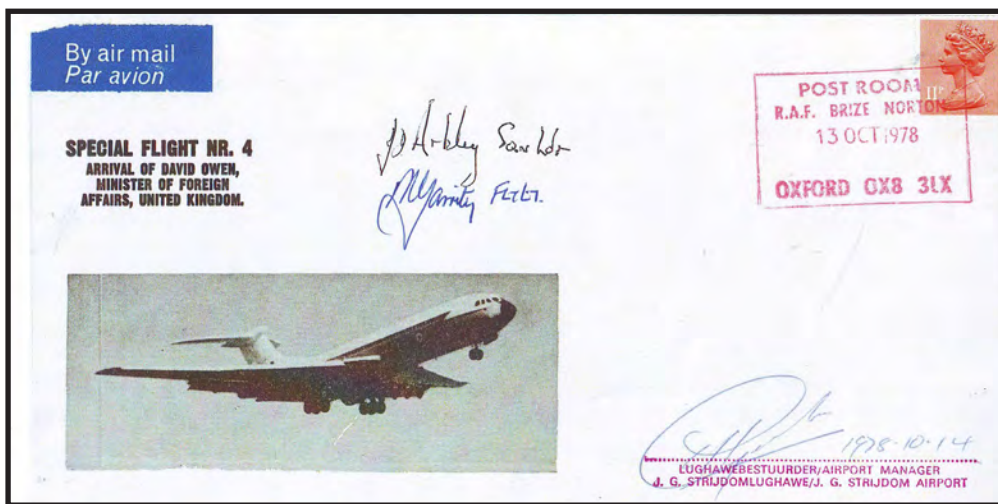
Sources:

Allgemeine Zeitung Windhoek: Various articles during 1978 / 79 in Africa's only German language daily newspaper.

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Dierks, K. (1999): Chronology of Namibian History. First Edition. - Windhoek.
 Genscher Mission – Dritte Dimension. – Der Spiegel, No. 43 / 1978, page 162.

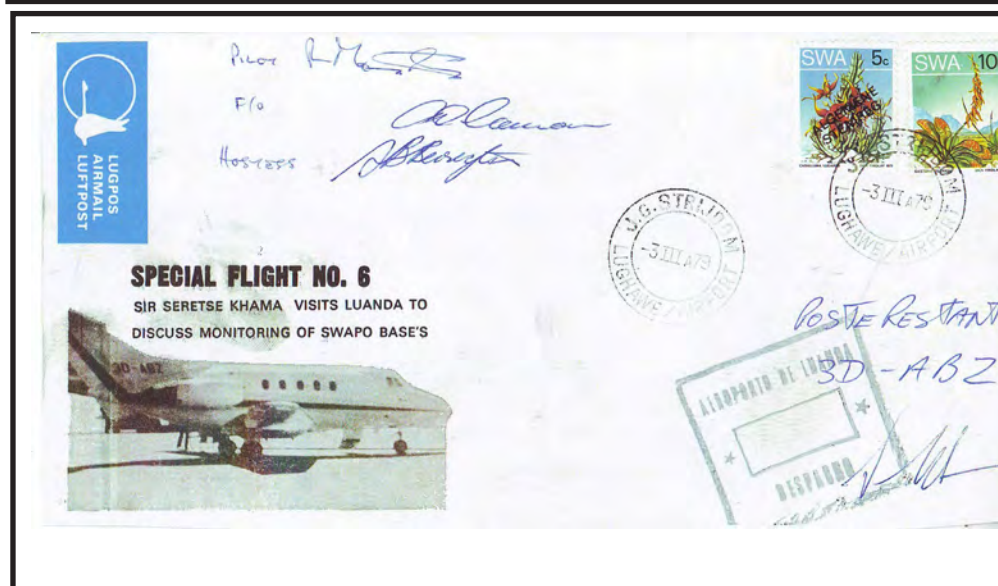
Namibia - Buying Time: - Time Magazine, Vol. 122/ No. 18 (Oct. 30, 1978).



Cover 4.



Cover 5.



Cover 6.

For the Record

109. **Spink** included the “**Tobias**” **Collection of Orange Free State** in their Collector’s Series auction in London on the 14 and 15 July 2010. This comprised over 100 lots of the 1877 to 1900 issues, surcharges, and overprints. Featured were 1878 imperforate color trials from the De La Rue archives as blocks of six with the 1d in brown, the 6d in rose, and the 1/- in orange.
110. The **South African Post Office** has adjusted their **postal rates** as of April 1, 2010, valid until March 31, 2011. Similarly, **Botswana Post** has announced new rates valid from June 1, 2010, and that the postal rates in the future will be reviewed annually. Is this a general trend for southern Africa?
111. **Alex Visser** has started writing a regular column titled “Phun with postmarks” in the **South African Philatelist**.
112. The **Rhodesian Study Circle** has again distributed an impressive 28-page society auction list with 622 lots (September 2010). Likewise, the **Bechuanaland and Botswana Society** has conducted a similar impressive auction distributed as an 18-pages list with 266 lots. Both societies report good and well-attended sales. Why can’t **PSGSA** do the same?
113. **W. O’Connell**, Isle of Man, has release his 9th Postal Bid Sale of **Rhodesian**, mostly **postmark** material with closing date of 30th September 2010. Contact O’Connell by writing to woc@manx.net to get on his mailing list for future sales.
114. Uli Bantz has shown me a copy of **ThemNews**. This is the official journal of **Thematics Southern Africa**. A beautiful 32 page multicolored publication that should be of interest to many of our members. An **index** for the first 10 volumes is available on www.thematicsa.co.za.
115. **Stephan Welz** has distributed their **October 2010 auction catalogue** that as usual include a strong southern African showing. Of particular note is a 1921 Bechuanaland mortgage bond including a 1918 £5 on 1/- green and black postal revenue stamp (lot 79).
116. **Sismondo Philatelic Experts** have distributed the conditions and fee structure for their **expertization services**. Contact them by writing to sismondo@dreamscape.com. See advertisement on the inside back cover of this issue.
117. The **Philatelic Exhibitor** of the **American Association of Philatelic Exhibitors** has been reborn in a new glossy paper and full color format. You will be able to read the writings of several prominent members of our society in this publication (Tim Bartshe, David McNamee, Steve Zwillinger).
118. The **Philatelic Literature Review** has published in their 3rd Quarter 2010 issue a list of **philatelic exhibits** available from the APRL (part 1). Included are only Bechuanaland (Wessely) and Orange Free State (Bartshe). The exhibits are both in CD as well as paper format. We should all consider contributing to this worthy collection.
119. The **Journal of the Rhodesian Study Circle** has emerged in a brand new colored format. The September 2010 (whole number 236) issue is dedicated to the 1910-2010 **Double Head Centenary** including the ‘John Michael listings of the 1910 Double Heads and the 1913-1922 Admirals.’
120. The **Philatelic Federation of Southern Africa** has announced the August 2010 publication of the final (?) two volumes in their **Anglo-Boer War Series**. These are ‘**Die Machadodorp-briefkaarte van die Anglo-Boereoorlog**’ by **Jonkers and Groenewald** and ‘**Die Pietersburg-seels van die Anglo-Boereoorlog**’ by **Breedt and Groenewald**. Both are written in Afrikaans in contrast to the previous four volumes in the series that were all in English. Contact Philatelic Federation of SA, PhilFed Books, PO Box 12537, Queenswood 0121, South Africa.
121. The **Rhodesian Study Circle** has released their Memoir 15 ‘**The Early Postal History of Barotseland: the role of the Paris Missionaries in N.W. Rhodesia**’ by **Sean Burke, Alan Drysdall, and Paul Peggie**. It can be ordered from Publications Officer, 5 Warwick Court, St. Neots, Camb PE19 8HH. There is no email information as well as no information on paying in oversea currencies.
122. The **Transvaal Study Circle** has released their Memoir 4 ‘**Early Covers from the Zuid Afrikaansche Republiek/Transvaal, a census and analysis of the known covers 1870-c. 1885**’ by **Lars Jørgensen**. Contact Jeff Woolgar about the availability of the monograph to non-members.
123. The **Royal Philatelic Society of London** has released a DVD version of the **Archival Edition of the London Philatelist 1892-2009** at a total price of £90, including mailing. It still is only intended for the PC platform, but has been improved from the previous edition such that it now permits direct printing. Also available in a limited CD edition is **Alexander Séfi’s 1932 ‘An Introduction to Advanced Philately.’** The latter to members only at £5 plus £2 to the US. Contact secretary@rpsl.org.uk for further information.
124. **Otto Peetoom of Ormskirk Stamps** has distributed by email his latest Basutoland, Bechuanaland, and Swaziland list no 32. Go to www.rhodesianstamps.net for a copy and other lists.
125. The **Philatelic Collections of the British Library** have updated their Philatelic Rarities Online. Now included are several Orange Free State, Transvaal, and Cape of Good Hope items. Go to <http://www.bl.uk/onlinegallery/onlineex/philrar/> and search the online gallery.



Transvaal: 1870 imperforate 1/- deep green, an unused tête-bêche pair.

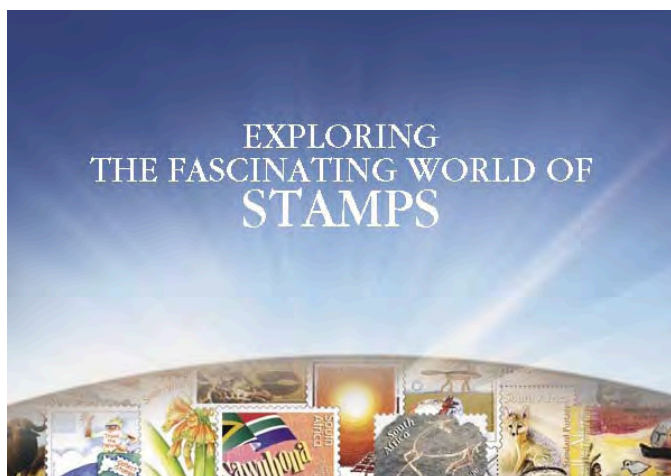


Cape of Good Hope: 1861, 4d. vermilion error of colour, in pair with 1d. vermilion, used.

126. **Empire Stamp Auctions** has been in business since 1979. They have just distributed their latest British Commonwealth auction list (no. 131) via email. This is a must for any collector of postal history of southern Africa. Contact Steve Drewett at empirestampauctions@yahoo.co.uk.

127. **Empire Books** is a good source for official postal history publications. The latest list includes 318 **British Parliamentary reports** on postal subject. Contact Empire Book by writing to colin@empirebooks.org.uk.

128. The **South African Philatelic Services** has issued an impressive booklet titled “**Exploring the Fascinating World of Stamps**.” It covers virtually all aspects of philately and stamp collection in clear format aimed at the beginning stamp collector. The subjects included are the ABC of collecting stamps, exhibiting classes, history of stamps, educational values, how to start and run a stamp club for kids, quality of life collecting stamps, work of art, and selling, among other subjects. A total of about 40 pages packed with information. Download a copy from www.philatellysa.ca.za.



129. **HH Sales** is the largest seller of used **philatelic books** in the world. They have just released their auction no. 162 catalogue (September 2010) containing with over 1000 books. Included is many with southern African themes. HH Sales are located in Bradford, England. Write to sales@hhsales.co.uk or go to website www.hhsales.co.uk for more information.

130. The **Royal Philatelic Society of Zimbabwe** celebrated September 11, 2010, their Centenary Year with special covers and exhibits. As the latest issue of **Magnify**, their monthly newsletter, states it “Founded in 1910 and still surviving in 2010.”

MAGNIFY

The Royal Philatelic Society of Zimbabwe

Centenary Celebration 11th September 2010.

131. The **American Philatelic Society** has updated the **Manual of Philatelic Exhibiting** (6 Edition). This is a must for all exhibitors. It is available as a pdf file on their website http://www.stamps.org/directories/dir_exhibitionforms.htm.

American Philatelic Society	
Manual of Philatelic Judging	
Sixth Edition	
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Forerunners Forum

Questions, Comments, and Answers

1885-1893 Transvaal Issue

Bert Woodruff (bilswood@gmail.com) writes to say: "Ask Phil" suggested I contact The Society for Greater Southern Africa with the question I posed that website. Here is my question: There seems to be some confusion or disagreement over examples of these stamps on whiter paper with larger perforation holes (at 12 1/2), some calling them "reprints," others "forgeries." It looks to me that with the exception of the high value (Scott 135), these are more likely simply later issues of the stamps from the authorized printer that never made it to Transvaal because of the Boer War. Is that possible? Can you offer any advice or clarification?

Tim Bartshe answer: I have collected this material for some 30 years as well as being a member of PSGSA for over 25 years. I will get to you in much more detail on this subject, but the stamps were extensively reprinted BY Enschede long after the Second South African Republic (ZAR) was gone. The perpetrator was Mizra Hadi and millions of stamps printed from the original plates but with different paper and perforators flooded the European market. They are probably more common than the originals! The 5 pound is the most problematic in that some of the stock that had not been sent to the Republic was still extant and cannot be distinguished from those released prior to Oct. 1899 and those "sold" to Hadi in the first decade of the 20th Century. I will give you much more details later as an article for Forerunners, but wanted you to know that we received your inquiry and will be answered. It has been one of the reasons that the country has been so unpopular with many collectors; the constant funny business of Herr Otto of the 1870-80s, Emil Tamsen (though no forgeries that we are aware of just a lot of philatelic tinkering) and the dreaded Mizra Hadi.

Bert Woodruff continues: Thanks so much for your response. It clarifies a lot. This reminds me of the Seebecks in Central America. Reprints, reprints - not necessity for "forgery" if you've got the original plates! I have to admit that I like the Seebecks a lot and am always happy to pick them up, in part because of this weird history. I may just pick up these Transvaal issues too if I can do it cheaply enough. I see a group right now on the net which catalogues at over \$60 in which the high bid right now is 82 cents! Sounds like others are aware of this suspect background.

Tim Bartshe continues: Hadi even created a nice booklet in French on the cover containing all of the stamps that he reprinted including the subsequent pole/disselboom issues and the provisional surcharges that he also forged AND the VRI overprints. It is a nice item, though not rare but gives you a very good reference to ALL of his stuff. They are on ebay every so often and you can get one for probably less than \$30 in pristine condition. I had forgotten Seebeck. I actually collect Ecuadorian revenues

as well but since I don't focus on the postage stamps, kind of slipped my mind. He did do a little mischief in the revenues but not too much.

Griqualand West Manually Surcharged Stamp

Michelle McQuade (x_eggshell_x@yahoo.co.uk) writes to ask: "Do I have to be a member of the society to ask a question regarding this stamp? I collect Cape Colony etc., but I am not a member of any society." Michelle asks if anybody knows about this Griqualand West stamp with manuscript surcharge. The stamp is on Crown CC watermarked paper. Please respond to the editor. In response to your question whether membership is required to publish a question in Forerunners. The answer is no, but we will certainly be most willing to give your membership application favorable consideration if you should choose.



The 2010 FIFA-SAPOA Stamp Issues

In the last issue, I promised to give an overview of the issues. Unfortunately, there are still several unanswered questions despite help from Uli Bantz, Peter Jukes, and several eBay vendors. It is known with confidence that eight countries issued FIFA-SAPOA stamps. Only Malawi backed out of the agreements (by not paying the bill) too late to change the design layouts. The remaining countries (Botswana, Lesotho, Swaziland, South Africa, Namibia, Zambia, Zimbabwe, Mauritius) all issued a souvenir sheet of nine stamps printed on gold foil. Only Namibia in addition issued a composite souvenir sheet with a stamp from each of the participating countries (the Malawi stamp in this sheet poses some philatelic problems). Several countries, in addition issued similar stamps in regular sheet format (not printed on gold foil like the Botswana stamp shown here). So far it is fairly certain that South Africa and Namibia did not issue the sheet stamps. At present we know that the sheet stamps were issued by Botswana (9 different stamps), Mauritius (1 stamp), Swaziland (9 different), Zimbabwe (9 different), Zambia (unknown how many), Lesotho (unknown how many). These sheet stamps appear to have been issued in two different layouts. Help will be very much appreciated.



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.

Hisey and Bartshe, 2009. Philately of the Orange Free State, Vol. 3. Hardbound, 205 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). \$30 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.

Hisey, B. (compiler), 2006. Postal Office Names of Southern Africa According to Ralph Putzel (CD-ROM). \$15 pp.

To order contact David McNamee at the addresses given on page 1.

The Market Place

Union machine and parcel postmarks. Wanted by specialist collector. Single items, collections, or unsorted bulk accumulations. Please contact Bas Payne on bas@paynes.demon.co.uk, or Saltbox Barn, Edney's Lane, Denmead, Waterlooville, PO7 6JL, UK.

Union pictorials 1926-1940. Wanted by specialist collector. Single items, collections, or unsorted bulk accumulations including singles. Please contact Bas Payne on bas@paynes.demon.co.uk, or Saltbox Barn, Edney's Lane, Denmead, Waterlooville, PO7 6JL, UK.

Cape of Good Hope. I buy postal history material, specially the period 1652 - 1853. Please send scan or photocopy with price. Johnny Barth, Nivavaenge 25, DK 2990 Niva, Denmark. E-mail: barth@post3.tele.dk.

SA Homelands used. Seeking postally used stamps and covers (larger lots with duplication OK). Have used Homelands and GB, Commonwealth (Australia, NZ, others) to trade. Send description/scan/price to Chris Oberholster, 2013 Yancy Drive, Bessemer, AL 35022; pangolin100@aol.com.

Wanted: Postal Savings Books and related items from any southern African territories and countries. Send photocopies/scans and descriptions to Peter Thy, P.O. Box 73112, Davis CA 95617-3112, thy@kronestamps.dk.

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 95617-3112 or email thy@kronestamps.dk.

GSWA, OFS postal stationery & the Cape of Good Hope pre-stamp period are my interests. Philatelists wishing to correspond and exchange information / material can write to me at: Hennie Taljaard, P O Box 816, Ceres, 6835, RSA or stadsbeplanner@ananzi.co.za.

Join the American Philatelic Society. Membership applications and benefits information: APS, 100 Match Factory Place, College, PA 16803, USA.

Perfins Wanted. I buy/trade for perfins of Cape, Natal, Transvaal, ORC, and South Africa. Especially interested in on cover examples, but will give generous return for any loose stamps. Write or email with trade/sale proposal. Robert Weeden, 1446 Grenac Rd, Fairbanks, AK 99709 or email weeden@mosquitonet.com.

Numerical Cancellers (BONCs) used in Southern Africa sought by collector. Contact me for wantlist or let me know what you can offer. Werner Seeba, In Den Wannenaekern 14, D-70374 Stuttgart 50, Germany.

Airmails from SA to South America. Wanted airmail covers from SA to South or central America between 1932 and 1952. Send scan or photocopy with price to Hugh Amoore, (9 Bishoplea Road, Claremont, South Africa, 7708); email to: hugh.amoore@uct.ac.za).

Send request for your free non-dealer membership ad to the Editor. Multiple ads per issue per member are admitted as long as space is available. Ads will run for several issues unless specified otherwise. Limits of 40 words plus name and postal and email addresses.

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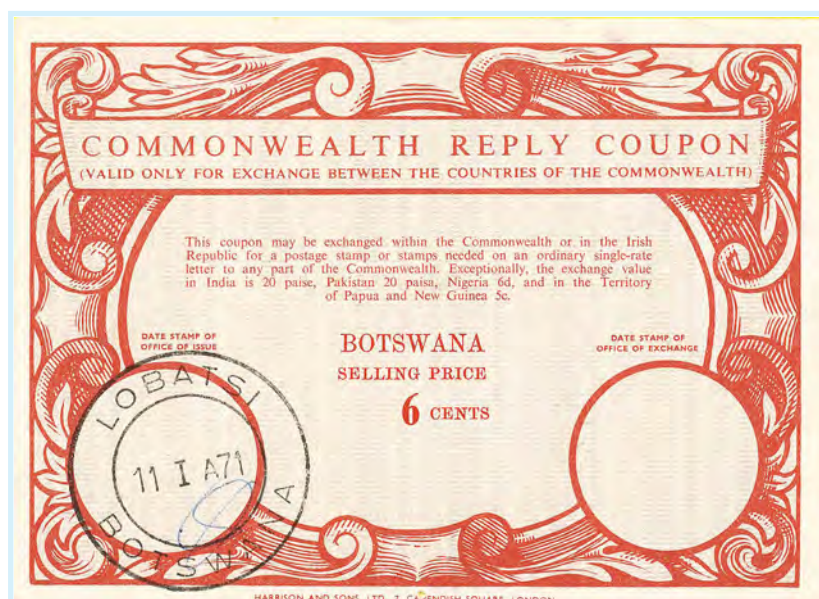
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Non-premium positions:

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



Botswana Commonwealth Reply Coupon issued in Lobatsi, 1971. There is two different reply coupons issued in many British colonies or former colonies. The most common is the UPU coupons that are known to have been issued in four different designs (London, Vienna, Lausanne, and Beijing designs). The earliest Rome (1907) and the latest Nairobi designs (2009) have so far not been seen issued in Bechuanaland and Botswana. The cheap alternative was the Commonwealth reply coupon (CRC) only valid within the British Commonwealth, selling at a lower price than UPU coupons (6c as compared to 10c). South African CRCs have been seen used in Bechuanaland, but the one shown here is the only type known to have been issued with imprinted country. Reply coupons can be a fascinating, color-full, but also very elusive additions to stamp and postal history collections.

Membership Application

Membership fees are \$25 to US mailing addresses and \$30 for other addresses. Membership includes a subscription to the Society's quarterly journal Forerunners. Those that join before July 1 will receive the complete back issues for that year. Thereafter annual renewals occur in August and are due by September 1. If sending in dues by mail, please provide funds in US\$ either in currency or a check on a USA bank account made out to "PSGSA." Mail all payments to David McNamee, PSGSA Treasurer, 15 Woodland Drive, Alamo, CA 94507 USA. Paypal to "dmcnamee@aol.com" is also acceptable, but please add US\$1 extra to cover part of the PayPal fees we must pay to use the service. For some overseas members, it might be more advantageous to send in dues for two or more years to avoid the annual conversion fees.

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THE RARE AND UNUSUAL

Letter from Officer Serving With the Natal Rangers in 1906



This is an Officer's letter (Lt. R.F.C. Medlicott) serving with the Natal Rangers and mailed to Capt. G.S. Higginson of the Royal Dublin Fusiliers. It was sent on 17 June, 1906, from Nkandhla, Zululand to London and then forwarded to Buttevant, Ireland.

The heading 'On His Majesty's Service' has been crossed out and instead replaced by the endorsement "On Active Service -- No Stamps Available."

The letter was taxed 6d since Officer's letters were not under concession rate.

When arriving in Ireland it was found open at Buttevant and was officially sealed.

The Bombata uprising had been going on some months, but Chief Bombata was cornered in the Mhome Gorge and killed in battle 10 June, 1906. Bombata's main ally, Zulu Chief Singananda (aged 96) finally surrendered on 16 June, ending most resistances. This letter was sent the next day.

The condition of the letter looks like it may have been written prior to the battle and carried by the Lieutenant for some time before he had a chance to post it.

Further violence broke out 19 June, but the rebels were defeated at the battle of Izinsimba.

Reduced to 90 % of the original.