

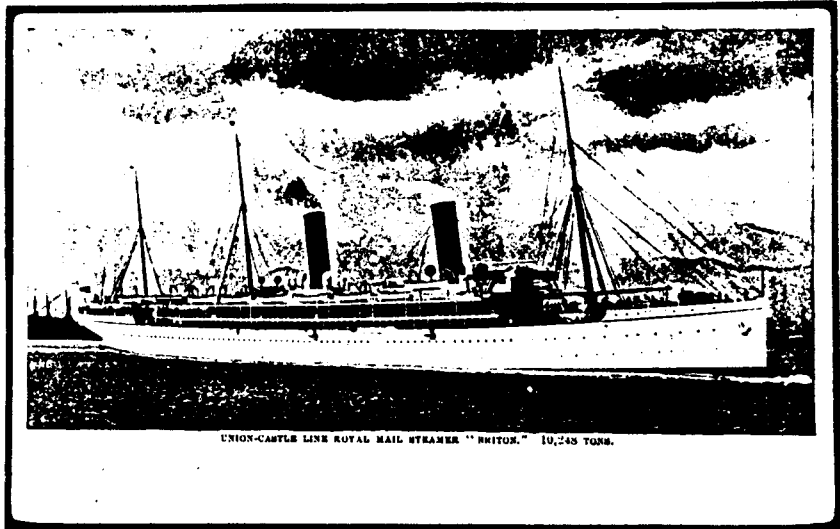
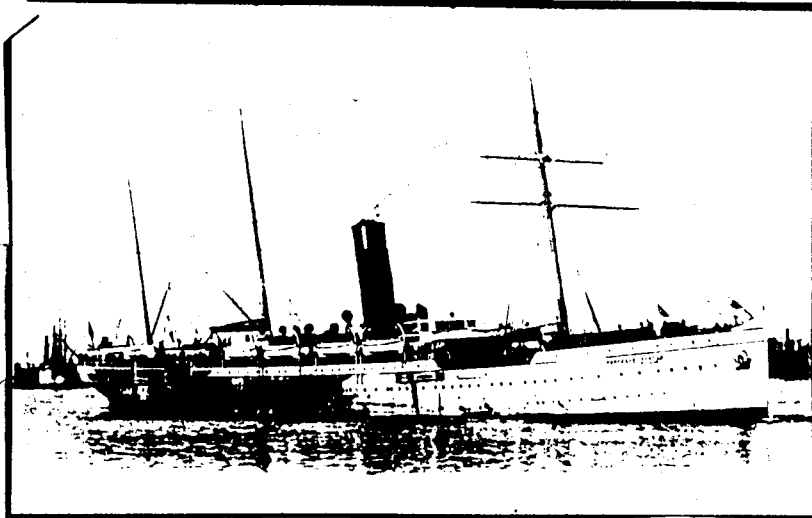


***** **FORERUNNERS**

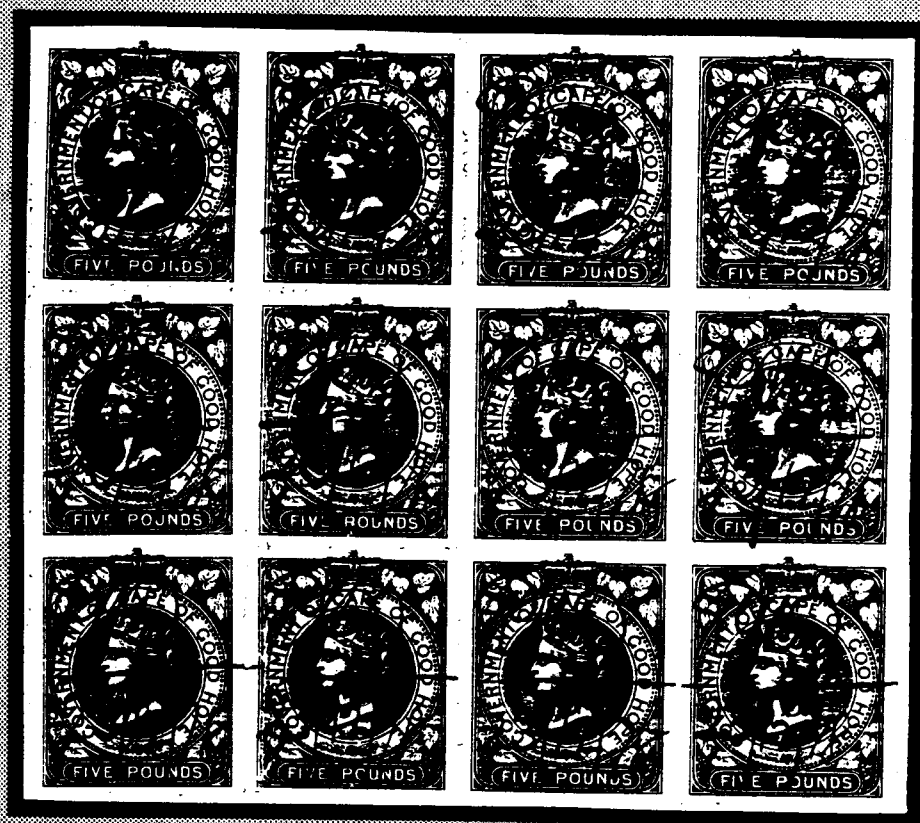
Journal Of The Philatelic Society For Greater Southern Africa

Affiliated with The American Philatelic Society & Philatelic Federation of Southern Africa

Volume XI, Number 2, Whole #30



SOUTHERN AFRICA REVENUES



GRIQUALAND WEST Block of twelve Cape QV £5 revenue stamps, each overprinted 'G' in red. Comprising nine 'G's of one font so-tenent with three different in the lower row. A spectacular exhibition piece.

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The following members are available to answer written questions in their designated areas of expertise. This service is available to members and non-members alike.

A more detailed description of the Panel and how it operates is printed in the "Question & Answer" section. Members desiring to serve on the Panel are to contact the Editor. *All areas not listed below - Robson Lowe, Panel Chair, Flat One, 23 Bodorgon Road, Bournemouth BH2 6NQ, England.*

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FEATURE ARTICLES

The Cape Mails and the Union Castle Line: A Postal History Overview - 1876 to 1914 **Dudley Blascheck, Canada.**

With an interest in the histories of great shipping companies, the author brings to life the story from the line's early formation as the Southampton Steam Shipping Company in 1853. Included are tables and numerous excellent illustrations related to mail contract periods and ships of the line... 2

Imperial Airways Air Crash Mail of Southern Africa **Kendall C. Sanford,**

Switzerland. If you have an interest in the general subject area, this piece is an excellent example of the air crash sub-topical specialty. Imperial Airways, Britain's first overseas international airline, has a "checkered" history of wrecks, crashes and accidents. The author provides excellent annotations on several incidents of air transport mishaps involving mail to and from southern Africa experienced by Imperial Airways. Very well illustrated... 12

Nyasaland and the First World War **Regis Hoffman, USA.**

As the author points out, a fascinating array of stamps and postal history emanated from Nyasaland during the WWI. Of particular interest to military history buffs is the formation, activities and actions of the Nyasaland Field Force. Sub-topics include military mail from Nyasaland, the King's African Rifles, civilian internee and prisoner of war camps. Illustrations abound to bring this subject to life for the reader. . . . 24

Three Unusual South African Instructional Markings **Martin Nicholson, UK.**

Markings of various types hold the interest for the postal historian. In this short piece the author discusses the three main groups of postal markings. Those in the instructional grouping contain some of the most elusive of the early postal makings of South Africa Three of these are discussed in detail with accompanying illustrations. . . . 29

Some Trends In International Philately **Franco Frescura, South Africa.**

As the author points out, recently published surveys reveal that strong common trends do exist in the international philatelic new issue market. Included are several tables showing proliferation rates, top 20 stamp producing countries, countries having population to justify number of issues put out. In closing, Mr. Frescura discusses the South African stamp issuing program within this context... 31

T.B.V.C. And Me Or Life Without "The Homelands" **Will Ross, USA.**

In April 1994, Nelson Mandela was elected President of the Republic of South Africa. With that event, the four Homelands states then joined such entities as Natal, Transvaal, Orange Free State and the Cape as former stamp issuing entities of South Africa. This article provides a brief overview of the postal emissions of the former Homelands. Well illustrated. . . . 36

A Rogue's Gallery Alan Drysdall, England.

As the author points out it did not require much time for postal authorities to realize that a market existed for their stamps that yielded a very worthwhile profit. Examples of "chicanery" are discussed involving the New Republic, the Transvaal, Enschede and Mirza-Hadi, the 1892 issues of Rhodesia, the first Bulawayo Provisionals, "Rhodesia" overprints, imperforate varieties, errors of color and remainders... 39

Journeys To The Past: Blaauwbank, Krokodil River, Transvaal **Werner K. Seeba,**

Germany. Our regular contributor takes us on another delightful passage through time and place, beginning with the significance of the Blaauwbank Farm back in 1854 through the early 1900's when its namesake' town no longer appeared on maps of the area. At this time local runners were used with the establishment of monthly mail service. When gold in the area was discovered in the 1870's, concessions developed as did rail and local economic systems. Passenger and transport routes and services developed in the 1880's. Those with an interest in postmaster and post office designations and cancellers used will appreciate the numerous illustrations... 43

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FORERUNNERS is published three times per year. A sample copy is available from the Editor for \$5US (surface) or \$7.50 (air). Commercial advertising rates and payment options are listed at the beginning of the Classified Section.

Basic worldwide membership is \$25US (surface class), \$30US 1st class North America, \$38US for air mail Europe and Africa/Pacific air mail \$40US. Payment options: (1) draft on a US bank payable to "PSGSA" (2) Sterling check with **payee left blank** or (3) RANDES and Sterling currency sent via registered mail, **using current exchange rates at a local major bank**

Membership payment is to be sent directly to Bob Hisey, Treasurer, 7227 Sparta Road, Sebring, FL 33872 USA. A Society brochure/provisional application is available from the Editor or any of the International Representatives listed opposite the inside front cover page.

Editorial Notes

It has been a regretful that I have had severely limited time to produce recent issues of *Forerunners*. Because of temporary and significant increases in work demands and a personal family medical situation this has been the result. However, there is now light at the end of the tunnel, so to speak.

The plan for the 97/98 period is to publish this issue, covering the period Jul/Dec '97, and one for the period Jan/June '98. The amount of content will be equal to the normal volume of three issues. Now on to very important housekeeping matters.

Please note that Journal address has been changed to: Bill Brooks Editor, 200 East 30th., #144, San Bernardino, CA 92404-2302 USA.

Journal exchanges from other societies receiving address changed to: Tim Bartshe, Director/Archives, 13955 West 30th, Golden, CO 80401.

Free member ad policy change: Rather than running an ad indefinitely, *we now go to a consecutive three issue (one year) publication period.* Therefore, this will be the final issue for the current ad entries. *Those members desiring to place a free one-year ad for the next three issues need to send the entry to the Editor by May 15, 1998.*

Publication Program "Works In Progress" entries policy change: Research efforts and calls for assistance have been appearing on an indefinite basis. As above with the free membership ad, *an entry will appear in three consecutive issues.* Therefore, this issue contains the final appearance of the current entries. *Those members desiring place a free one-year ad for the next three issues need to send the entry to the Editor by May 15, 1998.*

Jul/Oct becomes a "Jumbo" Issue: Regular entries in the following features will only appear in this issue each volume:

(1) The International Scene's "Reciprocal Listing Exchange" - a roster of known British Africa specialty groups. *However, information releases pertaining to special event, activities and meetings will continue to be accepted on for appearance in the appropriate issue:* (2) The International Scene's "Events of Note" list of international shows. The exception will be member reports concerning their experience while attending an event. *Show reports of this nature will appear as received during the course of the publication year;* (3) Philatelic Institution entries, e.g., philatelic libraries and museums, *will appear in roster form in the Jul/Dec issue*, rather than as adlets in each issue. Newly identified institutions will appear during the year and then added to the permanent roster appearing once each year in the Jul/Oct issue' (4) Of course we will continue to see the appearance of the annual mail auction catalog as part of the "jumbo" issue; and (5) the listing of yet "Unanswered Challenges". Any new "challenges" will appear as received during the year and then added to the annual Jul/Oct issue listing. When an answer to the "challenge" is received during the year it will appear in the next available issue and removed from the "jumbo" issue listing.

I am proud to announce the addition of the new regular feature column - **The Bechuanalands**, ably coedited by Peter Thy, 581 9th Street, Davis, CA 95616 and Dave Wessely, 125 Elma Drive, Elyria, OH 44035. The first installment appears in this issue. Readers are invited to send in their comments and reactions to either of the coeditors. Entries for future installments are also invited. Up to two pages is acceptable.

A replacement editor for **The Rhodesias** column is now being sought. This was a popular feature ably edited by founding member, Bill Wallace. We thank him for his years of dedication and involvement - especially as coordinator of the Society sponsored booth open during PACIFIC 97. Installments typically run anywhere from one-half to two pages. Perhaps two of you would like to act in the capacity of co-editors as Peter and Dave have done for their specialty column.

Here is additional food for thought - The only major significant pre-Union state not represented by a specialty group or column is none other than the **Cape of Good Hope**. (We recently saw the formation of a specialty group for Natal & Zululand). This is curious indeed in that Cape philately figures so prominently in the foundation of greater southern Africa philately. If you collect Cape material and are a student of the area, you are encouraged to consider editing a specialty column dedicated to the subject. The same installment length parameters apply as described above for "The Rhodesias".

As always readers comments regarding the Journal are invited - *Editor*

Receipt of articles is accepted on an on-going basis. The individual issue submission deadlines are the 15th of January (Mar/Jun issue), May 15th (Jul/Oct issue) and September 15th (Nov/Feb issue). Articles are to be submitted in double-spaced, typewritten form. Maximum length should be held to five pages **not** including illustrations. Lengthier works should be submitted in serialized form. Each illustration must be titled and properly referenced in the text. Authors are encouraged to include references, footnotes and possibly a list of suggested readings pertinent to the topic for readers who are interested in pursuing the subject further.

Whenever possible, black/white photographs of covers and/or stamps are recommended for illustration purposes. In the case of photocopies, they need to be the clearest copy possible. Photocopied illustrations should show a black border around covers and individual stamps. Illustrations which copy poorly **will be excluded** by the Editor. Originals of charts, graphs and tables are preferred.

The Cape Mails and the Union Castle Line: A Postal History Overview - 1876 to 1914

Dudley Blascheck, Canada

My memories of travel on the Union-Castle passenger ships between England and Africa, both before and after World War II, are of contentment and romance. Whether it be the two week voyage of the mail boat, or the leisurely six weeks it took from Beira to London by the east coast of Africa, it was a time for relaxation and enjoyment of the ever-changing sea.

Lately I renewed my acquaintance of the subject, after coming across several Union-Castle postcards in a local stamp shop. As a philatelist, I discovered great satisfaction and reward in merging two collecting interests to produce a postal history collection based on the movement of mail by Union-Castle ships, commencing with the 1876 Mail Contract.

It is interesting to read the histories of great shipping companies that opened-up the transportation and communication needs of the British Empire during the 1800's. The Union and the Castle Lines, later to become the Union-Castle Line, played a major role in the furtherance of the development of southern Africa from 1857 to 1977. Like other companies, success in the early years was due to winning mail contracts with subsidies paid by the Post Office. This enables the financial burdens of otherwise uneconomic routes to be overcome.

The Beginning

On September 28, 1853, the Southampton Steam Shipping Company was formed to haul coal between South Wales and Southampton to feed the P. & O. and the Royal Mail Steam Packet Company ships. Ten days later, on October 7, 1853, the name was changed to the Union Steam Collier Co. and five ships were ordered. None served as colliers because they were all requisitioned by the British and French governments to carry troops and supplies for the Crimean War in 1854.

At the end of the war, in 1856, the ships went into service from Southampton to Rio de Janeiro, in direct competition with the Royal

Mail Steam Packet Co. As the "Collier" part of the name was obviously inappropriate, the Board of Director selected to re-register the company as the Union Steam Ship Company Limited, the "Union Line". However, this Brazilian venture soon failed.

Fortuitously, on September 4, 1857, the Admiralty, who controlled overseas mail contracts for the British Post Office, awarded the union Line a contract to carry the mails to Cape colony. Sailing monthly from Devonport, Plymouth to Cape Town or Symons Bay, depending on weather at the Cape, the voyage was to take no more than 42 days. The contract was for five years, with a 233,000 annual subsidy. On return voyages, calls were to be made at St. Helena and Ascension.

The first sailing by the 530-ton *Dane* (I), was on September 15, 1857, only eleven days after the contract was signed. With a top speed of 7½ knots and the aid of her sails, she arrived at Cape Town on October 29, after a voyage of 44 days. On her return voyage, commencing November 30, 1857, she carried 10,867 letters. So started a mail service that was to endure for 120 years. The contracts were continually improved and renewed with the Union Line up to 1893 as shown in Table 1.

Table 1. Mail contracts for the period 1857-1893.

<u>Year</u>	<u>Frequency</u>	<u>Voyage time allowed</u>
1857	Monthly	42 days
1863 & 1868	Twice monthly	38 & 35 days
1873	Fortnightly	30 days
1876	Fortnightly	26 days
1883	Fortnightly	22 days
1888	Fortnightly	20 days
1893	Fortnightly	19 days

Meanwhile, in 1862, Donald Currie, a shrewd shipping man employed by Cunard for 20 of his 37 years, acquired a controlling interest in the Leith, Hull and Hamburg Steam Packet Co. Ltd. Shortly afterwards, the manager of the company died and Donald Currie's brother, James Currie, was appointed manager and became a senior partner. In the same year, after resigning from Cunard, Donald Currie formed his own business, Donald Currie & Co. Three sailing ships, the first of Currie's "Castles" were commissioned to trade from England to Calcutta.

In the winter of 1871 Donald Currie met with George Payne, whom owned the Cape and Natal Line which at the time was carrying "Private Mail" to the Cape. Currie arranged to charter two vessels from the Leith, Hull and Hamburg Line, to enhanced his service. However, in February of 1872, Payne was out of funds and Donald Currie took the service over.

In very short fashion Currie became a strong competitor to the Union Line. In October, 1872, the Walmer Castle became the first "Castle" ship to be used on Cape service. His ships were newer and faster, creating such a good impression in Cape Colony such that in 1873 the Cape Parliament voted to reward Donald Currie's ships 1150 for each day a voyage was under 30 days. These incentive bonuses were limited to 112,000 per annum.

The Castle ships sailed from London and picked up mail at Dartmouth. They became the choice of the people, who endorsed their letters "By Donald Currie Line" or "By Dartmouth Steamer", thus taking advantage of the 4d per 'oz letter rate, against the 1/ per 'oz rate charged by the official mail carrier - Union Line. Whereas the Union Line was paid 10d for each letter carried, Castle Company ships only received only 1d.

Cape Mails 1876 to 1893 (See III. 1 - 3)

In 1876 Donald Currie formed the Castle Packets Company. On October 5th of that year he negotiated similar mail contract between the Union Steam Ship Company, the Castle Packets Company and the government of the Cape of Good Hope, with the approval of the British Government. As a result the Castle Line became an official mail carrier and together, with two companies provided a weekly mail service. As part of the stipulated conditions, amalgamation or sale of one company to the other was not permitted, supposedly to maintain competition.

The postage rate was revised to 6d per 'oz with the introduction of the 1876 contract. The voyage was to take a maximum of 26 days, including a call at Madeira. Every fourth southbound voyage and every alternate northbound voyage, calls were to be made at St. Helena. On every fourth northbound voyage, a call was also to be

¹ Unless a letter was endorsed "per S.S...." it would be sent by the contract mail packet at full rate. "Private" ship mail had often proved to be unreliable so was charged approximately one third the cost of contract mail.

made at Ascension. In both cases the allowed time per voyage was increased to 27 days. The Union Line had extended the termination point "up the coast", from Cape Town to Algoa Bay (Port Elizabeth) in 1863. A further extension to East London was introduced in March of 1876 where mails and passengers were off-loaded by lighter or tender.

In 1881 the Castle Line went public and became the Castle Mail Packets Co., Ltd.

Two further joint contracts were effected in 1883 and 1888. The 1883 contract provided for a .125,000 per annum subsidy to be paid to each line by the Cape Government, which was compensated by receiving five-sixths of the southbound postage, as well as their own. The passage time allowed was reduced to 22 days. Then Durban became the terminus for the mail steamers in 1888 and the new mail contract further reduced the time per voyage to 20 days. The subsidy was increased to .26,000 with the abolishment of the premium for speedier delivery. At the same time the postage rate was reduced to 4d per 1/2oz.

Covers from this period were often endorsed to be carried on specific ships and therefore easily identifiable. It should also be noted that the number of days allowed for the voyage was always from England to Cape Town, the time taken to reach the terminus point was extra.

The Ocean Post Offices - 1893 to 1914

The twenty-one years during which the Ocean Post Offices were in service is, in my mind, the most interesting part of Union-Castle's postal history. Material dated prior to 1900 is difficult to find and covers bearing the Ocean Post Office cancellations are elusive. However, of material emanating from the Edwardian era, the majority being Madeira view postcards, is more plentiful.

We can neatly divide the Ocean Post Office period into four parts: (1) *1893 to 1900 - Cape colony Ocean Post Office* - A seven year contract signed on October 1. 1893 was similar to the 1888 contract but the voyage time was to be lower at 19 days. Calls at St. Helena and Ascension were transferred to the "Intermediate"² service, so there was only one stop at Madeira between Southampton and Cape Town.

At the same time, Cape Colony established the Ocean Post Offices. Initially these were agencies run by ship's personnel, with the Purser or Captain's clerk the acting postmasters. Cape of Good Hope stamps only were valid for postage. Only letters and postcards could be posted in the ship-board mailbox. Registered mail could not be accepted. However if a registered item were delivered to the ship for a passenger, then a delivery receipt was obtained. The letter boxes were closed while the ship was in the United Kingdom or foreign

² Both Union and Castle Lines ran "Intermediate" services. Initially this meant sailings between the mail sailings. These progressed to calls at continental ports and development of service to Africa's east coast and eventually the "Round Africa Service".

territorial waters. Postage rates were 2¹/₂d per 1/2oz for letters and 1¹/₂d for post cards. Mail for Mashonoland and Bechuanaland was slightly higher at 4d per 'oz.

Postage rates were again amended on September 1, 1899 when the Imperial Penny Post for letters within the Empire came into force, but foreign letters remained at 2¹/₂d. The postcard rate to southern Africa became 1¹/₂d, the rest of the world id.

Each ship was allocated a single-circle date stamp with a distinct index letter, "A" to "N" (Fig. 1). However, the alphabetical index letter does not necessarily correspond with the ship's name. (See Table 2 for ships carrying contract mail with allotted Index letters.)

Figure 1. Basic Cape Colony Ocean Post Office cancels 1893 to 1911 using Philip Cattell Types.

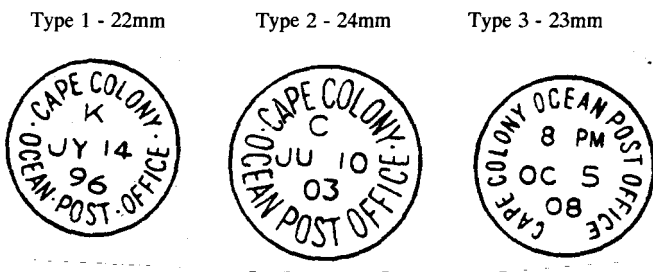


Table 2. Ships carrying contract mail with allotted index_ letters - 1893-1900.

Union Ships

Scott	A
Mexican.....	C
Tartar (to December 1897).....	E
Athenian (to April 1896).....	G
Briton (from December 1897).....	G
Moor.....	J
Spartan (to April 1894).....	L
Spartan (from March 1898).....	E
Norman (from November 1894).....	L

Castle Ships

Dunotar Castle	B
Dunotar Castle (from March 1900) ...	M
Hawarden Castle (to September 1899) ..	D
Northam Castle	F
Northam (from 1897 to 1899)	M
Roslin Castle (from 1893 to 1894)	H
Roslin Castle (from 1894 to 1897)	K
Carisbrook Castle (June 1898)	K
Carisbrook Castle (from 1899)	D
Kinfauns Castle (from September 1899). K	
Tantallon Castle	N
Grantully Castle	
Dummond.....	*

* No cancellers allocated

For the period 1893 to 1913 there are three different types of single-circle cancels, and two double-circle cancels. Full details may be found in Philip Cattell's book, *The Union Castle Ocean Post Offices* (see Reference List). Additional basic cancellations from the work are illustrated in Figures 2 and 3. Cattell also shows 14 different index letters, two diameters, 22mm and 25mm, one emergency cancel made aboard the Armadale Castle in 1904, three cancels with index "C", and other differences resulting in a challenging and absorbing collecting field.

Figure 2. Union of South Africa Ocean Post Office cancels 1911 to September 1913 with designated Cattell types.

Type 4 - 26/16mm
.Index letter "E" in date

Type 5 - 32/21mm & 31/21

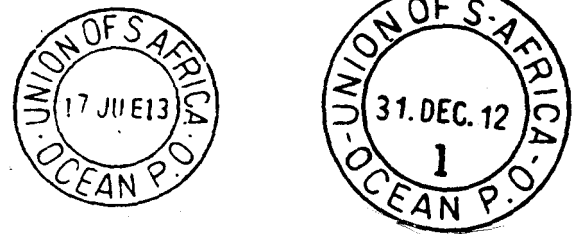


Figure 3. United Kingdom & South Africa Sea Post Office cancel used September 1913 to August 1914 with designated Cattell type.

Type 6 - 26/16mm



Some cancellers were used on more than one ship, transfer being made when a ship was taken out of service. An example is index letter "E". Carried on the Tartar from 1893 to 1897 when she made one round trip in 1898, then transferred to the Saxon from June 1900 to 1911.

As we have seen, there was now only the stop at Madeira

on the journey in either direction. Passengers could go ashore while coal and water were taken on board. Mails were exchanged at this time also. Letters and post cards posted in the ship-board mail box were sorted and cancelled with the Ocean Post Office cancel.

On southbound ships the mail addressed to, or via Britain, was put ashore to travel on the next northbound vessel. Similarly, mail destined for or via South Africa from ships arriving from Cape Town would have it returned by the following southbound vessel. Ships travelling from Southampton usually arrived at Madeira on Wednesdays and northbound ships were due on Tuesdays. However, slower vessels did not always meet the schedule. Even so, evidence shows mail was still exchanged. This was accomplished as the ships passed mid-ocean by sending across a ships-boat.

The period ends with the outbreak of the Boer War in October 1899. Despite requisitioning of ships for war transport purposes, there was

little disruption in the mail service.

Cape Colony Ocean Post Office 1900 to 1910

Initially, neither the Union nor the Castle Lines Would bid on the 1900 renewal contract. In fact, no bids were received at all. The main reason was because the contract called for a single company to operate the service. This was not practical for either of the existing carriers and possible competitors did not have the necessary fleets. The Cape Government had to back down and a joint contract was finalized, the new contract being for a ten-year period.

At this time, Donald Currie suggested that it was time for a merger of the two lines and this was agreed to. On February 13, 1900, the shareholders of each company approved the merger resulting in the March 8th registration of the Union-Castle Mail Steamship Co. Ltd. The Carisbrook Castle was the last Cape mail steamer to sail from the East India Docks, London, on June 8, 1900. Following the amalgamation, all mail vessels were based at Southampton.

The Boer War enabled the combined fleet to be fully employed. After the war in 1902, a predicted boom in South Africa failed to materialize and soon 15 Union-Castle ships lay idle in Southampton water off Netley. Once the volume of shipping and disruption from the war had passed, the mail steamer sailings "became as regular as railway timetables". Ships departed from Southampton at 5:00 pm on Saturdays and arrived early Tuesday morning 16½ days later.

The Ocean Post Offices continued with little change. New ships that came into service received the larger format single-circle cancellers (Fig. 1, Type 2). In 1904 the Kenilworth Castle was allocated a canceller with the index letter replaced by "8 PM" (Fig. 1, Type 3). The regulations were amended in 1905 to allow book packets and newspapers to be accepted, but no examples have been found. Postage rates did not change during this ten-year period, but the volume of mail substantially increased, as this was the era of the picture post card.

In July 1908, tenders were called for a new mail contract, the effective date to be September 30, 1910. The Union-Castle Company was the only bidder, but early in the negotiations Donald Currie died, age 82. At the same time the South African Prime Ministers were in London finalizing the formation of the Union of South Africa. As an expediency, the 1900 contract was extended for two years.

Union of South Africa Ocean Post Office 1910 to 1913

The period begins with the formation of the Union of South Africa on May 31, 1910. Nine ships were in service on the mail run and remained the same through 1914 (Fig. 3).

In the beginning the Cape Colony Ocean Post Office cancellers continued to be used and it was not until 1912 that they were generally replaced by new 31 or 32mm double-circle Union of South Africa Ocean Post Office cancellers (Fig. 2, Type 5). The one exception was the Saxon, believed to have urgently needed a new canceller. Therefore, an early form of the double-circle, 26mm

Figure 3. Ships carrying the Union of South Africa Ocean Post Office and the allotted index numbers - 1910 to 1913.

Armadale Castle	1
Balmoral Castle	2
Briton	3
Edinburgh Castle	4
Kenilworth Castle	5
Kildonan Castle	6
Kinfauns Castle	7
Saxon (smaller diameter) ...	E
Walmer Castle	9

canceller (Fig. 2, Type 4). with the ship's paid index letter "E" was produced and issued to her in November of 1911.

This is also the Interprovincial period when postage stamps and postal stationery of Natal, Orange River Colony, and Transvaal, along with the Cape of Good Hope were all accepted by the Ocean Post Offices. Of the four colonies, stamps of the Transvaal are the most common. Natal and Orange River Colony may also be found but are rare. From September, 1911, the Union of South Africa Post Office allowed British postage stamps to be used by passengers having them in their possession. On September 1, 1913, South Africa issued her first postage stamps which could also be used. This resulted in issues from six different countries being valid for use at that time.

The mail contract that had been extended was again up for bidding in 1911. As was the case in 1900, the Union-Castle refrained from tendering an offer, the reason being that the new South Africa Post Office Act prohibited any form of rebate system.

In December of 1911 a major corporate change took place. The Royal Mail Line and its subsidiary, Elder Dempster made an offer to purchase available shares of Union-Castle. The deal was eventually finalized in April, 1912. One of the conditions of the arrangement was for Donald Currie & Co. to resign as managers - exactly 40 years since Currie had entered the Cape trade.

The Chairman of the company became Sir Owen Philipps. Sir Owen was also the Chairman of Royal Mail, Elder Dempster, King Line (1889), Shire Line and the Pacific Steam Navigation Co. After the take-over, the mail contract was completed and signed in September, 1912. This signing also coincided with the ending of the deferred rebate system.

Part of the new contract provided for accommodations on each mail ship for "sorting and make up of mails" and for the conveyance "free of charge" when required by an officer or officers of the Post Office.

The United Kingdom and South Africa Sea Post Office - September 1913 to August 1914 (This period ended at the outbreak of the Great War - August, 1914.)

As we have seen, the 1912 contract provided for sorting office space on each mail ship, as well as accommodations for a compliment of

sorting officers. K.J. Anstensen, in his article *Reminiscences of the Ocean T.P.O.*, wrote: "My working office was six ordinary passenger cabins converted into one. . ." For many years the mail had been sorted in bags before boarding for immediate forward to major distribution centers. With the inauguration of the Sea Post Office, two post office employees sorted the mail by principal London streets and Postman's "walks" in Johannesburg. All of this was accomplished during the 16-day voyage. The cost of the operation was shared equally between the South Africa and British postal administrations.

Each Sea Post Office was issued a rubber date stamp, a "T" canceller for postage due, registered letter registers and trip report and Way Bill forms. As before, postage stamps were sold from the Purser's office. Either South African or English stamps were permitted. For some time it was believed that the date stamps were issued to the specific ship. However, it is now almost certain that the date stamps remained with the post office team. This is verified by comparing the cancellation dates with the sailing schedules. The double-circle cancellers bore an index number of 1 - 12 at the base, although only seven have been thus far identified. At 12 o'clock in the center circle, the letter "S" or "N" will be found. This indicates the direction of travel, North or South. The inscription reads: "UNITED KINGDOM & S. AFRICA P.O." (Fig. 3)

To accommodate the British Post Office, sailing days were amended so that arrival at Southampton was Tuesday, instead of Saturday. Saturdays then became the departure day from Cape Town. A nine-week rotation remained in effect using 10 ships.

The Balmoral Castle sailing on August 1, 1914, carried the last Sea Post Office from Southampton. On August 3, 1914, the Kinfauns Castle arrived at Southampton and was immediately converted to an armed merchant cruiser. Southampton was closed to commercial shipping for several weeks with the remaining enroute mail ships being diverted to Plymouth. On August 27, 1914, six Union-Castle ships, escorted by two cruisers, sailed in convoy from Cape Town carrying the British garrison consisting of 4,000 troops, 370 women

and children, together with their equipment.

Union-Castle ships served faithfully and gallantly as troop ships, floating hospitals and armed merchant cruisers during the Great War. Eight were lost due to enemy action. From 1919, regular mail service resumed and aided in the ongoing development of southern Africa.

The next few pages contain illustrations of covers from the different periods covered in this article.

We are fortunate to have a schedule of Cape Mail Contract Sailings, compiled by R.D. Allen, included in Philip Cattell's **The Union Castle Ocean Post Office** (see Ref.), listing the arrival and departure dates of each ship at Southampton, Madeira and Cape Town from October 7, 1893 to September 19, 1914.

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- South Africa And How To Reach It By The Castle Line*, Edward Mathers, Simpkin, Marshall & Co., 1889
- Merchant Fleets in Profile 3: The Ships of the Union, Castle & Union-Castle, Allan and Canadian Pacific Line*, Duncan Haws, Patrick Stephens Limited, Cambridge, 1979
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- Mid-Ocean Mail Delivery*, reported by Mrs. Eve Colquhoun **The South African Philatelist**, June 1981, (Extracted from the *Eastern Province Herald* of Friday 28 February 1908.)
- Postmarks of the Cape of Good Hope*, Robert Goldblatt, Reijger Publishers (Pty) Ltd., Cape Town, 1984

Illustration 1 - 1876-1893 Period. Cover carried "per R.M.S. 'African' Mailed Port Elizabeth, Friday March 30, 1877, arrived Cape Town Monday April 2, arrived London April 30. The African sailed Tuesday April 3. She was built for the Union Line in 1873 and rated at 2,019 tons.

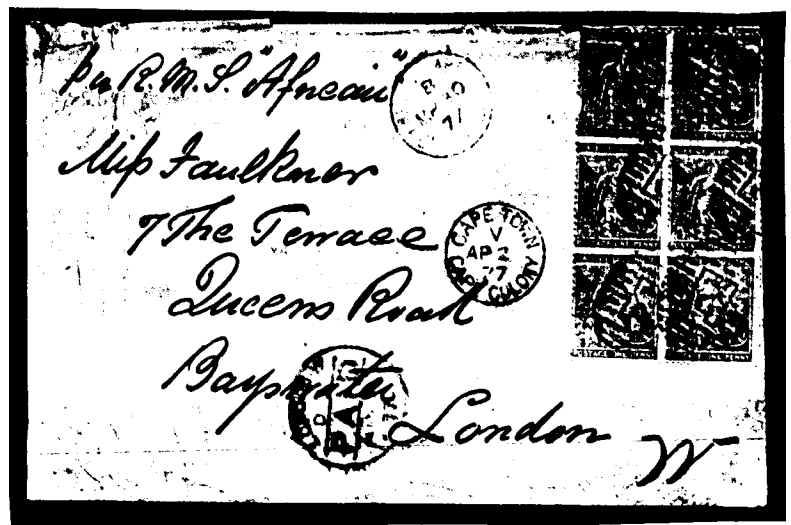


Illustration 2 - 1876-1893 Period.
 Mourning cover mailed Stellenbosch Monday July 30, 1877 to Shrewsbury, " per R.M.S. Balmoral Castle; arrived Cape Town July 31 and Shrewsbury August 21 (back stamp). Balmoral Castle was built for Castle Line in 1877 at 2,948 tons.

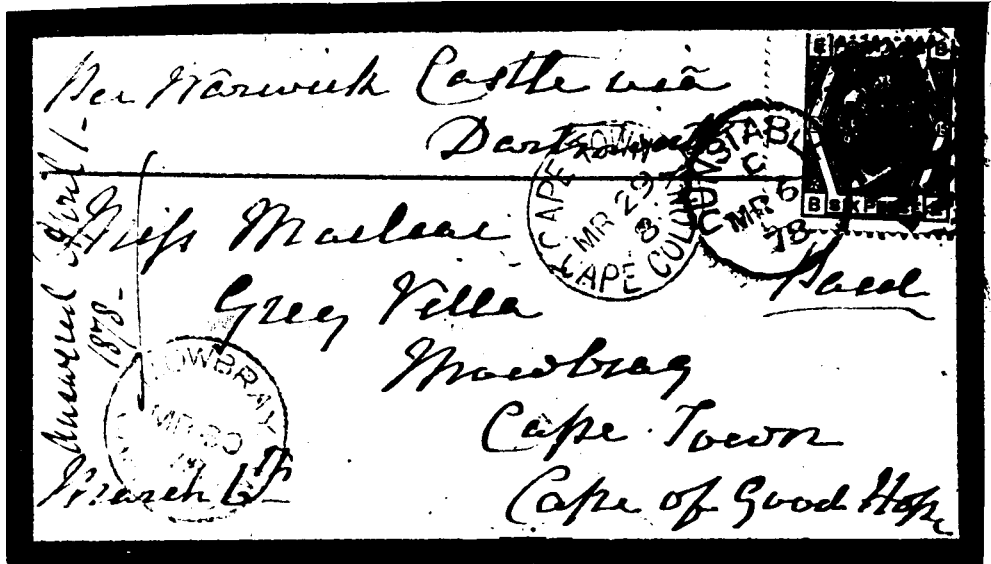


Illustration 3 - 1876-1893 Period. Front/back of commercial cover endorsed "Per Castle Packet Garth Castle" from Cape Town to San Jose, California; mailed Wednesday June 19, 1889 - arrived London July 9 - arrived New York July 19 and San Jose July 26, 1889 - travel time 38 days; franked with CGH 6d. The 2/2d strike (in red) is a London mark to cover the North Atlantic postage and was charged back to CGH. Garth Castle entered service in July 1881 at 3,704 tons.

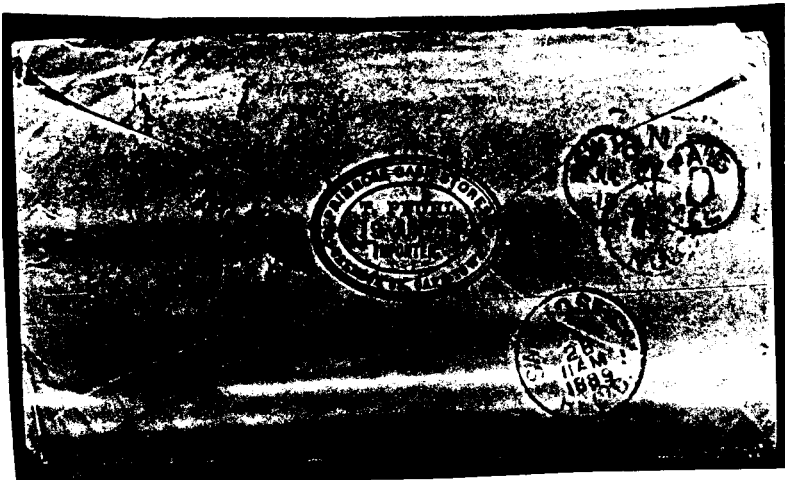
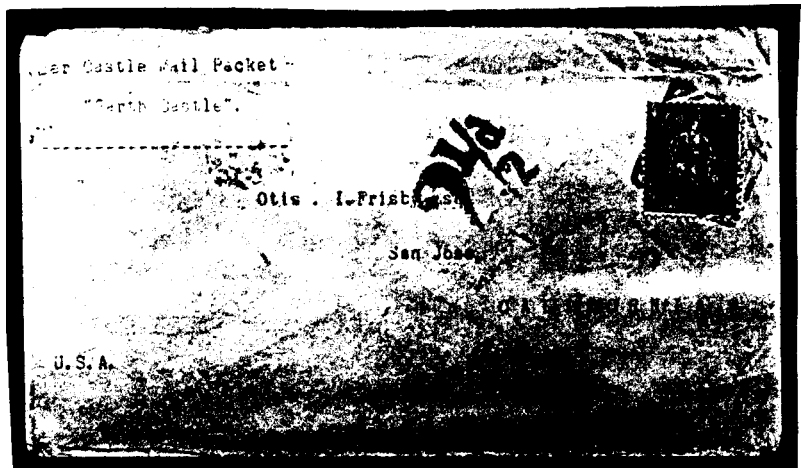
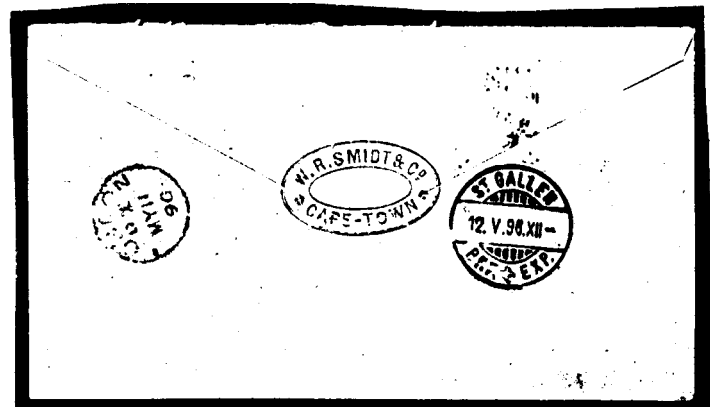
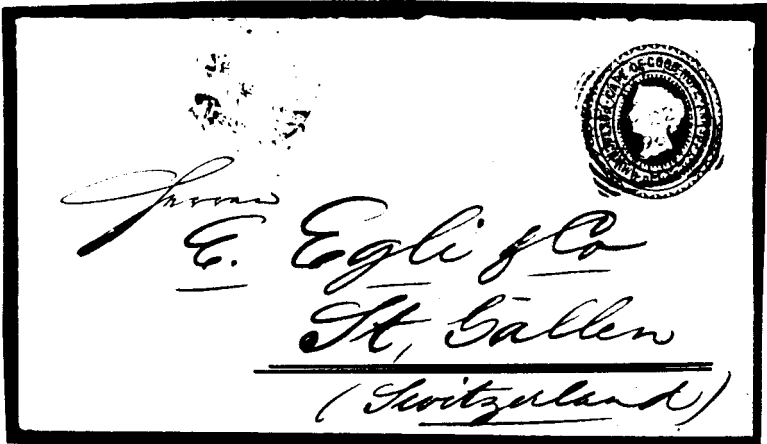


Illustration 4 - 1893-1899 Period. Front/back of cover addressed to Mexico "Per R.M.S. Tartar", mailed at Gardens T.O. Cape, franked with 2/2d foreign rate, on November 2, 1894; arrived Cape Town same day and held at G.P.O. until Tuesday, November 6th, the sailing date for Tartar. The letter would have travelled from England to USA down to Rio Grande. Received Nuevo Laredo receiving mark of December 11 (cancel over embossed CGH 1/2d), arrived Mexico December 14. Tartar was built for Union Line in 1883 at 43,435 tons and sold to Canadian Pacific for Vancouver Skagway service in 1897.



Illustration 5 - 1893-1899 Period. Front/back of postal stationery 2/2d, foreign rate, cover addressed to Switzerland "Per S.S. Mexican" from W.R. Smidt & Co., who where father merchants; mailed Cape Town Wednesday April 22, 1896, bearing London transit mark of May 11 and St. Gallan arrival mark of May 12, 1896. The Mexican was built in 1883 for the Union Line at 4,661 tons, for regular mail service. She sank after a collision in fog off Cape Town on April 14, 1900



Illustrations 6 - 1893-1899 Period. This is one of at least five covers addressed to "Michahellis & Genshe"; probably mailed to themselves from Madeira, Simonstown and Cape Town, on the same voyage. All seem to be by favor, as they use the Ocean Post Office cancel used on board the Norman. It is possibly the only case of contrivance seen in Union-Castle postal history and shows an excellent strike of the damaged Type 1 "L" dated February 4, 1896.

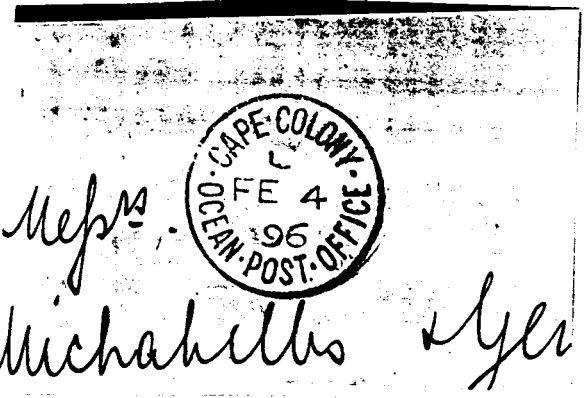
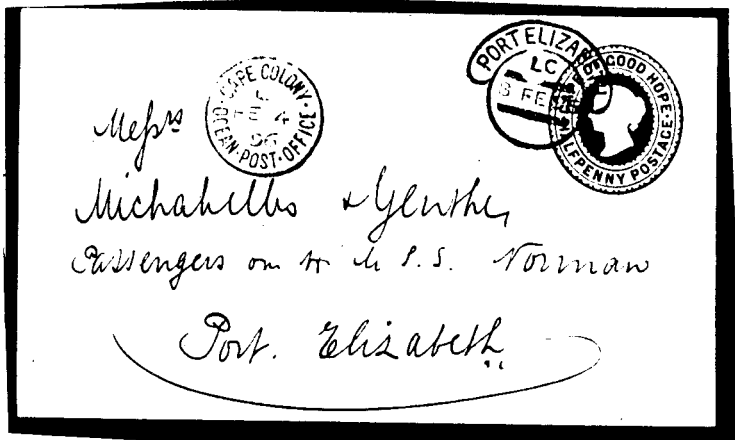


Illustration 7 - 1893-1899 Period. Cape Colony Ocean Post Office cancel Type 1 "H" was used on Dunvegan Castle (picture postcard below) from September 5, 1896 to May 14, 1904. This example is dated May 5, 1897. Dunvegan Castle was built for the Castle Line as a mail steamer in 1896 and was sold to shipbreakers in 1923.

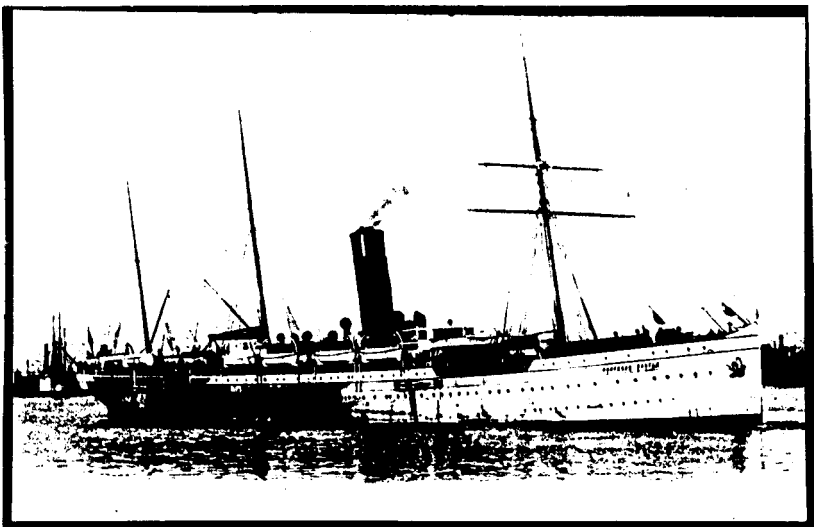


Illustration 8 - 1893-1899 Period. Front/back of picture postcard showing Kinfauns Castle and the Cape Colony Ocean Post Office cancel Type 1 "K" which was used on the ship from September 30, 1899 to 1911. The example on the Madeira post card addressed to Woodstock and dated August 22, 1905. Kinfauns Castle sailed from Cape Town on August 9th bound for Southampton, arriving Madeira August 22. This card would have been carried back to Cape Town by the Armadale Castle which left Southampton on August 19, arrived Madeira on the 23rd and Cape Town on September 5, 1905 (Ill. cont'd top next page).

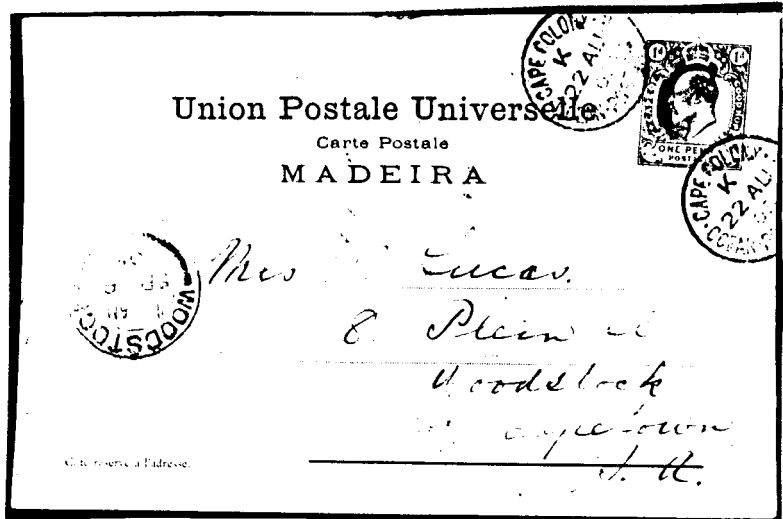


Illustration 8 continued. Picture side of postcard showing the Kinfauns Castle vessel in 1905.

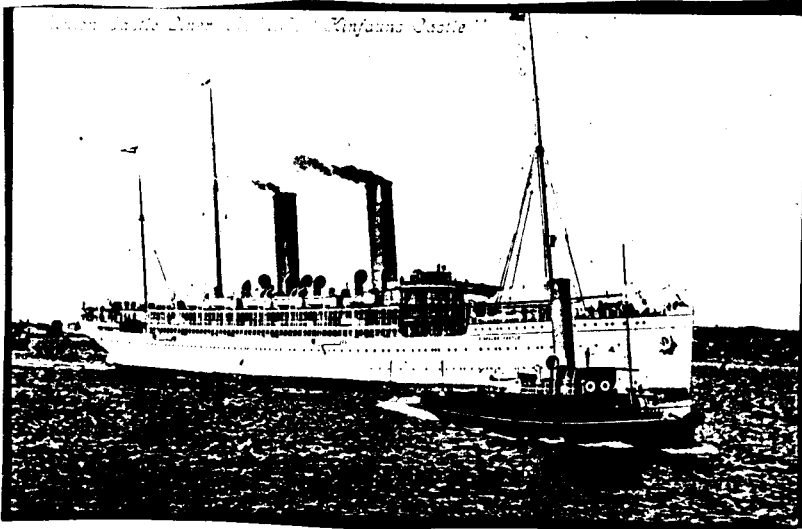


Illustration 9 - 1893-1899 Period. Cape Colony Ocean Post Office cancel Type 2(ii) "C" was used on the Walmer Castle, 1902-1911. Approximately 26mm with the "C" slightly off center at 11 o'clock. This compares to the Kildonan Castle "C", Type 2(i) used between 1907 and 1911 where the diameter is 23mm and the "C" is at 12 o'clock (not illustrated).

3 SIDE.



Illustration 10 - 1893-1899 Period. Cape Colony Ocean Post Office cancel Type 3. This cancellation was used on Kenilworth Castle from May 28, 1904 to 1911 and is very distinct as it shows "8 pm" in place of an index letter 23mm with smaller lettering.



Illustration 11 - 1910-1913 Period. Union of South Africa Ocean Post office cancel Type 5 "2", used on the Balmoral Castle from 1912 to October 1913. Transvaal id stamp used interprovincially on a Madeira picture postcard, July 9, 1912. The Balmoral Castle sailed from Southampton July 6, arriving Madeira July 10. The card, addressed to Brussels, would have been carried on the Walmer Castle. She left Cape Town June 26, arriving Southampton on July 13. Arrival mark in Brussels was dated July 16.



Illustration 12 - September 1913 -August 1914 Period. United Kingdom & South Africa Sea Post Office cancel dated April 14, 1914. Note the "S" under the "*" at the top center indicating the ship was travelling south. The numeral "1" below the year, in combination with the date, indicates the letter was mailed on the Kinfauns Castle which sailed from Southampton April 11, 1914, arriving Madeira April 15. The letter was addressed to Inverness and would have been carried back to I England by the Norman which arrived Madeira April 17.

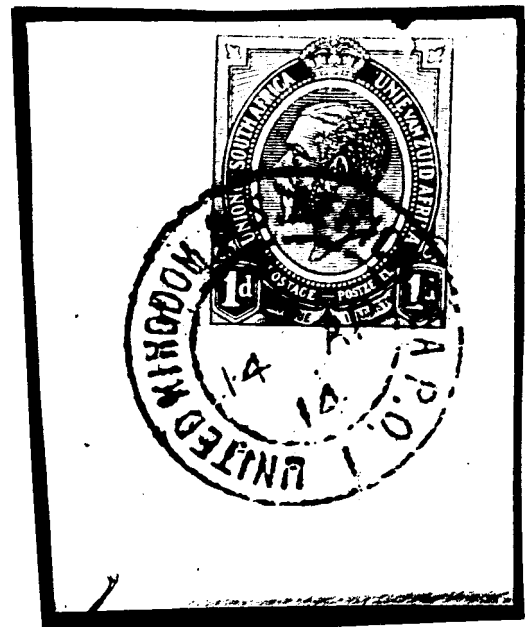


Illustration 13 - September 1913-August 1914 Period. Madeira postcard mailed to England from Armadal Castle and cancelled with United Kingdom & South Africa Sea Post Office cancel dated July 9, 1914, showing numeral 2. This is a proving card tying the Armadale Castle to "2" for this voyage. The Armadale Castle was taken over by the Admiralty on her return trip to England on July 28, 1914.

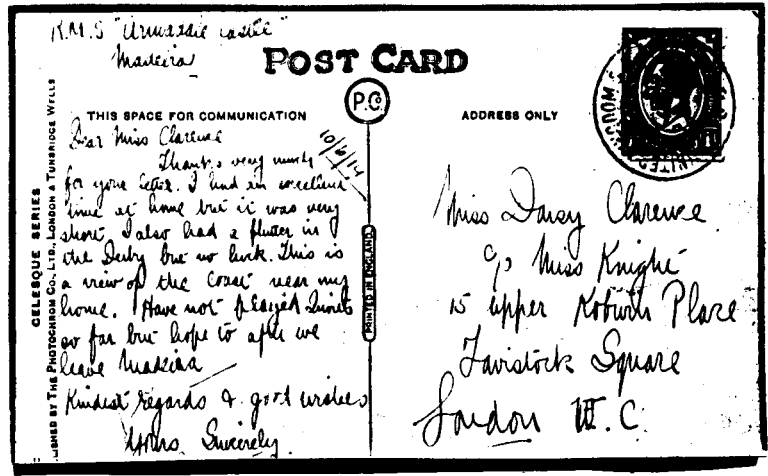


Illustration 14 - General. The Pembroke Castle was built in 1883 and rated at 3,946 tons. She made one round trip carrying mail in December of 1893. No Ocean Post mail is known.

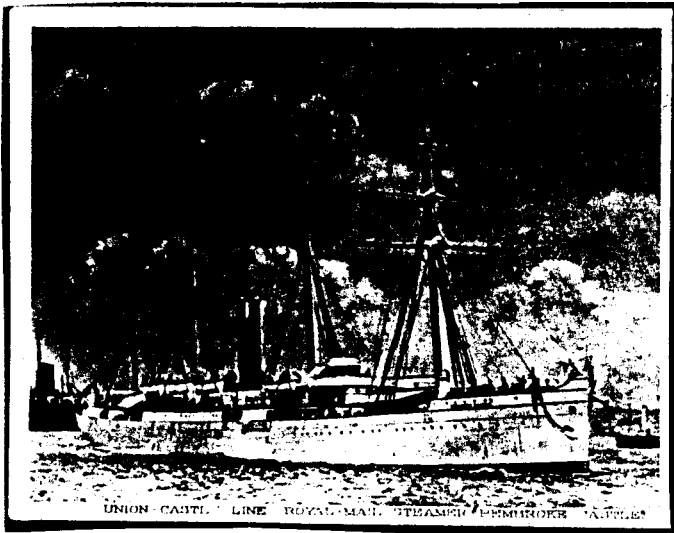


Illustration 15 - General. The Briton, built in 1897 as a regular mail steamer, made 93½ roundtrips with the Ocean Post Office. Cancel types used included Type 1 - "G", Type 5 - "3" and Type 6 - numbers 1, 2, 3, 6 and 8 cancellations. She was sold to Italian shipbreakers in 1926.

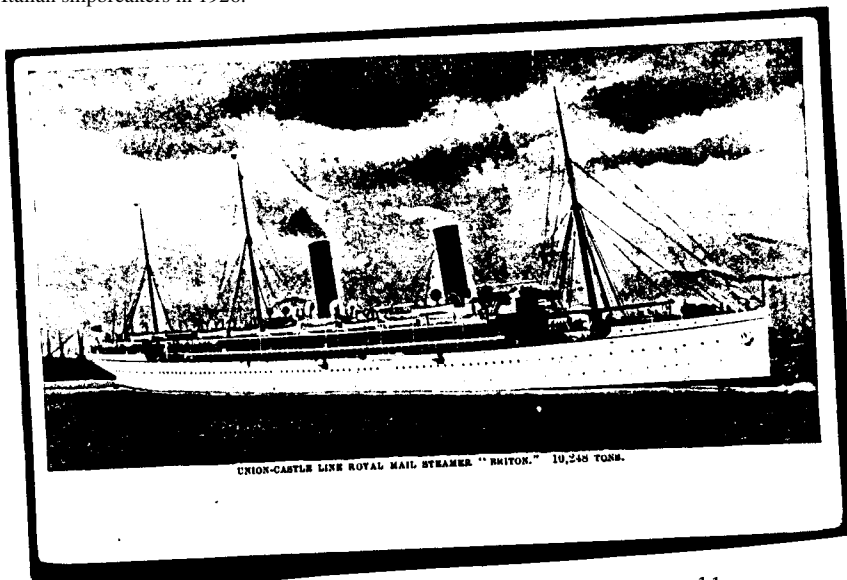



Illustration 16 - General. An 1889 Castle Line advertisement.

CASTLE LINE



ROYAL MAIL SERVICE

BETWEEN

LONDON (via Dartmouth), LISBON,
MADEIRA, THE CANARY ISLANDS,
AND THE

CAPE COLONY & NAJAL

EAST AFRICA,
MADAGASCAR and MAURITIUS.

Calling at stated intervals at ST. HELENA
and ASCENSION.

APPLY TO

DONALD CURRIE & Co., Managers,
St. Enoch Square, Glasgow,
25, Castle St., Liverpool,
18, Cross St., Manchester,
AND 3 & 4, FENCHURCH ST., LONDON, E.C.

Imperial Airways Air Crash Mail of Southern Africa

Kendall C. Sanford, Switzerland

Imperial Airways was Britain's first overseas international airline. It carried airmail and passengers between Britain and its major colonies in the Middle East, Asian sub-Continent, Asia and Africa. Imperial was the first airline to operate a through passenger, cargo and mail service from England to South Africa. It was a pioneer airline and certainly had its share of crashes. The major reasons for such crashes were: (1) the wide variety of aircraft types operated which were subject to various mechanical problems; (2) the extreme climatic conditions in many of the countries served and (3) the extensive use of flying boats which were sometimes difficult to land in certain weather conditions.

This article will describe all Imperial Airways crashes from which mail to or from southern Africa is known. The numbers in parenthesis are the crash listings from *Recovered Mail* by Henri Nierinck, which is the standard reference for air crash mail.

The first regular service from England to East Africa was started in February of 1931, being from London via Cairo, Khartoum, Juba, Kisumu and Mwanza. In November 1931, it was decided that the aircraft being flown to Africa for the commencement of the regular

service, would be used to dispatch special Christmas mail from Europe to Northern Rhodesia, Southern Rhodesia and South Africa. This took place in December, 1931(111. 1).

16 August 1931 (310816) - Jinja, Kenya

Nierinck says this flight was from Croydon, England to Cape Town, South Africa. The aircraft was forced down and was unable to continue. The mail was then forwarded by train and backstamped "17.8.31". However, the first regular service to South Africa had not yet started, so this flight was more than likely scheduled to terminate in Kenya. Nierinck does not give the aircraft type or the pilot's name.

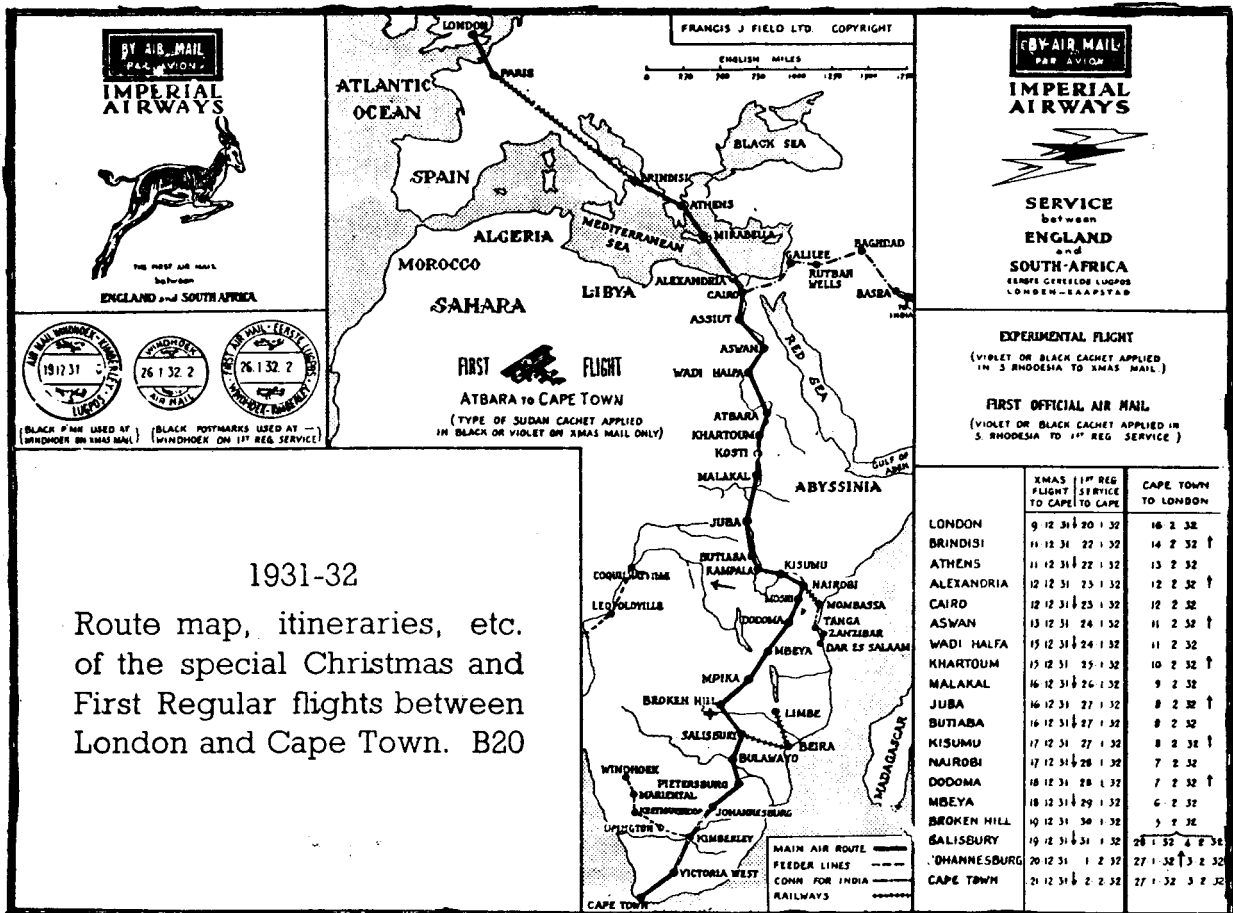
29 January 1932 N (320129 & 320129B) - Salisbury,

Southern Rhodesia & south of Broken Hill, Northern Rhodesia
Captains H. W. C. Alger - "City of Basra" and J. M. Gittens - "City of Delhi"

Equipment de Haviland DH66 Hercules, G-AAJH "City of Basra" and G-EBMX "City of Delhi"

Imperial Airways was operating their first regular weekly through

Illustration 1. Map illustrating the known route for the first scheduled flights between London and Cape Town, including the special Christmas flight of 1931.



service from Cape Town To London. The northbound flight, being operated by the "City of Basra", was taking off from Salisbury on 29 January when the aircraft hit soft earth, which replaced a previously removed anthill, and was damaged. Later the same day, the passengers and mail were transferred to the "City of Delhi". It encountered a violent storm and made a forced landing in a swamp about 50 miles southeast of Broken Hill. The aircraft was stuck in the swamp and the passengers and crew were marooned until the 1st of February, when a ground party cut its way through the bush to the marooned aircraft.

Two "Puss Moths" made a search all the next day, but because of heavy rain and low clouds, they were unable to locate the last airliner. The passengers and crew of three passed through an anxious time until they were spotted on the 31st of January by the southbound "City of Baghdad" which had gone out from Broken Hill to look for them. The mail bags were finally transported by native carriers to Broken Hill on the 4th of February. Most of the mail was recovered undamaged, and was carried onward by the second Cape to London flight. The covers have various types of first flight cachets, but no mention of the two mishaps. I have a copy of a cover from Bulawayo to Broken Hill which is autographed by both pilots.

29 January 1932 (320129A) - Mbeya, Tanganyika & Shiwa, Northern Rhodesia

Captain: J. S. Sheppard

Equipment: de Havilland DH66 Hercules, G-EBMY "City of Baghdad"

This was the first regular service from London to Cape Town, which had left London on the 20th of January. The service operated normally until it reached Mbeya, where the first mishap occurred. Because of the atmospheric conditions, radio communications between the aircraft and the Mbeya Aerodrome were not possible. Heavy rain had made the aerodrome almost a morass, but because the aerodrome staff could not warn the pilot not to land, he did and was unable to take off again with a full load.

The passengers and mail were taken by car to Mbalazia Aerodrome, some ten miles away. The mail which had been picked up at Moshi was left off to lighten the load. This enabled the aircraft to take off from Mbeya, land at Mbalazia and pick up the passengers and part of the mail. It then flew off to the next stop - Mpika. The Moshi mail was left at Mbeya until the following week when it was collected by the second London to Cape flight.

On the way to Mpika, Northern Rhodesia, the weather grew steadily worse. The rain fell in sheets and there was a high wind. Mpika Aerodrome had vanished in a swirling mist. Any attempt to land would have been suicidal. The pilot was compelled to turn away, eventually making a forced landing in a clearing near a hillside some 40 miles from Mpika near Shiwa. Later a runway was cut by means of native labor and the aircraft left the next morning (January 30th).

Without further mishap the flight reached Broken Hill via Mpika. At Broken Hill the mail was again delayed while the "City of Baghdad" made a search for the "City of Delhi" which, carrying the first Cape-London air mail, had made a forced landing in a swamp, about 50 miles from Broken Hill. The missing aircraft was spotted by the "City of Baghdad" which dropped some food supplies and returned to Broken Hill.

It was decided by the authorities that, in view of the accident to the "City of Delhi", it would be best for the "City of Baghdad" to return northwards in order not to delay the second London-Cape mail run. However, the aircraft waited at Broken Hill until Tuesday, 3 February, in the hope of the mail being recovered from the "City of Delhi", when it would have been transferred to the "City of Baghdad". There being no sign of the marooned mail on February the 3rd, the journey northwards was commenced without it.

The southbound mails were now at Broken Hill without visible air transport to Johannesburg, so a Puss Moth of the Rhodesian Aviation Co., Ltd. was called into operation. The 350 lbs of mail was put on board. In spite of bad weather Salisbury, Southern Rhodesia was reach the same day, January 31st. Then it was on to Johannesburg via Bulawayo and Pietersburg on February 1st. Covers were backstamped that date at Johannesburg. On the 2nd of February, Captain R. F. Caspareuthus carried the mail in a Hercules, the "City of Karachi", via Kimberly and Victoria West to Cape Town.

The flight was carrying first flight covers from England and most intermediate points. Imperial Airways had issued special envelopes called the "Speedbird" type. Special cachets were also applied to covers dispatched from Athens, Assuit, Asuan and Mpika.

2 January 1933 (330102) - Johannesburg, South Africa

Captain: unknown

Equipment DH66 Hercules "City of Jodhpour"

Before take-off on a northbound flight to England, the aircraft caught fire. The passengers and mail were put on board the "City of Cape Town". The mail was not damaged and no special markings were applied.

6 October 1935 (351006) - Kampala, Uganda

Captain: unknown

Equipment Handley Page HP42 "Hanno"

When taking off from Kampala on a southbound flight, the plane overturned and crashed due to a storm. The mail was recovered and taken onward by another aircraft. No special markings were applied to the mail. Two covers are known. One in the author's collection, addressed to Bulawayo, Southern Rhodesia, the other addressed to Johannesburg (Ills. 2 & 3).

3 November 1935 (3511103A) - Kisumu, Kenya

Captain: unknown

Equipment Armstrong Whitworth, Atalanta Class AW15

At 4:00 a.m. the morning of November 3rd, on a flight from England to South Africa, the aircraft hid a tree on take-off from Kisumu. The pilot and co-pilot were injured, but the mail was undamaged. No special markings were applied and the covers are thus very rare. I have only seen one cover from this crash. Nierinck shows a cover from London to Bulawayo, Southern Rhodesia.

Illustration 2. Cover addressed to Johannesburg from Kampala crash of 6 October, 1935

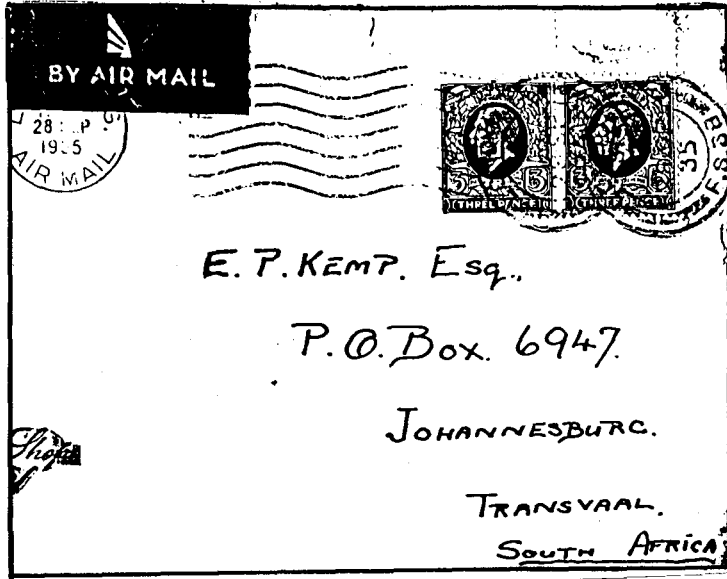


Illustration 3. Article and photograph from *The Times* of 8th October 1935 concerning the 6 October, 1935, Kampala, Uganda crash.

AIR LINER WRECKED IN EAST AFRICA

PASSENGERS AND CREW UNHURT

The Imperial Airways liner Hanno, flying southward on the London and Capetown service, overturned in landing at Kampala, Uganda, on Monday evening. Our Kampala Correspondent telegraphs that the aeroplane was wrecked and the pilot, Captain J. T. Percy, thrown out of his cockpit, but the passengers and crew were unhurt.

The Hanno is a machine of the Hazeniball class. After landing at Kampala, the airport for Entebbe, she should have flown on to Kisumu, where passengers and mails are transferred to an Atalanta type monoplane for the completion of the journey to Capetown. News of the accident was sent to Kisumu, and the machine waiting there was flown to Kampala, 150 miles away, to take over the Hanno's passengers.

The cause of the accident is stated to have been a burst tyre. Imperial Airways in London were unable to confirm a report that the aeroplane had been struck by lightning and the tyre thus damaged in mid-air.

10 February 1936 (360211) - Pietersburg, Transvaal, South Africa

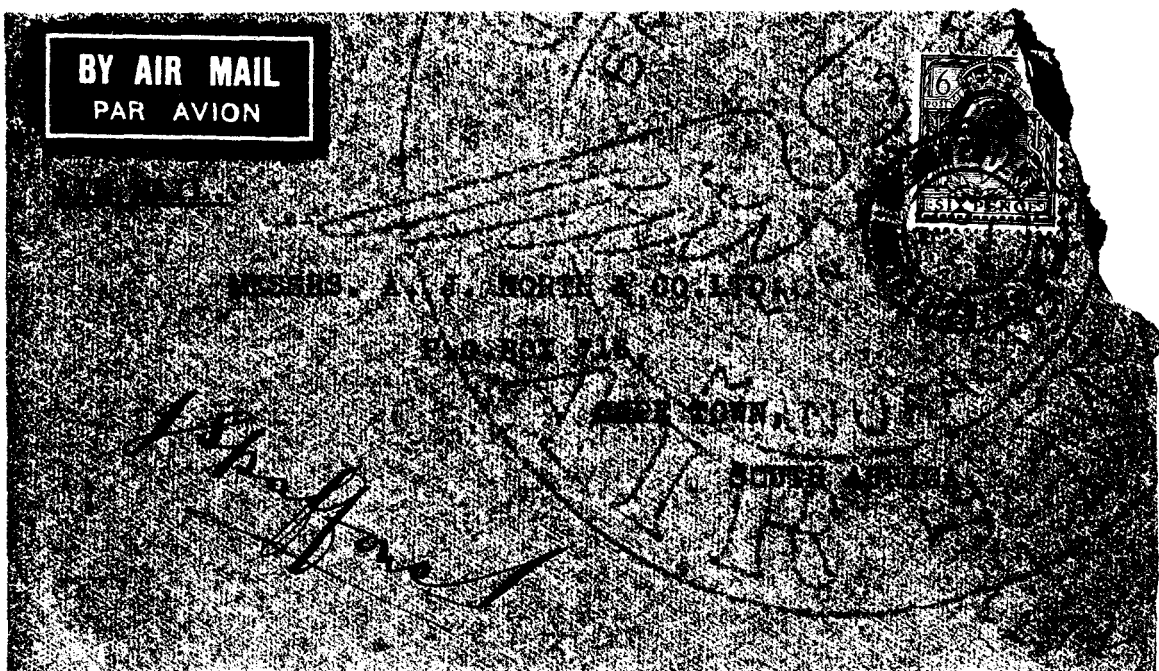
Captain: John Spafford with Chief Officer, George Beckman

Equipment: Armstrong Whitworth, Atalanta Class AW15, GABTJ, "Artemis"

The "Artemis" carried six southbound passengers and mail (Ill. 4) which had left London on February 2nd. This flight crashed on take-off from Pietersburg into a plantation of trees. The plane nosedived into the ground, left standing with its tail in the air (Ill. 5).

There was no loss of life although Captain Spafford, Chief Officer Beckman and passenger James Burke were injured (see Ill. 5). The

Illustration 4. "Artemis" crash cover of 10 February 1936, autographed by the Captain, John Spafford.



mail was recovered, mostly undamaged, and flown to Germiston the following day in a Dragon Rapide of the African Air Transport Company. No special markings were applied. Thus, covers can only be identified by postmark dates and Captain Spafford signed most of them. Known surviving covers number about 10 thus making them quite rare.

Equipment: Boulton & Paul P71A/1, G-ACOX, "Boadicea"

On a daytime mail flight from London to Paris, the plane disappeared over the Channel. No cause was ever determined. No passengers were carried on the flight. A mail bag was found on the beach at Cucq, Pas de Calais, France, one month later. This particular bag contained mail for eastern and southern Africa.

Illustration 5. Article from the Tuesday, February 11, 1936 edition of *The Johannesburg Star* concerning the crash of the "Artemis" on 10 February 1936.

TUESDAY, FEBRUARY 11, 1936.



TAIL REARED HIGH IN THE AIR.

The wreck of the Imperial Airways liner Artemis, which crashed in the trees near Pietersburg aerodrome last night when taking off in the dark for Johannesburg. The machine, after striking the trees, nose-dived into the ground. Half a page of illustrations of this remarkable accident appears elsewhere in this issue.

AIR LINER WRECKED

CRASH INTO TREES AT PIETERSBURG

THREE DETAINED IN HOSPITAL

STORY OF TAKE-OFF BY LIGHT OF FLARES

FROM OUR CORRESPONDENT.

PIETERSBURG, Tuesday. — Six passengers had an alarming experience last night when the Imperial Airways air liner Artemis crashed into a plantation of trees on the Pietersburg aerodrome, and nose-dived into the ground with its tail in the air.

The machine was almost totally destroyed.

It struck the first tree in the plantation of blue gums and staggered among the trees, uprooting some and tearing the tops off others. The liner continued its journey among the trees for 50 yards before the wheels touched the ground. The ground was ploughed up as the machine continued its career for a further 60 yards before striking a particularly large tree. It then spun round in the direction from which it had come and buried its nose into the earth.

THE INJURED.

Those injured were:—
Chief Officer George Norman Beckman (a broken leg and shock);
Captain John Spafford, the pilot (a broken leg and shock);
Mr. James Burke (shock and a suspected injury to the spine).
They are all in the Pietersburg Hospital.

Miss L. Morise, of Salisbury, who was paying a surprise visit to her parents in Johannesburg, was admitted to hospital but discharged early this morning when it was found that she was suffering only from slight shock. She continued the journey to Johannesburg by motor car this morning.

Mrs. A. M. Pill, of Bandelier Kop, who had joined the air liner at Pietersburg, was taken to the Grand Hotel, where she is confined to bed with shock and superficial injuries. Her son and daughter-in-law, Mr. and Mrs. R. D. Pill, came to Pietersburg at once on being informed of the accident.

Mr. D. A. Thompson, of London, who was journeying to Johannesburg on business regarding the Empire Exhibition, was taken to the Grand Hotel with no serious injuries. He was up and about early this morning.

Mr. Dressus and Mr. H. J. Ridgewell, the other two passengers, escaped uninjured.

Mr. Ridgewell is an engineer employed by Imperial Airways, and was on his way on transfer to an airport in the southern section.

LATE ARRIVAL.

**AIR SERVICES IN
THE UNION**

**STATE LINE TO
TAKE OVER**

**IMPERIAL AIRWAYS
AND SEA ROUTE**

FROM OUR CORRESPONDENT.

CAPETOWN, Tuesday.—Capetown is not likely to see an Imperial Airways liner again. It is understood on

**WRECKED AIR
LINER**

**HOW THE PHOTOGRAPHS
WERE OBTAINED**

The photographs in The Star today of the wrecked air liner at Pietersburg were obtained as the result of a splendid feat in Press photography.

The Star's photographer left Johannesburg at midnight and

25 September 1936 (360211) - English Channel
 Captain: Alfred C. Thomas with R/O Harold E. Percival

applied to covers from this flight.
 arrived in Johannesburg on May 29th. No special markings were

A second bag was found on 10 November at Dymchurch, Kent, England' a third being salvaged by a trawler on 27 April 1938, nineteen months after the accident. The majority of the recovered mail in these bags was addressed to Africa. Covers are known to Kenya, Uganda, Tanganyika, Northern Rhodesia, Nigeria and South Africa.

Mail to India, Asia and Australian was contained in the second and third bags found' however, African mail predominated. Six different types of cachets and labels are known.

29 September 1936 (360929) - Delhi, India

Captain: V. Corry Wilson
 Equipment: Armstrong Whitworth, Atalanta Class
 AW15, G-ABTK, "Athena"

On a flight from London to Australia, the "Athena" caught fire before take-off from Delhi (see article in Ill. 6). The crew and passengers escaped unhurt.

A large part of the carried mail was destroyed or damaged by fire. Mail is known with many different cachets, labels and post office explanations. Covers are most common without cachets or labels. Three covers are known from South Africa - one cover to New Zealand and two to Australia (111. 7)

22 May 1937 (370522) - Hythe, Great Britain

Captain: H. W. C. Alger Equipment: Short S 23, G-ADUW, "Castor"

This particular flight was scheduled to be the 1000th passenger and air mail flight from England to the Empire, as well as the 450th such flight to South Africa.

While taxiing from her mooring towards the embarkation raft, she was caught by a strong gust of wind. This condition caused the tail to swing and collide with the yacht Neptune. Slight damage was done to the flying boat's tail. The mail and passengers were taken onboard the "Cygnus" and

Illustration 6. *The Times* of London discusses the crash of the "Athena" in its September 29, 1936 edition.

AIRLINER BURNT IN DELHI

THE MAILS SAVED

FROM OUR CORRESPONDENT
DELHI, SEPT. 29

She was about to start for Calcutta from the civil aerodrome here at 8 o'clock this morning, the Imperial Airways liner Athena burst into flames and was completely burnt out.

Her crew of three and her two passengers, Captain J. I. Patrick, an Australian, and Mr. F. G. London, a Singapore architect, escaped unhurt, except that the First Officer was slightly scorched. About half the mail from England and intermediate stations for places east of Delhi was destroyed. Of the remainder, the letters were charred but are decipherable. Only 35 mailbags are intact. The mails for Allahabad, Calcutta, and Rangoon suffered most. Those for Australia and the Far East are largely intact.

The Athena arrived from Karachi early this morning. When she was due to leave two engines were started with a jack operating the compressed air-cylinder. A new cylinder had been fitted for the third engine, and immediately the jack operated there was a loud explosion, the undercarriage caught fire, and the flames spread rapidly. The pilot, Mr. Gorry Wilson, who had piloted the ill-fated City of Khartoum, shouted a warning to the passengers, who scrambled out, and then helped the crew and the aerodrome staff to fight the flames and save the mails. The intense heat, however, drove them back and the flames reached the petrol tanks before the arrival of the fire brigade.

A relief machine is to arrive to-night from Karachi to take on the salvaged mail and passengers. The Acting Director of Civil Aviation arrived here this evening to begin an official inquiry.

[London "Times", 29.9.36]

*The cause of the disaster was that the cylinder supplied by the Oxygen Co. contained oxygen in mistake for compressed air and this being coupled to the aircraft, without the crew's knowledge, to start the third engine.

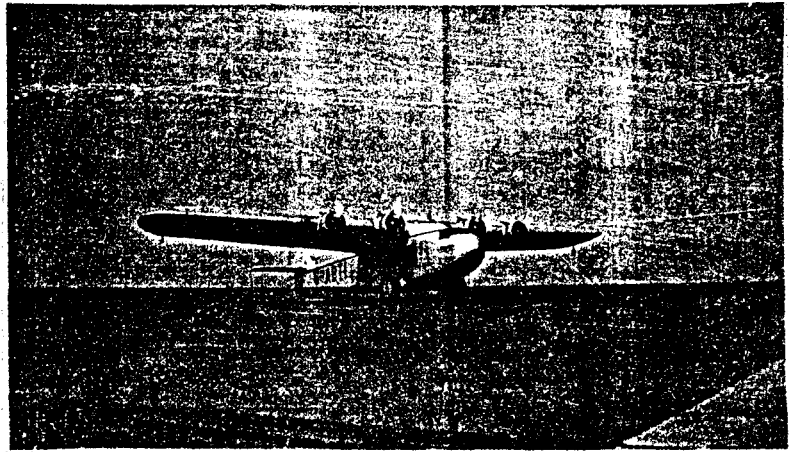
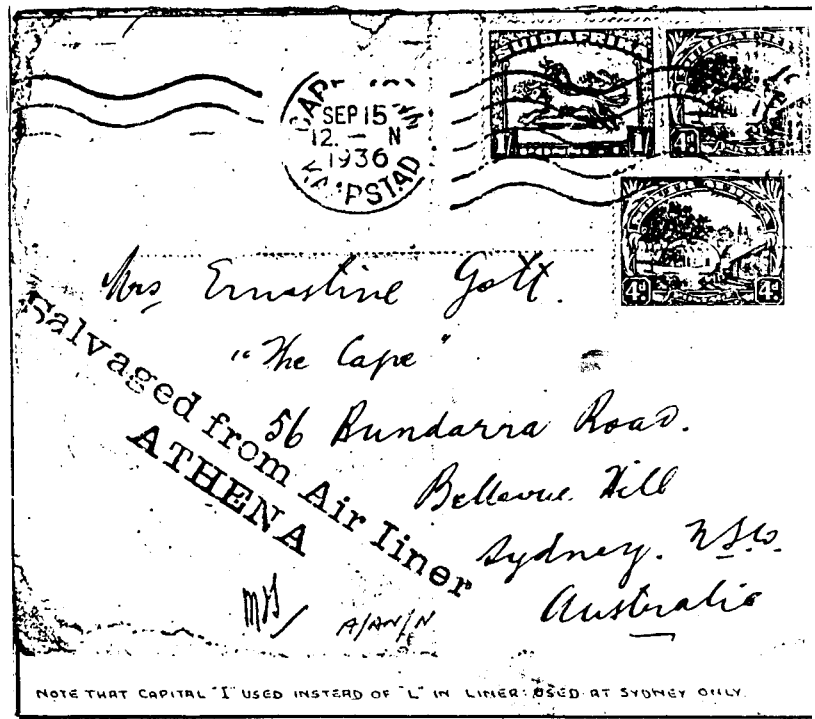


Illustration 7. One of two known covers from South Africa to Australia surviving the crash of the "Athena" on 29 September 1936.



31 December 1938 (381231) - near Alderney, Channel Islands

Captain: Mr. Brown

Equipment: Short S23 Empire Flying boat, G-AEUA, "Calypso"

The flying boat, enroute from South Africa to England, was carrying six crew members, two passengers and a ton and a half (1,364 kilos) of mail. After leaving St. Nazaire, France, for Southampton, low clouds and bad weather were closing in. At a height of 900 meters (3,000 feet)

27 July 1938 (380727) - Kisumu, Kenya

Captain: M. V. Johnstone

Equipment: Armstrong Whitworth, Atalanta Class AW15, G-ABTG, "Amalthea"

The aircraft hit some birds and crashed into a hill when taking off. The crew members were killed. No covers are known.

ice forming conditions were expected. The pilot was also having trouble with an engine. This resulted in the making of an emergency landing in the English Channel, about fifteen miles from the island of Alderney. There was a heavy swell on the sea, and, with the use of engines the Captain counteracted the strong currents.

Captain Brown and his crew tried to repair the engine but were unsuccessful in doing so. Three hours later they took a tow line from the British steamer "Regal" which towed them to Cherbourg on the coast of France.

The "Calypso" arrived at 6:00 the next morning. Later that day the passengers were flown to Croydon in an Imperial Airways relief plane. No special markings were applied to the mail. Two covers from South Africa are known - one postmarked at Harrismith on 20 December 1938, the other postmarked "Capetown 22 XII 38" (Ill. 8).

15 March 1939 (390315) - Faraje, Belgian Congo

Captain: J. C. K. "Kelly" & E. S. Alcock

Equipment: Short S 23 Empire flying boat, G-ADVB, "Corsair"

On a flight from South Africa to England, between Port Bell and Juba, the pilot found himself off course. This resulted in the making of a forced landing into the Dangu River, near the border of Sudan which

was approximately 150 miles south-southwest of Juba.

The mail was salvaged and stamp with a black cachet "Damaged by Water when the/Imperial Airways Aircraft forced/landed near Juba, Sudan" (Ill. 9).

Mail to France received two different types of cachet. Mail for Great Britain received a boxed single line cachet "DAMAGED BY SEA-WATER" (Ill. 10).

The flying boat was badly damaged in that the river was too small for take-off. As a result the plane was brought up onto the beach for repairs which were completed by the end of June.

In order to provide sufficient space for take-off, a dam was built by native labor so that the river would back up and provide ample water surface for take-off.

On the 13th of July an attempt to take-off took place. However, the aircraft hit a submerged rock, was damaged again, and had to be brought on land for repairs a second time.

The "Corsair" was once again afloat on the 5th of October. It was during this time that more rocks were blasted and yet another dam was built. The plane was finally flown out by Kelly Rogers in December of 1939.

Illustration 8. Articles appearing in *The Daily Telegraph* (Monday, January 2, 1939) and *The Evening Standard* (March 1, 1939) and one known copy of a cover from South Africa carried by the "Calypso".

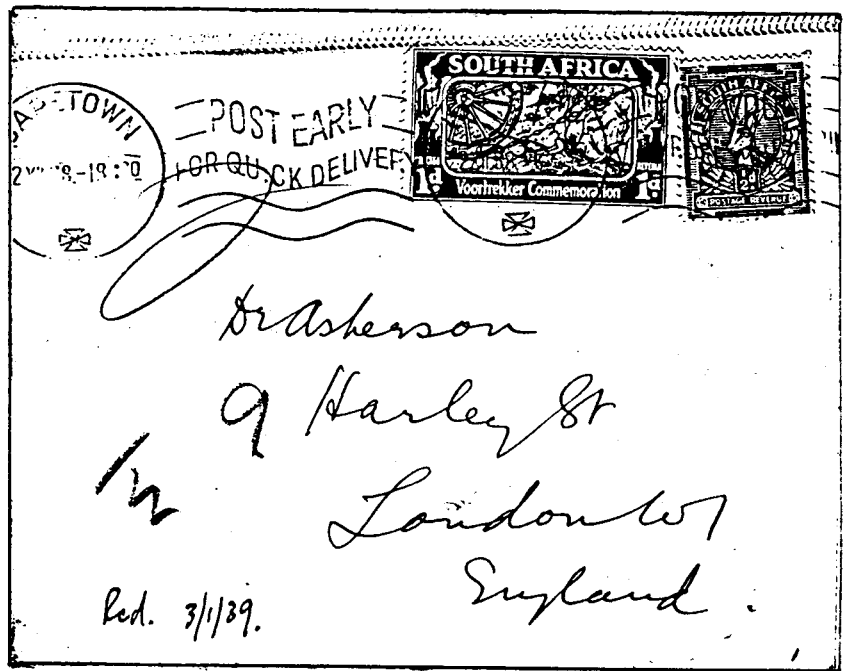


Illustration 9. Cover showing black cachet "Damaged by Water When the Imperial Airways Aircraft forced/landed near Juba, Sudan" from the crash of the "Corsair" on 15 March 1939.

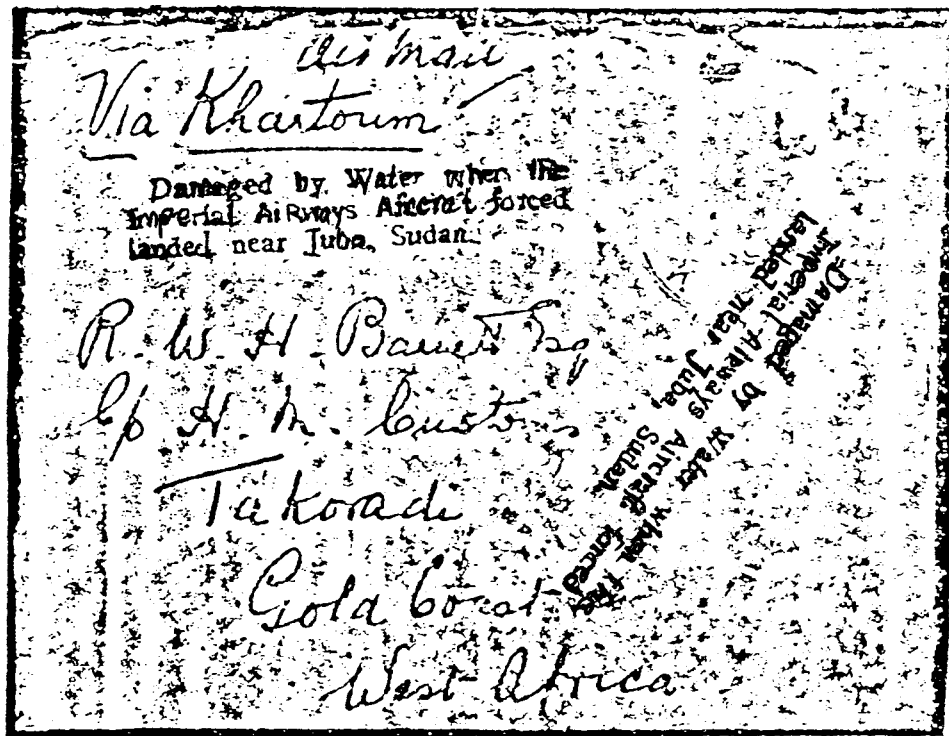
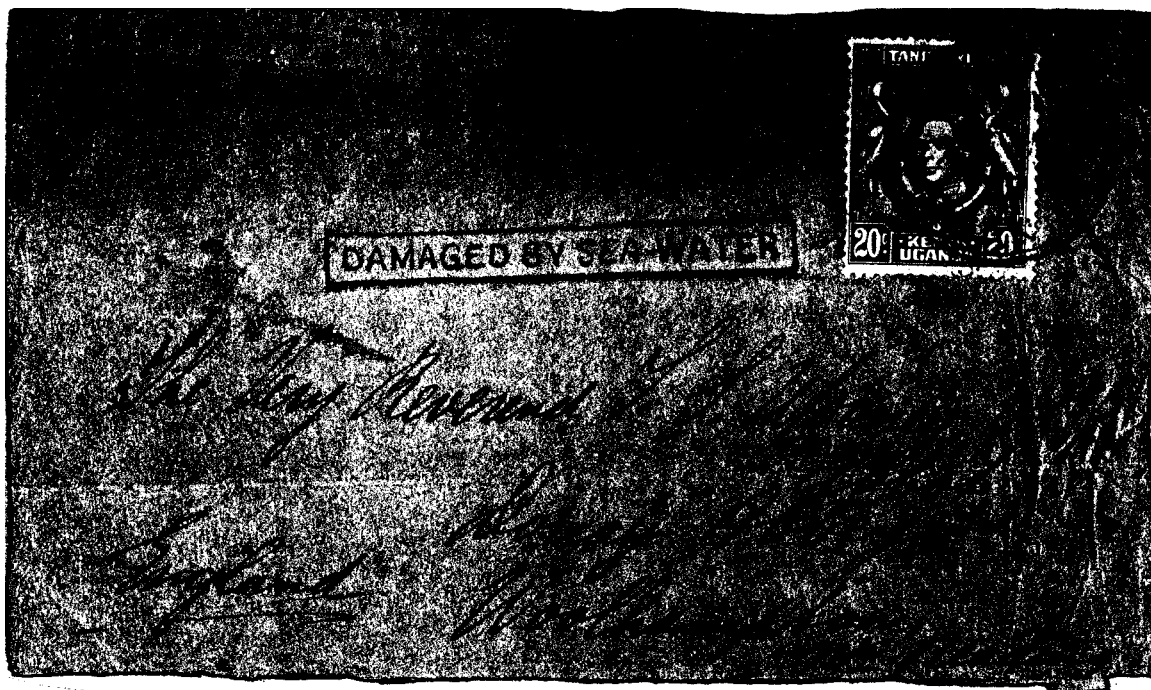
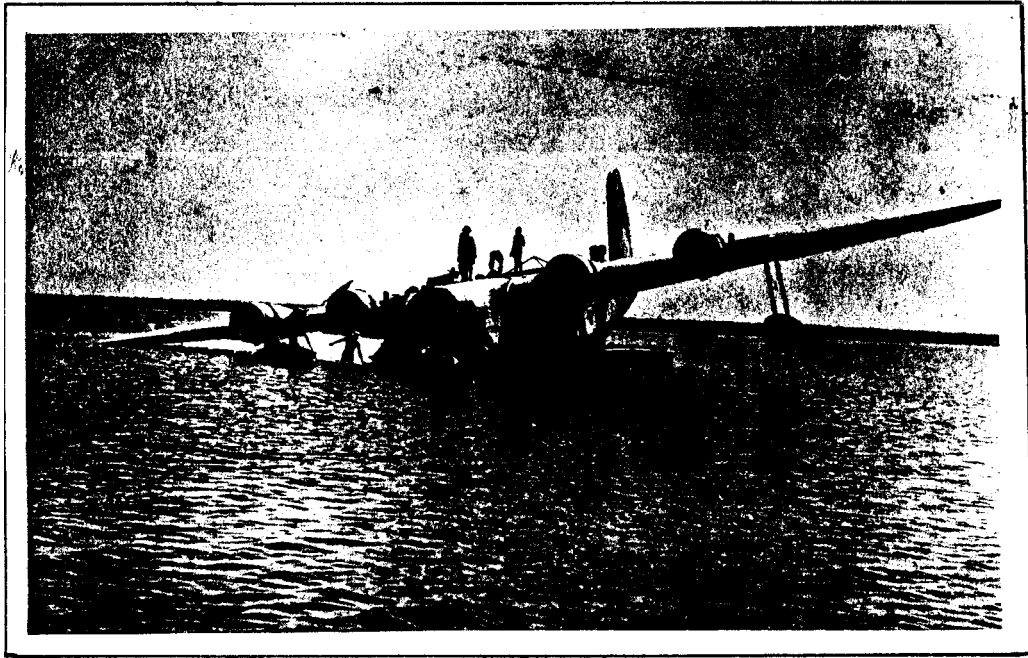


Illustration 10. Cover to England from the crash of the "Corsair" with boxed single line cachet "DAMAGED BY SEA-WATER".



1 May 1939 (390501) - Lumbo, Mozambique, Portuguese East Africa
Captain: Frederick D. Smith & F/O Sanders
Equipment: Short S23 Empire Flying Boat, G-ADVD, "Challenger"
 This flying boat was bound for South Africa enroute from Dar es Salaam. The Captain apparently did not check the wind direction. On

the final approach, he tried to pull up to avoid hitting a pier. The result of this maneuver was that the aircraft hit the water, bounced into the air, stalled and crashed in four feet of water (Ill. 11). Captain Smith and two crew members were killed. The flight was carrying mail for South Africa, Southern Rhodesia, Nyasaland, South West Africa and Portuguese East Africa, posted between the 21st and 25th of April. Following the accident, Imperial

Illustration 11. Photograph of the "Challenger" crash at Lumbo, Mozambique, on 1 May 1939.

sent the flying boat "Canopus" from Kisumu to pick up the mail and passengers. They subsequently arrived in Johannesburg on the 2nd. According to a report in *The South African Philatelist* January, 1875, by D. Eskay, the mails involved were mainly those which left the terminal points of the Imperial Airways routes on the following dates in April: 17th - Sidney, Australia (also carrying mail from New Zealand) 21th - Hong Kong and 26th - Southampton. Sixty-seven mail bags consigned to South Africa were damaged by submersion in the water. *The South African Philatelist* article describes the following cachet varieties:

1. No cachet or markings. Cover postmarked at Bondi, Australia 13 April, with the stamps missing.
2. Framed two line bilingual cachet handstruck at the Durban Post Office in violet "FLYING BOAT CORRESPONDENCE DAMAGED BY SEAWATER/VLIEGBOLOT KORRESPONDENSIE DEUR SEEWATER BESKADIG". This is the most common of all from this crash (Nierinck type a) [III. 12].
3. Violet cachet in italic capitals in two lines "Damaged by sea water/Seaplane Challenger". Hopkins and Nierinck had incorrectly described it as "SEA WATER" in two words, whereas Mr. Eskay had two covers with this cachet with the single word "SEAWATER" (Nierinck type b) [III. 13]
4. Handstamp applied at Johannesburg in three lines in black from loose type reading SALVAGED MAIL FROM/FLYING-BOAT CHALLENGER". The "L" in "FLYING" is an inverted 7 (Nierinck type c)
5. Handstrike apparently applied in Capetown, in black capitals in three lines, reading "EX F.B./CHALLENGER/CRASHED" (III. 14).

This is an example of the Nierinck type d cachet.

6. Manuscript endorsement on cover from Shanghai to Capetown, reading "Wrecked mail from Flying Boat/Challenger" with initials at the top and below, showing the date 2/5/39.
7. A registered letter with contents, from Colombo to Fort Beaufort, delivered to the addressee in a registered official cover. Included was an official bilingual notice (Nierinck type e) from the Assistant Postmaster (Posts), Post Office, Johannesburg, dated 4th May 1939,

Post Office, Johannesburg

The accompanying postal article has been received in the mail salvaged from the Flying Boat "Challenger" which crashed at Lumbo, on the East Coast of Africa.

on 1st May, 1939

Nierinck also lists a manuscript marking on a cover from Bangkok to Capetown (also with type a cachet), in six lines reading "Per/flying boat/Challenger/crashed at/Mozambique/1.5.39" (Nierinck type t).

I have a cover in my collection addressed to Durban, which has a small black circular "Challenger" logo printed on it (III. 15). I originally thought it was stationery from the flying boat itself. However, I have now discovered a report of another cover address to Capetown with the same "Challenger" logo, which as apparently from a steel handstamp that was applied as a cachet to some of the crash covers. Some collectors believe this circular "Challenger" logo cachet was applied by the well-known British dealer Francis J. Field.

I also have a copy of a cover from Cairo to Capetown, with a

bilingual (English and Afrikaans) "Found open" label on the back and tied with a "Durban postmark of 3 May. I also have a copy of another cover from Dar es Salaam to Bulawayo, with label reading: "Found officially closed/in the Post Office." It is tied by a of southern Africa, can be obtained from the author at 5 Maison du Vigneron, CH-1266 Duillier, Switzerland, or Email The Challenger flight of late April/early May, 1939 was the last 101352.3621@compuserve.com. (Editor's note: An extensive bibliography Imperial Airways crash from which mail to or from southern Africa is

known. Imperial was merged into British Overseas Airways Corporation in early 1940.

Further information about Imperial Airways crash cover or crash mail open and follows Illustration 15.)

Illustration 12. Example of the most common cachet arising on mail salvaged from the crash of the "Challenger", 1st May, 1939, at Lumbo, Mozambique.

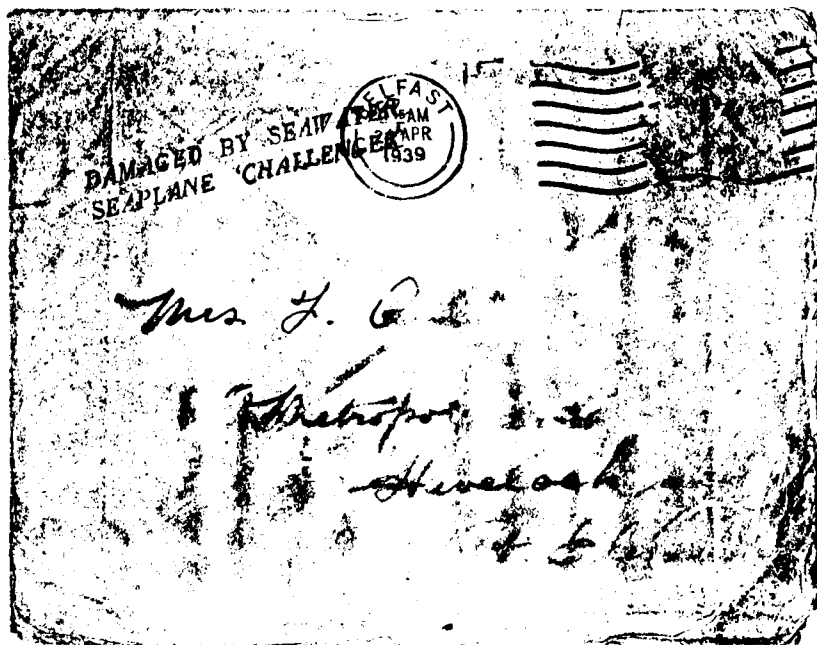
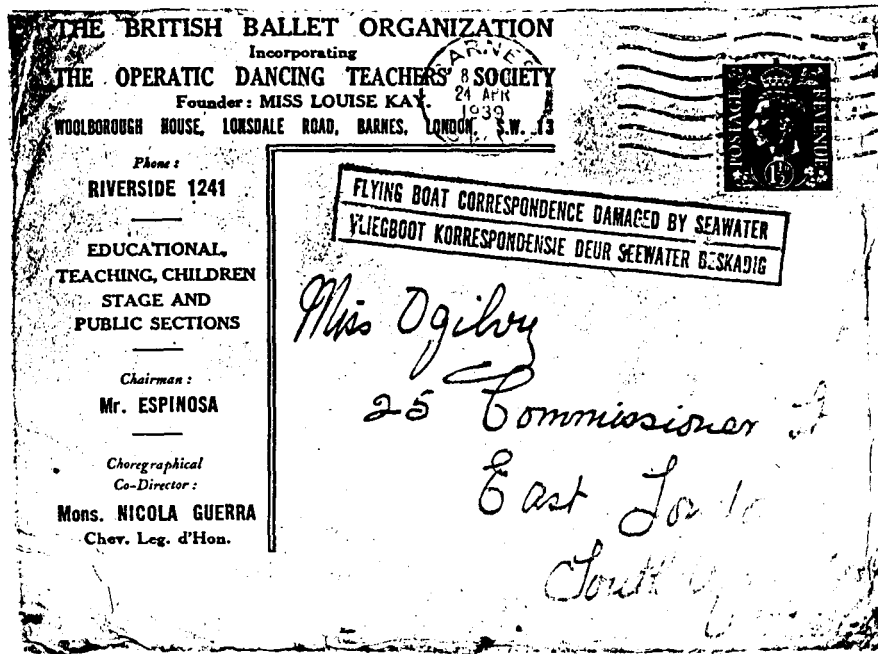


Illustration 13. Example of single word "SEAWATER" in violet cachet using italic capitals, on covers surviving the crash of the "Challenger".

Illustration 14. Example on cover of the three-line handstamp, apparently applied in Capetown to surviving mail from the crash of the "Challenger".

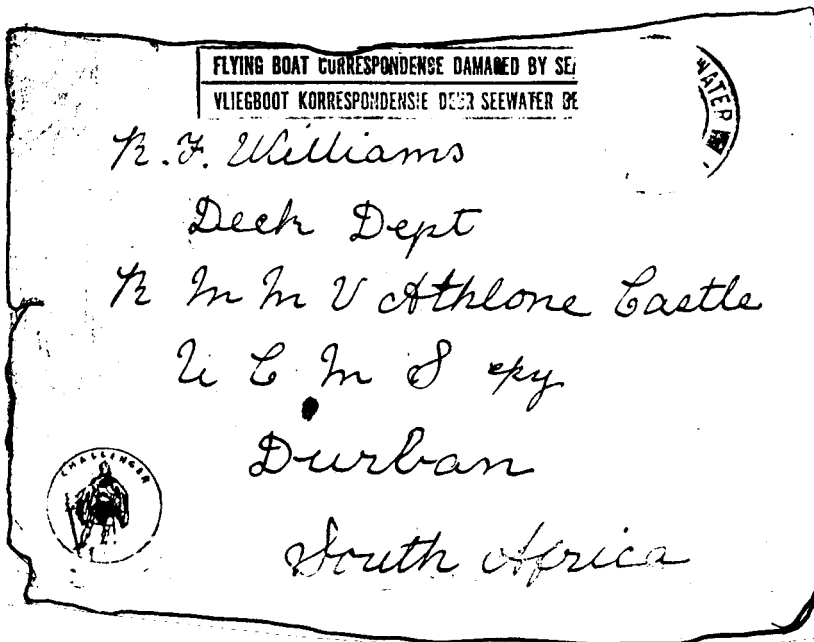
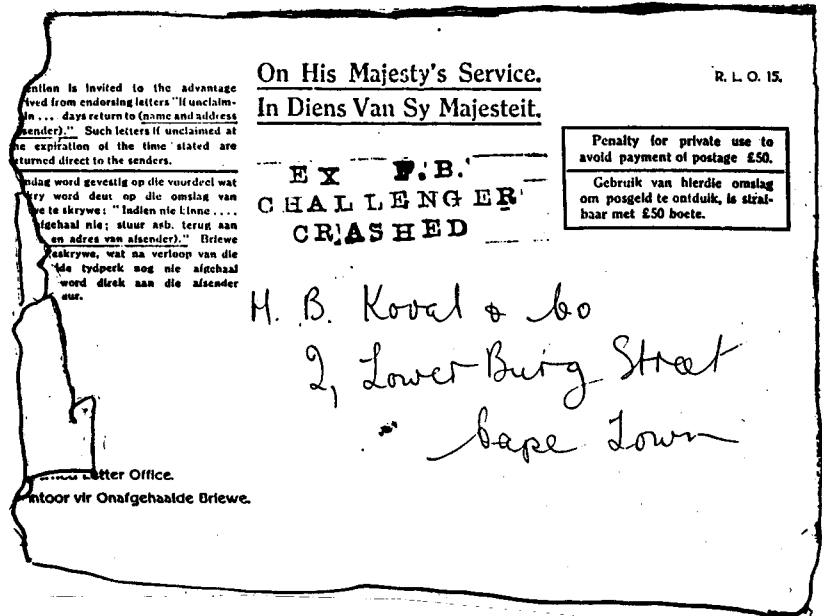


Illustration 15. Example of crash cover showing the steel handstamp of the "Challenger" logo speculated to have been applied by a well-known British dealer of the time.

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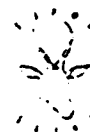
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Nyasaland and the First World War

Regis Hoffman, USA

Introduction

A fascinating array of stamps and postal history emanated from Nyasaland during the First World War. Nyasaland bordered the German Colony of German East Africa, and there was considerable military activity within Nyasaland for defense, and the later invasion and occupation of German East Africa. In addition, camps for civilian internees and prisoners of war were established in Nyasaland.

The primary historical record of the German East Africa campaign is found in (5). Volume 1 of this work chronicles the campaign from the beginning of the war in August of 1914 through September 1916. Unfortunately, the second volume, detailing the conclusion of the campaign, was never completed, leaving a noticeable gap in the easily accessible records. One of the first efforts to describe the postal history of the campaign is the late A. J. Brown's article (1). This was followed by the first comprehensive treatment of the myriad of postal markings (8). A more recent publication (4) gives significant coverage of the mail from German prisoners of war and civilian internees in east Africa. The definitive reference focusing entirely on the Nyasaland Field Force is Drysdall and Pennycuick's monumental book (3). Major auctions of material from the Nyasaland Field Force are (2), (6) and (7). This article reviews some of the information contained within the Drysdall and Pennycuick work, illustrates markings that were recorded in the book but not shown, as well as presenting new information.

The Nyasaland Field Force

In July 1915, arrangements were made to raise a contingent of troops in South Africa for defense of the Rhodesia-Nyasaland frontier bordering German East Africa. The commander of the force (which subsequently became the Nyasaland Field Force) was Brigadier-General Edward Northey.

Initially, the force operated within the confines of Nyasaland; later it was involved with the invasion and occupation of German East Africa. Postally, the Field Force produced special stamps (current Nyasaland stamps overprinted "N.F.") and a multitude of Field Post Office markings.

Prior to the issue in August of 1916 of Nyasaland stamps overprinted "N.F." for use by the Nyasaland Field Force in occupied portions of German East Africa, the so-called "Northey Provisionals" were produced. Three fronts bearing these provisionals appeared in the Colonel J. R. Danson Southern Africa sale (6) in lot #1407, described as follows:

1916 fronts to London ex the Northey correspondence bearing Nyasaland 1d (2) with typewritten overprint "N.F.F." and "*New Langenburg N.F.F.*", and 2/2d pair and 3d with typed "*New Langenburg German East Africa, 4/7/16*". Scarce (3 items). Estimate 150. Realized 225.

A further example appeared in the Dr. Kenneth Pennycuick Collection of Mail from the Western Campaign of the 1914-18 War in East Africa Sale (7). Lot #5 was:

1916 (June 14th) postcard written by Brig.-General Northey to his daughter, franked by German East Africa 7/2h and Nyasaland 1/2d and 1d cancelled by typewritten "New Langenburg". F.P.O. 1 was evidently not open on June 14th, believed unique. Photo. Estimate 170-90. Realized 1300.

There are several interesting aspects of this provisional issue. They are arguably the first occupation stamps of German East Africa by the Nyasaland force as they preceded the official "N.F." overprinted stamps.

Each of the four examples has a different style typewritten overprint, and is hence unique. The status of these stamps is unclear. Northey's children collected stamps, and all of the examples are on covers addressed to his family. Were these produced merely as philatelic souvenirs? Clearly they were not official overprints.

Each of the four examples is described in (3) although only two are pictures. One example of the typewritten overprints is illustrated in Figure 1. The stamps are the latest of the four known items and are part of a front addressed to Flo Northey.

The three line typed overprint reads "New Langenburg / German East Africa / 4/7/16" and the stamps are tied by the squared circle F. P. O. 1 cancel dated 5 July 1916.

A second example (Fig. 2) has a 1d Nyasaland stamp with the letters "N.F.F." typed on it. The cover is address to Mrs. Northey, and is endorsed by Lt. W.W. Honeywood, aide-de-camp to General Northey. The stamp is tied to the cover by strike of the squared circle F.P.O. 1 mark dated 21 June 1916, the earliest recorded date for the mark.

The envelope described above bears an imprinted return address of Richard Kracke - Neulangenburg - D. A. Afr.

As stated previously, General Northey's children collected stamps. Therefore, it is not so surprising that a fair percentage of the surviving postal history of the Nyasaland Field Force originated from him, e.g., letters to his family or is addressed to him.

Figure 3 shows a piece of a postal stationery wrapper postmarked from Salisbury, Rhodesia to General Northey in care of the Nyasaland Field Force.

Figure 1. Example of the typewritten overprints on Nyasaland stamps on cover to General Northey's daughter, Miss Flo Northey.

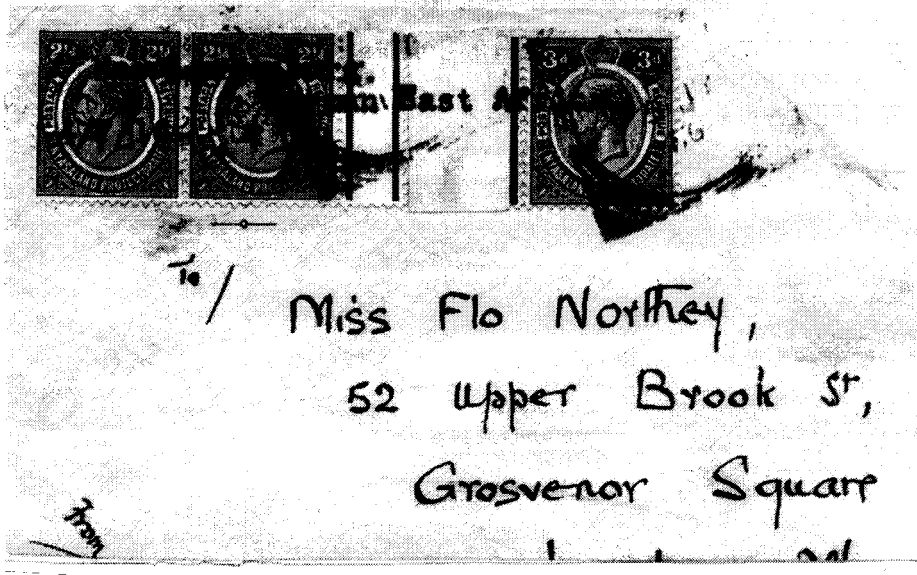


Figure 2. The typewritten "N.F.F." Northey provisional stamp ,shown on cover (above) posted through F.P.O. #1 (enlarged at bottom right)

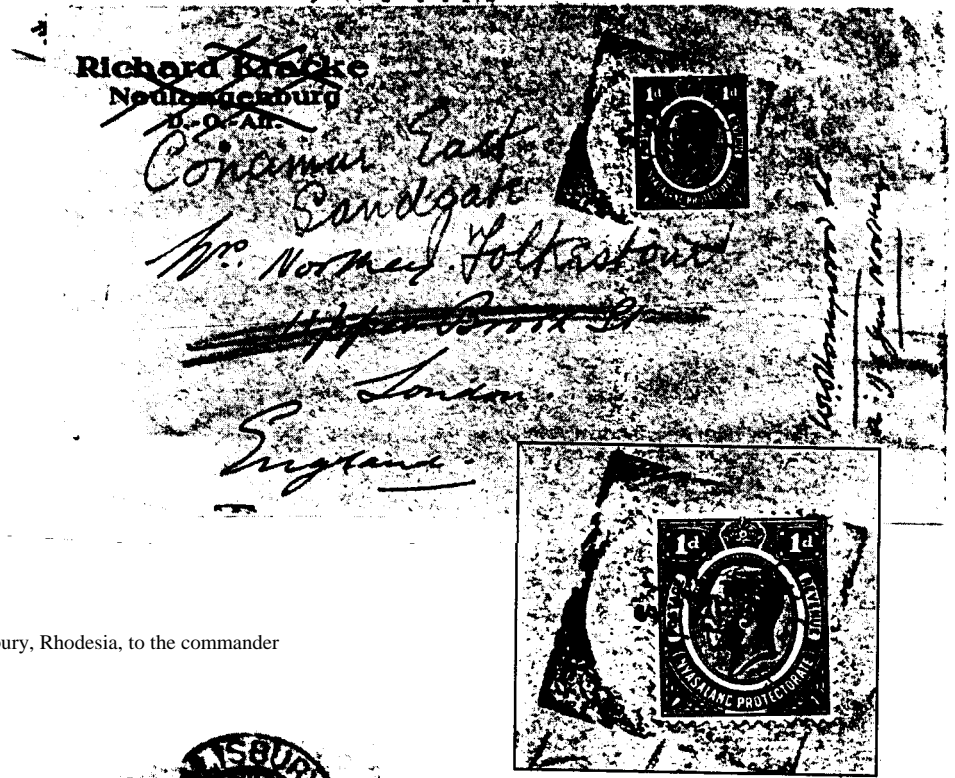
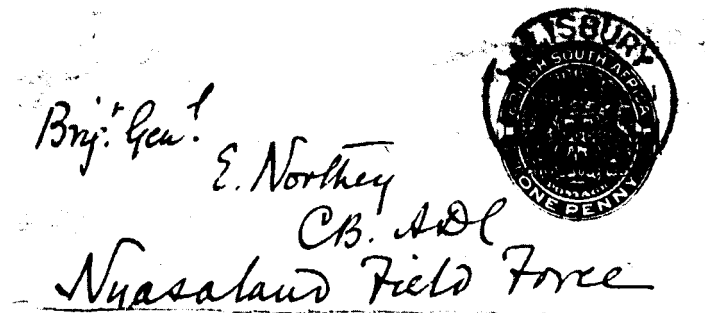


Figure 3. Postal stationery wrapper from Sailsbury, Rhodesia, to the commander of the Nyasaland Field Force.



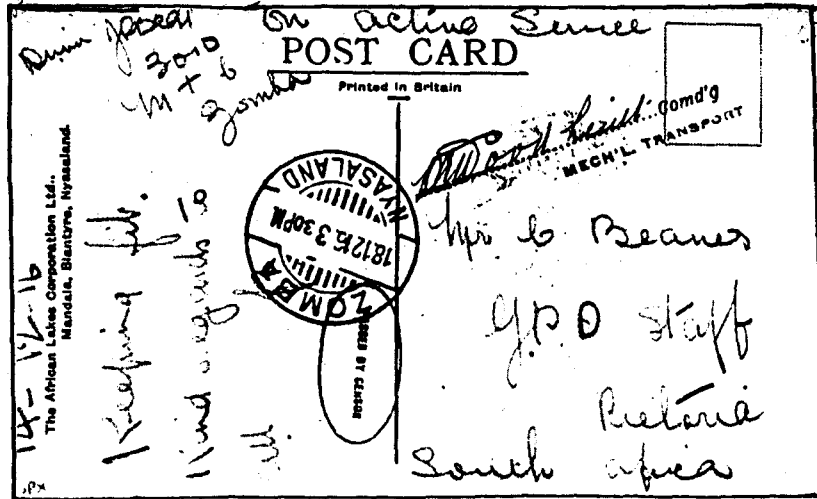
Military Mail from Nyasaland

Military mail from the Nyasaland Field Force can be found posted from within Nyasaland or routed through Nyasaland from units operating within German East Africa. Figure 4 shows a post card mailed from Zomba, Nyasaland to South Africa. It bears a two-line cachet of the commander of a mechanical transport unit, together with

The King's African Rifles

British Noncommissioned Officers were assigned to the King's African Rifles in Nyasaland. The two covers shown in Figure 6 illustrates the travels of a Sergeant Harry Bond, from London to Zomba, Nyasaland. The first cover was sent from Dartmouth, United

Figure 4. "On Active Service" post card from Zomba to South Africa with Transport unit cachet and an oval censor mark. a Mechanical



Kingdom to Sgt. Harry bond of the 4th London Regiment assigned to the King's African Rifles. This was sent in care of the Crown Agents in London (oval cachet), then redirected to the Chief Secretary, Nairobi,

Kenya (back-stamp). This was again redirected to Durban, South Africa (manuscript on reverse). Finally, the "1/4" redirects the letter to the 1st Battalion, 4 Regiment of the King's African Rifles. The second cover is addressed directly to him in Zomba, East Africa. These covers are from a set of five known "Bond" items.

Nyasaland Stamps Used In Chinde

The British Concession at Chinde, on the coast of Portuguese East Africa, was considered to be part of Nyasaland in terms of postal affairs. A member of the crew of the troop ship S.S. *Ipu* sent the cover shown in Figure 7 from Chinde to the United Kingdom (UK). There is a stamp missing in the upper right' perhaps

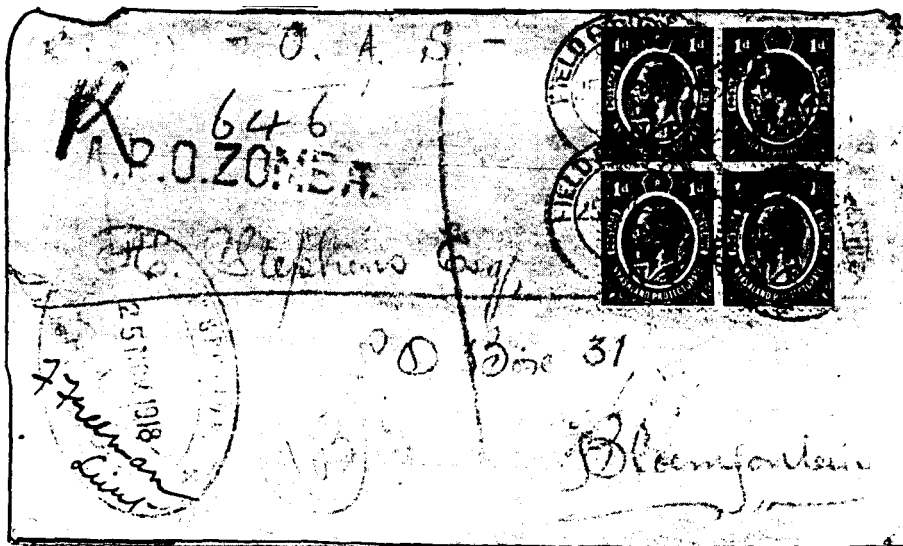
The cover to South Africa in Figure 5 bears four 1d stamps to pay the 4d registration rate. It was mailed from Field Post Office 9 at Zomba in November 1918. It then entered the Army post Office at Zomba (indicated by the single-line "APO Zomba" handstamp), which was the exchange point for military mail entering the civilian postal system. The oval cachet in the lower left read "A Section - Mechanical Transport". and is only the second recorded example of this cachet.

another 1/2d value. The rate to the UK was 1d per half ounce. The enclose letter was large, requiring a rate of 2d. Ian Lane has suggested that the war tax of 1d on letters to the UK had not been paid, hence a postage due of 2d. It is believed that the large "T" is a Nyasaland postage due strike and the "2" is from the UK.

Civilian Internee Camps

During the Allied occupation of German East Africa, civilian internees

Figure 5. Registered cover from Field Post Office #9 (Zomba) to South Africa with an "APO Zomba" handstamp.



were housed in camps, located primarily in occupied regions of German East Africa, and to a lesser extent, in Kenya, the Belgian Congo and Nyasaland. Figure 8 shows a cover from a " A. Schackert", a German internee at Lucheriza (now Lucheny), Nyasaland, a small village and railway station to the south of Blantyre. The cover was censored with a circular "P.C. - Zomba - Nyasaland" marking and cancelled at Zomba, Nyasaland.

Prisoner of War Camps

In addition to internee camps, prisoner of war camps were also established in Nyasaland. Figure 9 illustrates a well-traveled cover to a German prisoner of war at Blantyre, Nyasaland as follows:

1. Sent from Emmerich, Germany to Erick Schenck, Prisoner of War at Blantyre, Nyasaland.

2. Left Hamburg, Germany August 26, 1916.
 3. November 7, 1916 censored in Blantyre ("Opened by Censor" tape on reverse.
 4. Redirected c/o Postal Censor Bombay, India, as the POW had been presumably transferred.
 5. March 14, 1917 Bombay receiving mark.
 6. No longer there: redirected to Egypt. Censored along the way in East Africa (probably at Dar es Salaam) with "Opened Under Martial **Figure 6.**
- Covers to a British NCO assigned to the King's African Rifles.

Law" tape and circular PASSED CENSORED-C-East Africa marking 7. 14 January 1918 Field Post Office X (probably Egypt). 8. Another manuscript "Not at Malta".

It is not clear if the cover ever reached its intended recipient. Covers from the internee and prisoner of war camps are quite scarce. There is still much research to be done in the area of Nyasaland and the First World War. In particular, the location and postal history of the internee and prisoner of war camps requires additional work.

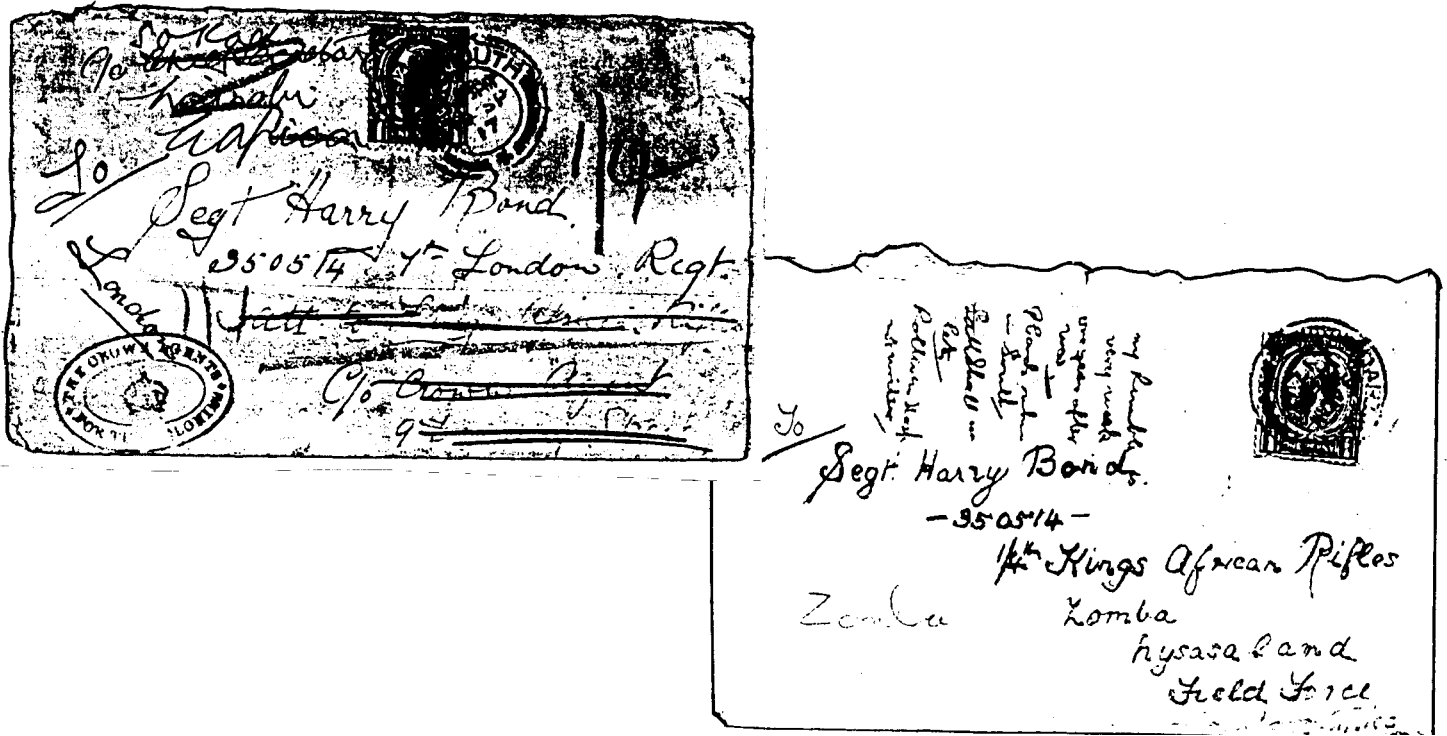


Figure 7. Use of Nyasaland stamps at the British Concession at Chinde, Portuguese East Africa on a cover sent by a crewman of the S.S. Ipu.

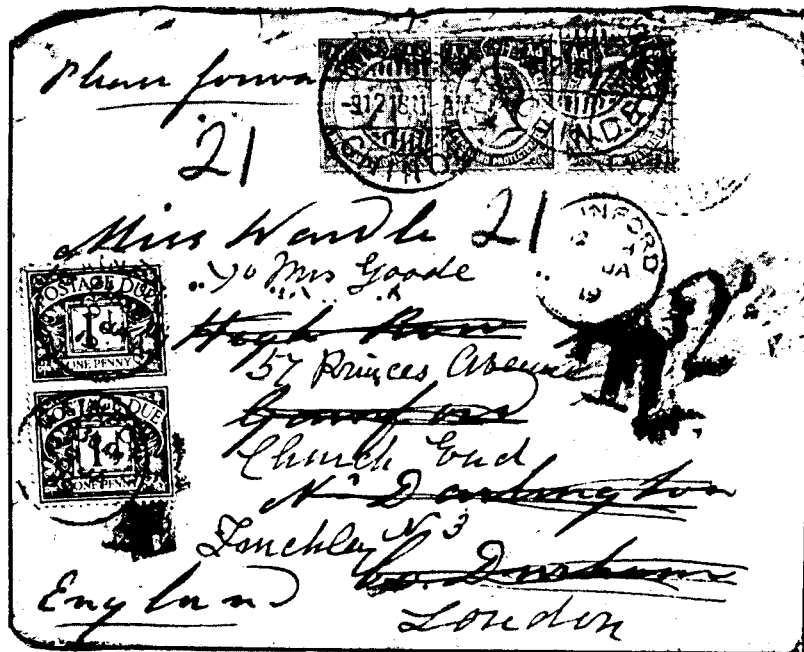


Figure 8. Cover from a German civilian internee at Luchenza, Nyasaland and censored at Zomba, Nyasaland.

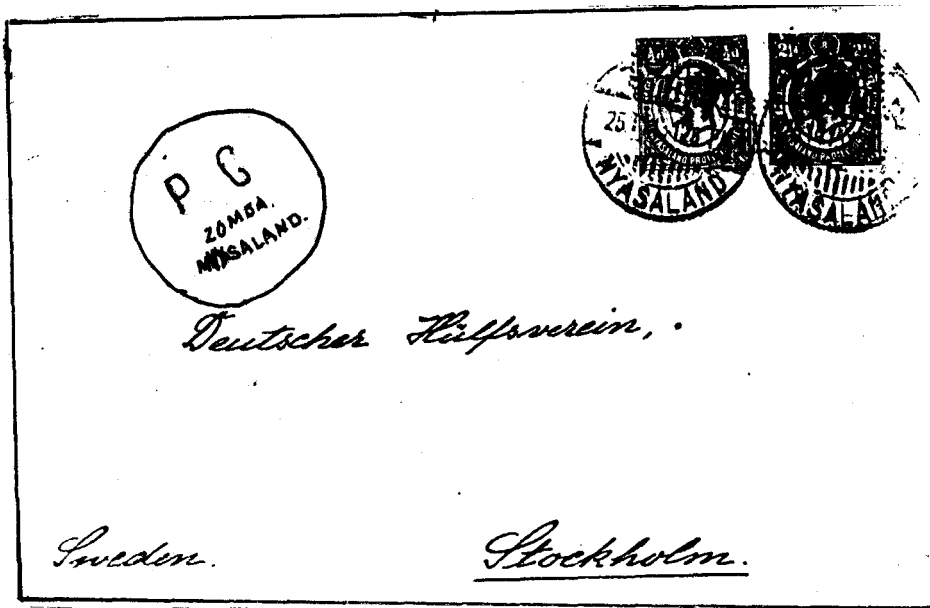
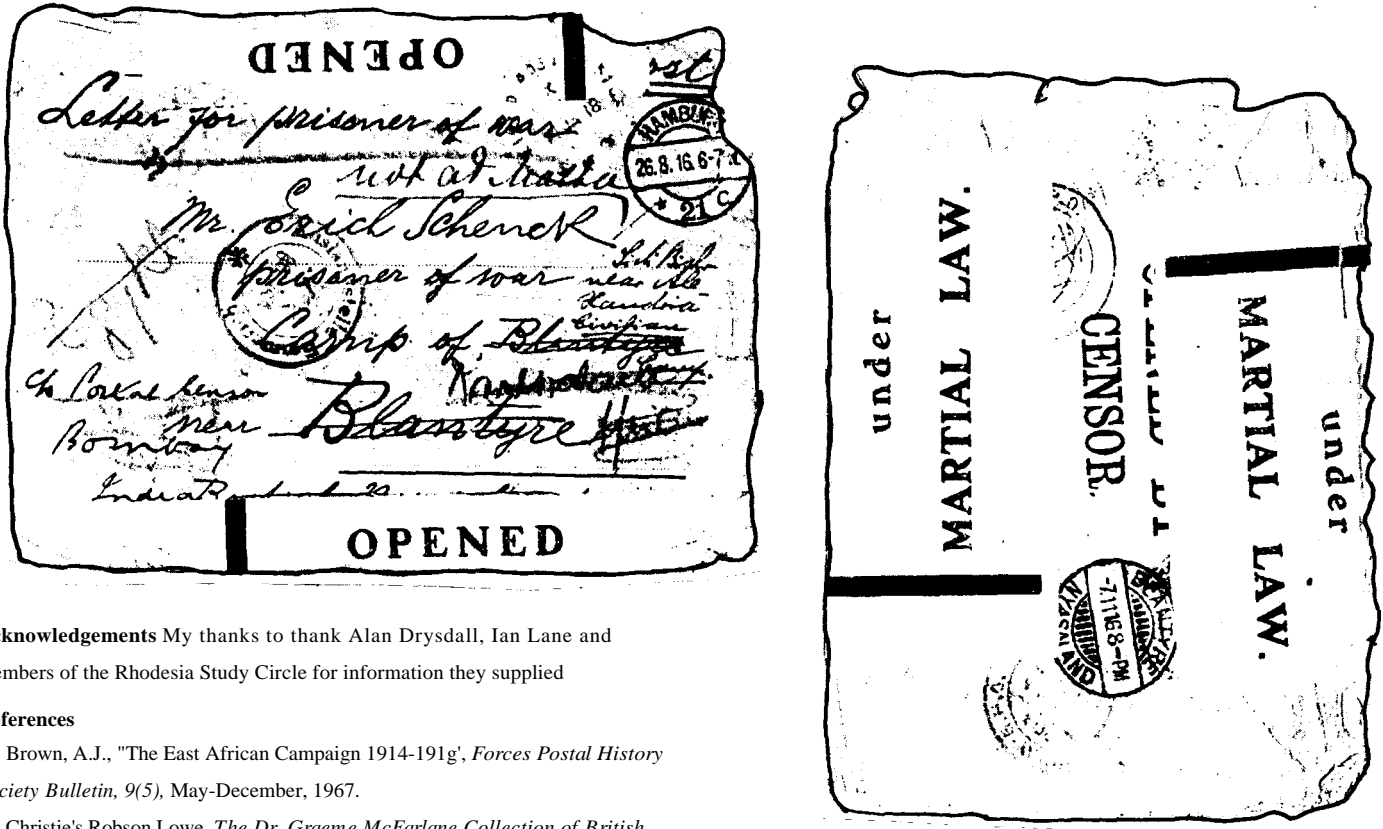


Figure 9. Inward cover to a German Prisoner of war at Blantyre, Nyasaland - The POW had been transfer to another camp with cover following the POW's travels.



Acknowledgements My thanks to thank Alan Drysdall, Ian Lane and members of the Rhodesia Study Circle for information they supplied

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Three Unusual South African Instructional Markings

Martin Nicholson, England

It is virtually impossible for an item of post to reach its destination without receiving a postal marking. Postal markings include the following: manuscript marks, handstruck stamps, machine cancellations and the special adhesive labels used in some parts of the world.

There are three main groups of postal markings, namely: (1) name and date stamps intended to show where and when an item was posted and sometimes where it passed through in transit; (2) cancellations applied to adhesive stamps to prevent re-use' and (3) instructional or informative markings used to indicate how an item has been or should be treated.

The third group - (3) above - contains some of the most elusive of the early postal markings of South Africa. This was partly because a very high percentage of mail passed through the postal system without any problems requiring documentation, and partly because some of the instructional and informative handstamps would only come into use in highly specific circumstances.

One of the most common reasons for an instructional marking to appear on a cover was to document the underpayment of the postage required. A wide range of marks existed to instruct the office of delivery regarding the charge and to explain to the addressee why a charge was to be collected. However, although the vast majority of such errors were due to mistakes by the customer, underpayment was sometimes due to errors by post office staff and even these mistakes required their own markings as the following examples demonstrate.

DEFICIENCY REPORTED AT DURBAN

At first sight the cover in Figure 1 the 4d registered postal stationery envelope looks to have been addressed to London. As such it was

charged 2.5d postage which as the correct sum for an item of this kind sent from South African to any part of the British Empire. However, if you look closely at the cover you will see that the address reads "Sweden" rather than "London"! It would appear that the postal official at Batstone, Natal misread the envelope and as a result charged the customer incorrectly.

The above error was not detected until the item reached Durban where it might be expected that a postage due charge would have been levied. Following the establishment of the Universal Postal Union the system of international accountancy, based on the gold franc, was gradually introduced. Deficiencies noted at an office in one country would be translated into gold centimes, applied as a surcharge mark and then translated back into local currency at the office of exchange in the country of delivery. It appears that in the case of the cover shown in Figure 1 no postage due was claimed from the addressee since the initial underpayment was entirely due to an internal error.

POSTAGE NOT COLLECTED

Even when the underpayment was due to an error by the customer, it was not always possible to collect the postage due. The cover shown in Figure 2 was posted unstamped in Scotland to an addressee in Capetown. The cover was therefore handstamped with a capital "T", an abbreviation for the French word "Taxe" (charge), and the sum due in gold centimes - 30.

The South African Post Office was unable to deliver the above letter. As a result, the cover was endorsed "NOT KNOWN / ONBEKEND". The use of such bilingual or even trilingual handstamps is by no

means uncommon. However, the vast majority of postal administrations using marks such as this, normally choose French as one of the languages.

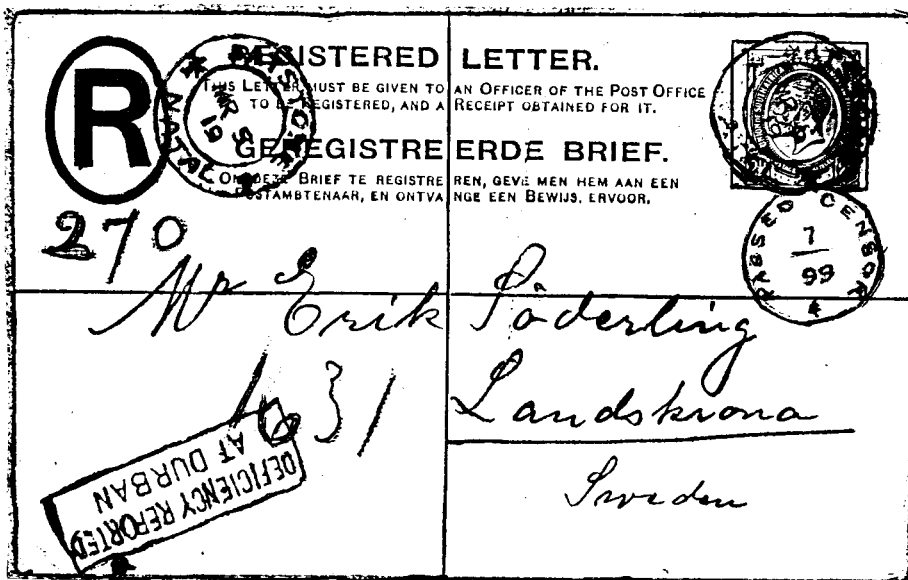
Since the letter in this example could not be delivered, the 3d postage due could not be collected. In order that the books could be balanced, the cover was endorsed "POSTAGE NOT COLLECTED."

POSTED OUT OF COURSE

"Posted out of course" is a generic expression used to describe material posted in a manner contrary to regulations.

The correct postage had been paid on the registered letter shown in Figure 3. It consisted of 1d postage and 4d registration, using 5d in meter marks. However, the item would appear to have been deposited in a

Figure 1. A 1919 cover showing the "DEFICIENCY REPORTED AT DURBAN" instructional marking.



letter-box rather than having been handed to a counter clerk for the envelope was to cover the charge for providing this correctly acceptance. This irregularity was spotted and the cover was provided documented registration and that the 4d already paid by the sender of with the standard registration etiquette before being forwarded to its destination. It would therefore seem that the 4d postage due levied on the letter was ignored.

Figure 2. A 1935 cover example of the "POSTAGE NOT COLLECTED" instructional marking.

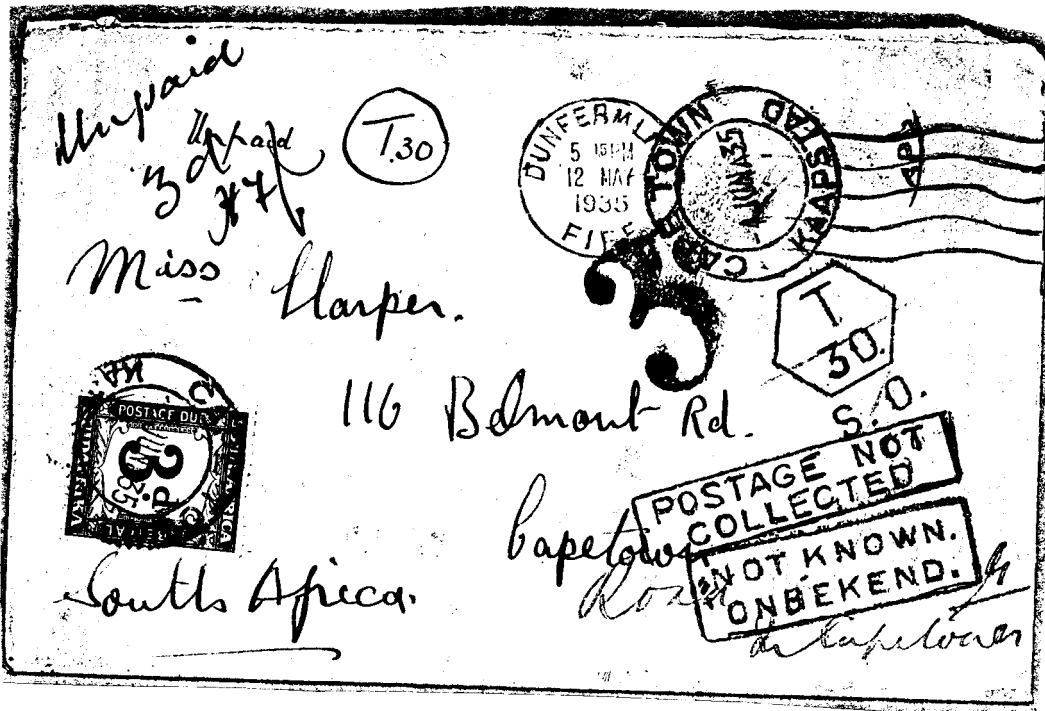
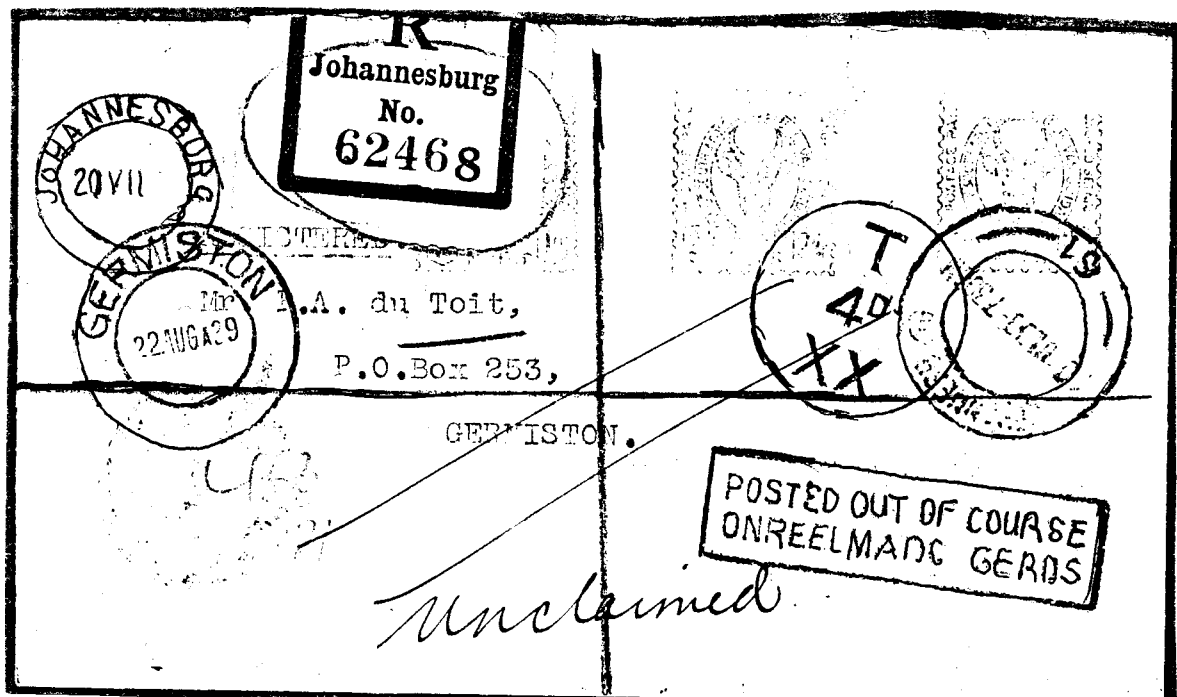


Figure 3. On-cover example of the bilingual "POSTED OUT OF COURSE" instructional marking.



Some Trends In International Philately

Franco Frescura, South Africa

Introduction

It is estimated that in 1994 some 264 stamp national issuing authorities were operational world-wide. It is doubtful that many of these countries would ever admit to having a policy which is not unique unto itself. Nonetheless, two recently-published surveys reveal that strong common trends do exist in the international philatelic new issue market.

The Michel-Rundschau Survey

The first, an annual survey of new issues conducted by the respected Michel-Rundschau publication, reveals that a total of 10,744 stamps and 1,083 miniature sheets were released in 1994 by some 243 countries (Table A). This showed a total gain of 3.3% on the previous year although, at the same time, there has been a 17% decrease in the number of miniature sheets produced. According to MichelRundschau it would have cost a total of \$7,494.44 to purchase these at face value or about R34,000 at current exchange rates. This gives us a world average of 44 stamps and four miniature sheets per country, with a face value of R140 each.

The Michel-Rundschau survey includes definitives, commemoratives, officials, postage dues, semi-postal and overprinted stamps. Intentional variations, such as differences of watermark and perforation are counted, but unintentional varieties caused during the printing process, such as imperforate and missing color errors, are not.

Table A below shows the annual total of stamps and souvenir sheets issued from 1984-1994. Face value has been calculated at R4.54 to the US\$.

Topping the Survey of 1994 was Guyana, one of the poorest countries in the world, with a total of 530 units having a face value of R1,807. Its issues included tributes to the Woodstock Festival, Elvis Presley, Star Trek, German athletes, space exploration, the Sierra Club and a wide variety of thematic subjects.

Table A. Annual total of new issues 1984 - 1994.

YEAR	TOTAL UNITS	STAMPS	SOUVENIR SHEETS	FACE VALUE R _c
1984	10,750	9,644	1,106	29,099
1985	10,465	9,388	1,077	29,833
1986	9,758	8,868	890	26,417
1987	9,422	8,496	926	20,116
1988	9,858	8,847	1,011	20,189
1989	10,077	8,804	1,273	28,180
1990	10,248	8,949	1,299	27,171
1991	10,841	9,477	1,364	28,960
1992	10,776	9,488	1,288	26,345
1993	11,428	10,128	1,300	31,781
1994	11,827	10,744	1,083	34,025

Second on this list was Mali with a total of 477 units having a face value of R1,485, followed by St. Vincent-Grenadines with 438 units (R949 face) and Tanzania with 355 units (R731 face). The last-mentioned is of particular importance to South African philatelists in view of the forthcoming SADA agreement on a common philatelic agency for the region. It is significant to note that in 1993 Mali's stamp output was only 18 stamps.

Table B shows the top 20 publishers of stamps in the world for 1994. While it is of no particular surprise that this list is dominated by many of the world's smaller and economically least-developed countries, it also includes the USA in 17th place with 127 unites (R482) face) and Japan in 19th place with 117 units (R445 face). This represents a significant jump for the USA whose stamps in 1993 had a face value of R174.

Within this tabulation RSA/TBVC (includes Homelands) features in joint 42nd position with Portugal, having a total of 66 units with a face value of R57.50. However, we also need to consider the fact that the TBVC stamp-issuing program for 1994 was truncated by the reincorporation of these territories into the Republic. Had the program been completed, the figure would have been closer to 121 units, with an estimated value of R120. This would have placed us in the 19th position on the 1994 log.

By the same token, if were to apply our total figures of 139 units for 1993, this would have placed South Africa in 15th overall

position, between Grenada (145 units) and Palau (136 units). The figures for 1992 were only marginally better (Table C).

Table B. Top 20 world new stamp publishers for 1994 with the RSA/TBVC region included for comparison.

WORLD POSITION	COUNTRY	TOTAL UNITS	FACE VALUE Rc
1	Guyana	530	1807
2	Mali	477	1485
3	Vincent-Grenadines	438	949
4	Tanzania	355	731
5	Antigua and Barbuda	291	1008
6	Grenada-Grenadines	276	926
7	Nicaragua	271	831
8	Central Africa	219	536
9	Maldives	199	640
10	Ghana	188	468
11	Gambia	181	654
12	Madagascar	180	545
13	Uganda	156	490
14	North Korea	153	440
	Dominica	153	540
16	Palau	136	286
17	United States	127	482
18	Comores	123	522
19	Japan	117	445
20	Guinea	110	209
42	RSA/TBVC	66	58

Table C. South Africa stamps issued by year - 1992-1997.

YEAR	STAMPS	MS	UNITS	FACE VALUE Rc	VALUE PER ITEM	
1992	RSA	28	3	31	21.57	
	Transkei	20	1	21	14.14	
	Bophuthatswana	17	1	18	9.79	
	Venda	16	1	17	11.92	
	Ciskei	16	1	17	11.92	
	TOTALS:	97	7	104	69.34	67c
1993	RSA	63	2	65	50.98	
	Transkei	16	2	18	15.70	
	Bophuthatswana	16	3	18	15.70	
	Venda	16	2	18	15.70	
	Ciskei	18	2	20	17.65	
	TOTALS:	139	10	149	115.73	78c
1994	RSA	42	2	44	27.85	
	Transkei	4	1	5	3.85	
	Bophuthatswana	4	0	4	2.90	
	Venda	12	2	14	13.10	
	Ciskei	8	1	9	9.50	
	TOTALS:	60	6	66	57.20	87c
1995	RSA	41	5	46	30.20	65c
1996	RSA (projected)	49	5	54	42.90	79c
1997	RSA (projected)	39	4	41	34.20	83c

One redeeming feature of modern South African stamp-issuing policy has been the relatively low face value, by international standards, of local stamps. In 1994 the average face value of USA stamps was R3.78 per item. For the Japanese this figure was R3.80 while South African collectors paid a meager 87c per unit. Since 1992 this figure has fluctuated between 65c and 87c per item, but it has never exceeded the \$1.00 mark. This makes South African modern philately one of the cheapest in the world.

However, it is important to note that figures in Table C have not been adjusted for changes in postage rates from year-to-year. Had this

happened then, based upon the average value per item, the total face

value for 1992 would have been R90.48, and for 1993 this would have been R129.63. The average value per item of 65c for 1995 should therefore be seen to represent a return to 1992 prices, thus making South African new-issue philately 25.3% cheaper than it was in 1994.

Table B, however, presents a somewhat biased set of figures. While it is true that 90% of this list is dominated by economically underdeveloped countries, the lower end of the table is similarly biased, featuring such nations as Guinea-Bissau (13 units), Nauru (12), Guatemala (8), Seychelles (8), Chad (4) and Haiti (nil) to mention but a few. Clearly the volume of a country's stamp issuing policy is no guideline to economic development, while it is equally obvious that those undeveloped countries at the top end of the scale owe their stamp issuing program to contracts with international philatelic agencies. These agencies specialize in providing a total service, from stamp programming and design through to printing, distribution and marketing. In exchange these countries receive enough stamps to meet their postal needs and are paid a percentage of philatelic sales, after production and agency fees have been deducted, of course.

While arrangements as described above have proven to be a lucrative deal for some nations, the dangers of such a policy are patently obvious. For example, it is possible today to purchase Tanzanian stamps at 10% of face value on the international market. This undermines that country's currency (and hence its economy) and destroys any investment potential its stamps might have to serious philatelists. This is a "slash-and-burn" policy which is indicative of a neo-colonialist mindset. Not surprisingly Russian and Cuban printers are among the biggest exponents of this approach and delegates to SAD Post Office Conferences have now become used to the presence of a Mr. Foken, a Russian printer's agent whose offices are permanently located in Dar-es-Salam.

A more fair reflection of the international new-issue market would be to create a list of only those nations whose population supports and active internal philatelic community with a number of peripheral stamp study groups in outside countries (Table D). This places South Africa in joint 8th position on the list.

However, if we are to assume that the 1993 figures are a better reflection of past policies, then South Africa would be in 1st position with 149 units, ahead of the USA (127 units) and Japan (117).

Table C, however, also shows that our stamp-issuing program for 1995 and 1996 had undergone a substantial reduction from 1992 and 1993. This is a pattern which will probably be maintained in the 1997 program. Therefore, these figures place South Africa in the lower end of the production scale in about 65th position overall in the Michel-Rundschau tabulation.

Table D. Top 20 countries having sufficient population and organized philatelic groups to justify stamp production for 1996.

	COUNTRY	No. OF ISSUES	POSITION ON M-R LIST FOR 1996
1	USA	127	18
2	JAPAN	117	20
3	AUSTRALIA	94	25
4	NEW ZEALAND	77	32
5	FRANCE	76	33
6	CHINA	73	36
7	GREAT BRITAIN	69	39
8	PORTUGUAL	66	42
	RSA/TBVC	66	42
10	GERMANY	62	48
11	CANADA	61	49
12	SPAIN	58	51
13	ITALY	54	55
14	RUSSIA	53	56
15	BELGIUM	50	57
	HUNGARY	50	57
	IRELAND	50	57
18	MONACO	48	63
19	POLAND	41	73
20	GREECE	39	76
	NETHERLANDS	39	76

The Winick Philatelic Bureau Product Study

Les Winick runs a USA-based advertising and marketing agency which recently conducted an international survey of Philatelic Bureaus and their products. Some of his findings bear repeating.

- *The average Philatelic Bureau has some 33,000 subscribers.* In world terms this makes South Africa, with approximately 14,000 standing orders, one of the smaller services. However it was pointed out that there existed a definite carry-over from inside publicity to outside sales, and postal administrations with an aggressive publicity campaign within their own countries often did well outside of it. It can be assumed that the converse probably holds true and that countries where philately enjoys a bad press do not do well externally.

- *Although most countries sold their stamps through local and international agencies, few if any, had extended this to local clubs and societies.* South Africa is currently running one such agency on an experimental basis, but this seems to be a preeminently sensible way of broadening the client base while at the same time subsidizing local club activities.

- *Joint issues with other countries appear to be a good way of bringing new collectors from those countries into your books.*

- *The existence of a strong body of established collectors within a country seems to be a prerequisite for the extension of its philately into other countries.*

- *Women have become a huge sector of a market which is historically male-related.* As a result this potential has been left largely untapped.

* *Credit card facilities for clients bring additional sales.*

- *Newsletters, regardless of size, generate continuous interest in a country's philatelic products.* Perhaps we should commission a local philatelist or a philatelic society to write a book on the social history

of our stamps.

* *Most nations with successful philatelic bureaus issued very few or no definitives, and the market for definitives outside their country of origin is relatively poor.* The trend is towards topical collecting. Souvenir sheets in general did not generate a lot of sales, while countries which offer a genuine first day cover service did extremely well with this product.

- *The majority of stamp collectors were introduced to the hobby as children.*

- *Slightly more than 50% of responding nations stated that they had no programs to encourage stamp collecting in schools.* The South African Philatelic Services has recently appointed its first Educational Officer and expects to devote a substantial proportion of its annual budget, in the future, to youth activities.

- *The number of stamps issued per annum should be reduced.*

The resultant loss of income can be made up

through other products, such as Year Books, novice packs, thematic packets, etc.

Whither The South African Stamp Issuing Program?

South Africa's current stamp issuing program was developed early in 1995 after extensive consultations with specialist societies, dealers, members of Federation and key Post Office officials. It was implemented almost immediately, from May 1995 onwards, and its salient features are:

a) Stamps represent a prepayment for services which the south African Post Office undertakes to deliver upon presentation of this token. They therefore have a practical function and just, at all times, be tied into the needs of a serviceable mail delivery system'

b) Stamps are an acknowledged medium for the national propaganda of a country and should, wherever possible, present its broad spectrum of cultures, concerns and achievements in a positive light'

c) The major strand linking the stamps of our country into one broad continuum will be the definitive issue, whose shelf life will be a minimum of five years and whose values will meet the broad range of needs within the Post Office. The subject matter depicted upon it will be of such a nature as to represent the image of the country, with little change, over a sustained period of time. Wherever possible all Post Office stationery will be brought within the bounds of the current definitive'

d) The commemorative stamps issuing program will be subject to the changing needs of the country and the Post Office. It will be used as a means of "topping-up" current Post Office stamps stocks and its subject matter will represent the broad nature of the South African society'

e) In terms of point d) above, it will be seen that the stamps issuing

program should be flexible enough to respond to the practical needs of the Post Office as well as the rapid evolution of national events.

f) Part of this flexibility has been the extension of the "standard rate" system to the commemorative range of stamps, as well as to other areas of Post Office activity, such as the standard airmail postcard rate'

g) Similarly, the introduction of sheetlets of 10 stamps to the commemorative stamp range has been designed to facilitate storage, mailing, handling and end-point sales to the public at post offices. The sheetlets have permitted the South African Post Office to fine-tune its ordering and distribution of stamps to the point that fewer commemorative stamps need to be ordered and virtually no surpluses result, leading to a saving to the Post Office and hence to the taxpayer.

h) The introduction of standard rate stamps has similarly led to the extension of their shelf life, a saving in the printing process, most particularly in the March-June period when postal rates are normally changed. All of these savings ultimately have positive implications for the tax payer.

The practical implications of these principles are that:

* The commemorative stamp issuing program needs to be spread out

evenly over an 11 month period, with the last issue falling in early or mid-November to allow for the preparation and marketing of year-packs in December. The period immediately before the change in postal tariffs should also be kept clear.

- Single stamp issues are to be preferred. Where the need for more than one design is indicated, this should be accommodated within a set-tenant pattern within the sheetlet of ten. It is recognized that the four-stamps, four issues per year pattern is the most preferred by philatelists, but to the Post Office this is wasteful in terms of printer's deadlines, changes in postage rates, and the Post Office's own internal distribution needs. Additional problems were also encountered in postmasters' return, the storage of obsolete stamps, the destruction of old stocks and the attendant additional administration that this process entailed.

- It is probably true to state that the commemorative stamp program of yore was run almost entirely for the benefit of philately. Regrettably, this is no longer considered to be sound business practice.

- The celebration of philatelic exhibitions and similar events can be met by a limited program of miniature sheet publication which should not exceed four or five per annum.

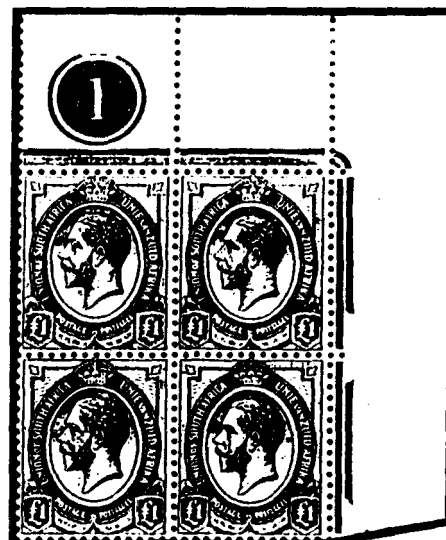


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In the medium and long term, however, the figures drawn above indicate that, in world terms, the current South Africa new-issue program is underpriced, by nearly 100%. This does not necessarily mean that more stamps need to be produced to cover overseas postage rates. At the moment this is not feasible and for 1997 at least, the predominant commemorative value should remain at the standard internal postage rate. By 1998 however, a number of overseas airmail rates should have become standardized thus necessitating stamps of a

higher denomination. It is also a foregone conclusion that the new definitive series, currently planned for 1998, will have to include a R20 value. This, however, does not compare with the .110 of British Mail, a whopping R70 at current exchange rates!

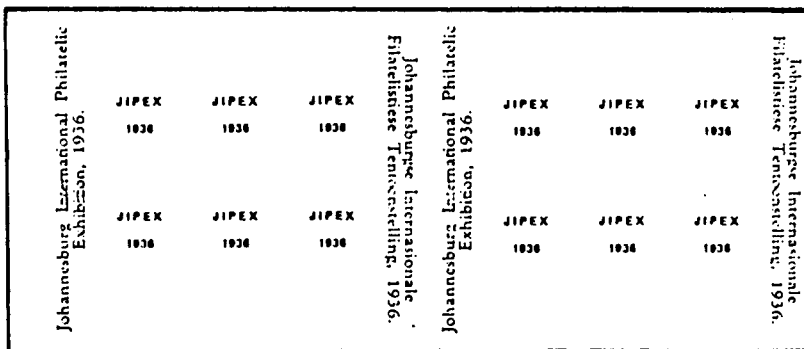
A recent study conducted by our Australian consultants has indicated that Philatelic Services needs to process some 72,000 orders per issue just to meet its current wages bill. At present we only receive some 19,000 orders per issue. Their final recommendation was that our total face value will need to be raised to R82 per annum by 1998 if we are to break even that year. Whether or not we are ever forced to reach those levels again will depend largely on: (1) our ability to attract new collectors to philately and (2) our potential to enter the overseas export market.

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T.B.V.C. And Me Or Life Without "The Homelands"

Will Ross, USA

Introduction

In April 1994, the people of the Republic of South Africa elected Nelson Mandela President. With that event, the four "Homelands", or T.B.V.C. countries (Transkei, Bophuthatswana, Venda and Ciskei) ceased to exist. The Homelands then joined such entities as Natal, Transvaal, Orange Free State and others as former stamp issuing entities of South Africa. This article will provide a brief overview of the postal emissions of the Homelands, and discuss the different forms of Homelands collecting.

First of all, we must define what are, or rather what were, the Homelands. Transkei, Bophuthatswana, Venda and Ciskei were self-governing tribal homelands within the Republic of South Africa. Between October 26, 1976, and December 4, 1981, these Homelands received their "independence" from South Africa. Figure 1 shows #1 for each Homeland.

common was a separate post office department. Figure 2 shows one of the many covers in my collection illustrating where the South African Post Office had caught someone in South Africa trying to use a Bophuthatswana stamp. The Homeland post offices returned the favor. After all, one must not let the postal income wash away! Scott

Figure 1. First issue for each Homeland in order from date of independence (from left to right) - Transkei, Bophuthatswana, Venda and Ciskei.

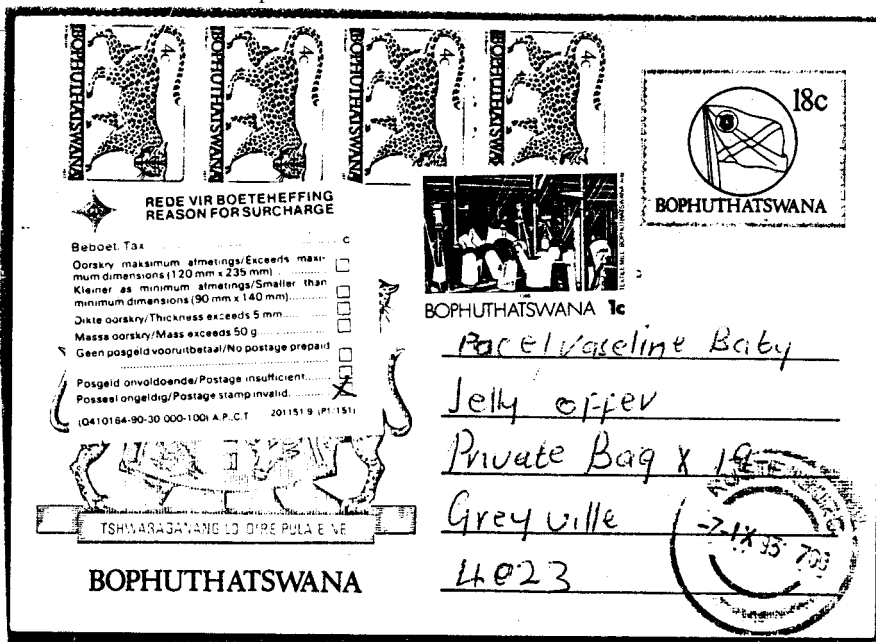


With a combined population of about 6 million people, ranging from 350,000 to Venda to 2.9 million for Transkei, the four Homelands made for decent sized postal entities. In fact, the first thing that the collector interest in the Homelands must realize is that they were separate countries. Dependent on the Republic of South Africa to a greater or lesser extent for everything from internal security to financial support, one thing all four of the Homelands had in

Each of the Homelands can independently provide the collector with tremendous collecting opportunities. None of the Homelands issued an excessive amount of stamps, so it is possible to form many different types of collections. Mint stamps need only be the beginning, as the rest of this article will show.

Postal history is an important area for anyone who collects the

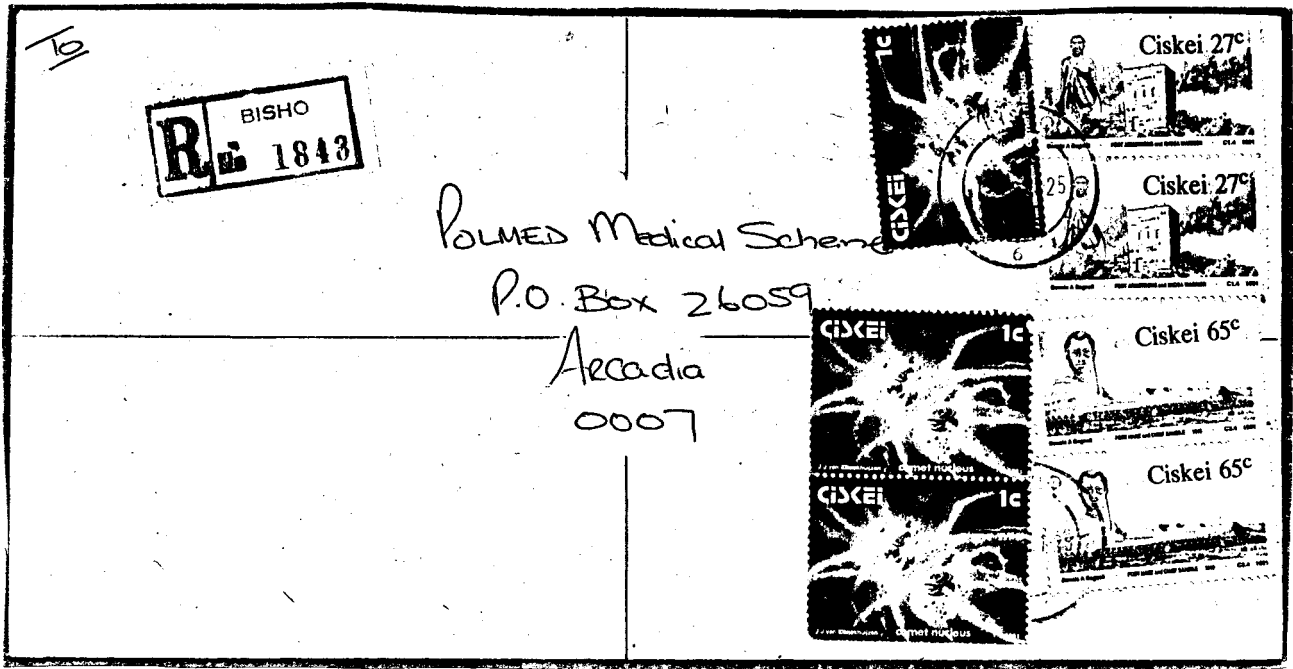
Figure 2. Bophuthatswana postal card, mailed in South Africa and taxed by South Africa Post because of the use of invalid stamps.



T.B.V.C. countries. Each Homeland issued its own stamps and, much more to the point for many collectors, used them all for legitimate postal operations. One example: As inflation took hold in the 1990's it became more and more likely to see high value commemoratives on commercial covers. Figure 3 is a 1991 registered cover from Ciskei using the 1c value from the Second Definitive Series (Sc. 168) as well as the 27c and 65c values of the Frontier Forts commemorative set (Sc. 183 & 185).

Commercial covers and used stamps from the Homelands are becoming somewhat easier to acquire in the United states. In fact, speaking only of Bophuthatswana, I have acquired 98 out of 302 Scott recognized stamps in used condition, primarily from kiloware and 100 commercially used on cover. however, I also know that it will take work to complete these collections.

Figure 3. Registered mail cover from Bisho, Ciskei, showing use of commemorative stamps on commercial mail to South Africa.



One can also attempt to put together a collection of Homelands postmarks. This is not as simple as one might think. Bophuthatswana alone had over 110 different post offices and, to my knowledge, no complete list of Homeland post offices exists. In addition, many towns had different cancelers at different times. This is one particular field of research that needs much work. But it can also provide much enjoyment. As an example of the way different collections can cross in unexpected ways, collectors of Flagstaff, Arizona postal history might be interested in a cover from the Transkei town of the same name (Fig. 4).

Depending on one's definition, ambition, and bank book, various forerunners can be acquired. This includes the ever popular Barred Oval Numeral Cancels such as #638 from Mafeking. Speaking of Mafeking forerunners, there are, of course, the famous "Mafeking Besieged" stamps. Bophuthatswana Scott #85 reproduces two of the siege stamps (CGH Sc. #s 178 & 179) [Fig. 5]. That particular Bophuthatswana set (Sc. #s 84-87) would also be of interest to Boy Scout collectors, as it was issued on the 75th anniversary of the organization.

Figure 4. Commercial registered cover from flagstaff, Transkei.

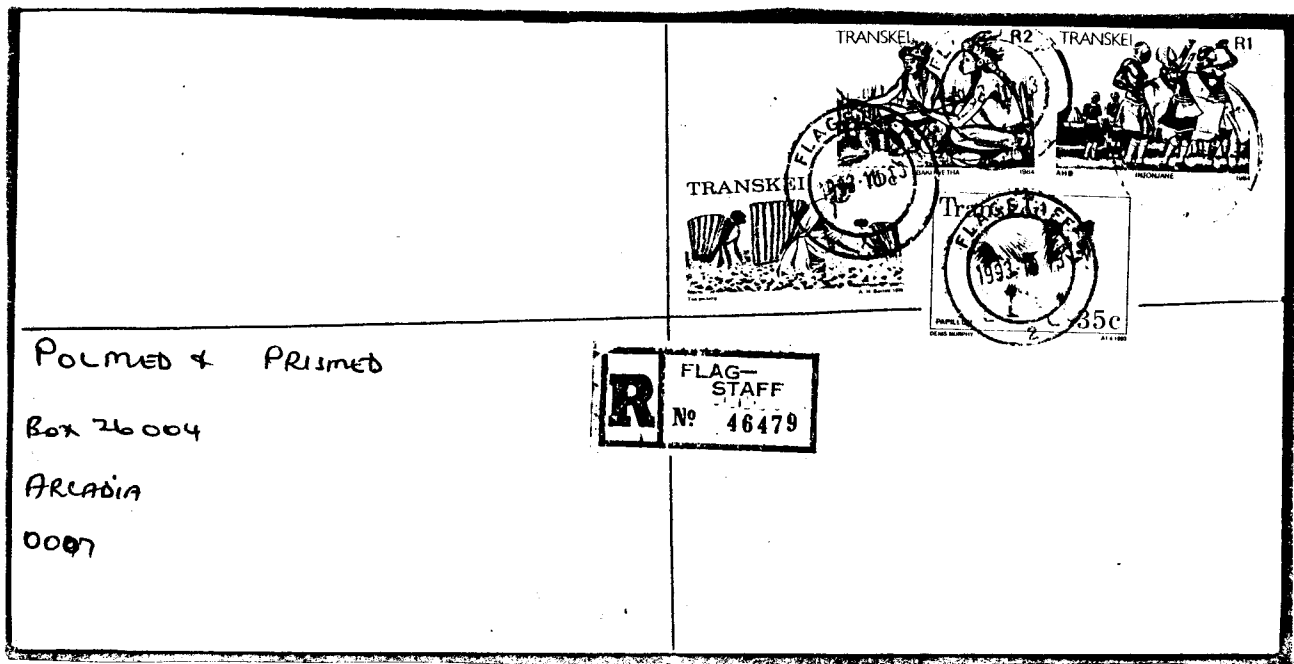
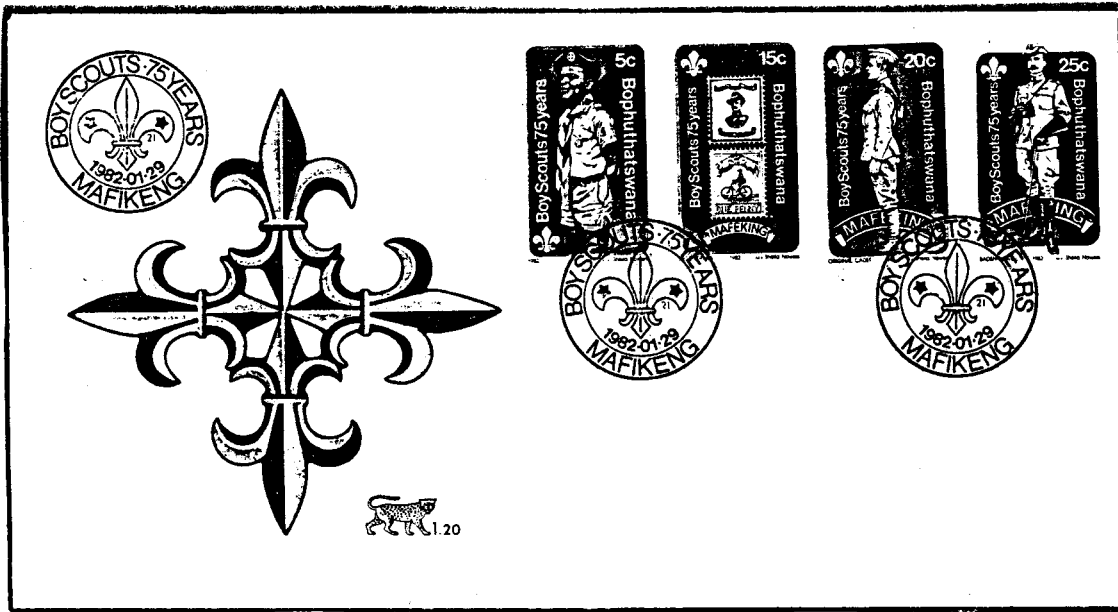


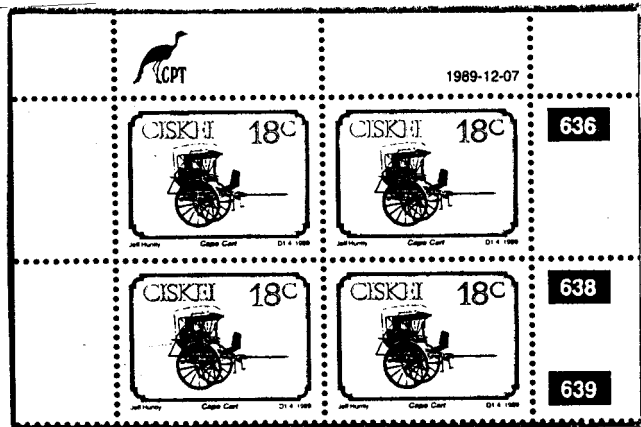
Figure 5. first day cover of Bophuthatswana Scott #s 84-87, commemorating centennial of the Boy Scouts.



All of the Homelands provide a fertile ground for the topical collector. In addition to Boy Scouts, the Homelands issued stamps on such subjects as fishing flies (Transkei), history of writing (Venda) and animal drawn transport (Ciskei) [Fig. 6].

In the so-called "Back of the Book" category we have aerograms, official mail, postal notes and postal cards (Fig. 8).

Figure 6. Control block of Ciskei Scott #143 showing example of animal drawn transport.

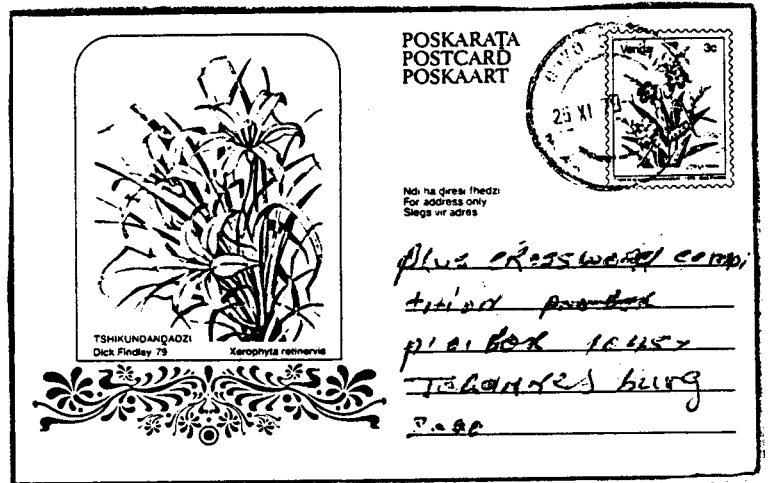


The first true Homeland forerunner is most likely South Africa Scott #287 (Fig. 7). This stamp commemorates the first meeting of the Transkei Legislative Assembly in 1963. The legislature building is called The Bunga, and is reproduced on Transkei Scott #114, part of a 1982 set celebrating the centennial of Umtata, Transkei's capital. As with any Homeland collection, the boundaries of a forerunners collection are as wide as the collector's imagination.

Figure 7. South Africa Scott # 287 commemorating first meeting of the Transkei legislative assembly.



Figure 8. Venda 3c postal card, postmarked November 26, 1979, two months after independence.



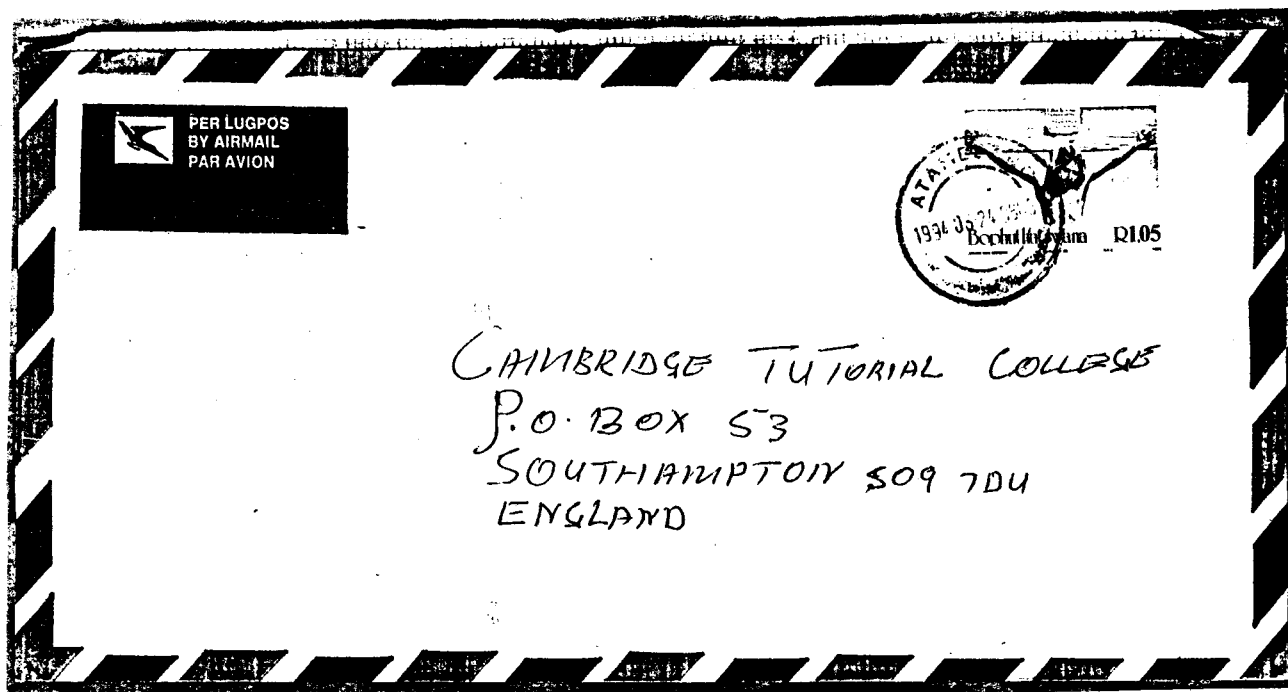
Revenue stamps are known from Bophuthatswana at least (Fig. 9). However, very little is known about how these stamps were used, and I have yet to see any used on a document.

The stamps of the Homelands Figure 9. Bophuthatswana 5c have not been demonetized, so a revenue stamp person may see them on non

philatelic mail from South Africa. Figure 10 shows Bophuthatswana's last issued stamp (Sc. #302) on a cover postmarked after reincorporation, from a town that used to be in Bophuthatswana.



Figure 10. Commercial cover franked with Bophuthatswana Scott #302 sent internationally.



The Homelands themselves are gone. However, the task of the philatelist is just beginning. As this article has shown, each one of the Homelands provides ample opportunities for collectors who want to expand their collections in ways that are interesting and unexplored. I have found this philatelic journey always fascinating and enjoyable. For those who wish to join me, I welcome the company. Please feel free to write me at 4120 Schuykill Drive, Calabasas, CA 91302.

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A Rogue's Gallery

Alan Drysdall, England

Introduction

"When it was first introduced ... and for many years thereafter, its [the postage stamp's] sole function was to indicate pre payment of the postage rate." - *Presidential Address to the Royal Philatelic Society of Rhodesia (now Zimbabwe) 1974*

Fine-sounding words, but with due respect to the author - hogwash! It did take the postal authorities a little while to catch on, but it was not so long after 1840 that certain brighter-than-the-average Postmasters-General began to realize that a market existed for their stamps that yielded a very worthwhile profit, as the buyers had no intention of using their purchases as prepayment for the service the seller was committed to provide. Let's face it, we collectors are suckers by any normal, i.e., sane, standards, and a con man's dream. But - and this is my point - it is now a new field, and postal authorities the world over have spent more than a century refining their techniques for exploiting the potential. Perhaps the following examples culled from the same continent in which the author of the above quotation resided will prove the point.

The New Republic significant proportion of these are distinguished by having the printing

For "starters" let us examine the stamp-issuing policy of one of several small, very short-lived southern African states, namely the New Republic. Gibbons lists no less than 20 duties ranging from 1d to 30s, of which there are some 350 different types and varieties. A

date incorporated in the design, an unusual feature for which there appears to be no obvious reason. Issued in 1886-87 these stamps were only valid to receipt payment of the inland element of the postage, and only the 1d and 2d duties were used for that purpose.

The rest were intended for fiscal use, but it must be doubted as to whether there was a use for so many different duties. After the incorporation of the New Republic into the South African Republic (Transvaal) in July 1888, the residual stock was "remaindered", but many stamps must have been sold to collectors and dealers prior to this. How else is it possible to account for the high proportion of unused stamps that are a feature of collections of these issues?

One can of course also argue that in listing these stamps in detail without so much as a footnote to explain the situation, *Gibbons* is an accessory after the fact. However, it is hardly a red-hot issue and those various bodies with the interminable initials who attempt to control the collective conscience of the philatelic fraternity have not yet gotten around to banning the issues of the New Republic from exhibition frames. As history so often proves, "misdemeanors" gain respectability with age.

The Transvaal

And then we have that great love of mine, the Transvaal - or to be more accurate the South African Republic. If alive today, Postmasters-General Friedrich Jeppe and Isaac van Alphen would have been in demand as consultants to the postal authorities of - well, you name it. There were a few tricks they missed - miniature sheets and high-value booklets differing only in the art work on the cover, for example - but only because it took time for technology to catch up with vaulting ambition. When it came to satisfying collectors' irrational desires for "errors" and "varieties", van Alphen, as an early exponent of the art, still ranks among the all-time greats. But that of course is why the provisional issues of the Second Republic are as fascinating as they are.

Jeppe, the Postmasters-General responsible for the Republic's first stamps, was a man a hundred years ahead of his time. He succeeded in almost completely cutting out the middle man - does the phrase sound familiar? - firstly by supplying dealers and collectors direct and the arranging for his printer, the not inappropriately name Adolph Otto, to do the same. Otto, having retained duplicates of the cancellers he had supplied to Jeppe, was also able to cancel stamps purchased from him as well as stamps sent to him for the purpose. The Crown Agents, though they are unlikely to acknowledge it, owe an appreciable debt to Messrs. Jeppe and Otto.

If Otto did not actually invent the cancelled-to-order racket, he was certainly early in the field. One can appreciate that such a resourceful character could not bear to see the market on his doorstep being kept in short supply, and it is hardly surprising therefore that he was to "reprint" - a euphemism that collectors of Transvaal have to learn to live with an early stage - and forge issues purporting to be postage stamps of the Transvaal on an ever-increasing scale. He ultimately descended to the bogus, and even to forging postal stationery. How low can you get? The end result is that there are on the one hand genuine stamps, and what are almost certainly essays or proofs, and on the other readily identifiable outright forgeries, but there are a

number of grey areas, and it is doubtful if anyone would be brave/foolish enough to claim that he could identify with certainty all the various effusions for which Otto was responsible as essays, proofs, issued stamps or forgeries.

Enschede and Mirza-Hadi

Would-be collectors of Transvaal have to grapple not only with the problems presented by innumerable forgeries of the issues of the First Republic and First British Occupation periods, but also with the much greater problem of reprints, including reprints with forged overprints and postmarks, which require an even high level of expertise to distinguish from the genuine. It is hardly surprising under these circumstances that Transvaal, a country that at the turn of the century, and for some years afterwards, was very popular with collectors - including such greats as Tapling, Pearse, Nankival and Yardley, not to mention King George V - no longer features in the philatelic equivalent of the "hit parade".

The responsibility for this sad situation lies with Enschede, the original printers of the definitive issues of the Second South African Republic (ZAR). In 1903, having spent some years attempting to obtain settlement of the unpaid bills of the ZAR originating from the period prior to the Second-Anglo-Boer War (1899-1902), Enschede persuaded the Netherlands GPO, who had acted on behalf of the ZAR, to return to them the remainders of the stamps that had been printed for the ZAR. Enschede was now free to sell these, which in 1911, after a further effort to obtain payment - this time from the Union Government - they did. The buyer was Mirza-Hadi, a Paris-based dealer of Persian extraction. There is incontrovertible philatelic evidence that Enschede also reprinted on behalf of Mirza-Hadi from the original plates. Furthermore it would also seem probable that it was Enschede who overprinted these reprints to simulate the provisional issues of the Second Republic and Second British Occupation, and forged the intense black cancellations (Second Republic datestamps) that appear on a small proportion of the reprints. Mirza-Hadi marketed these effusions in various forms, including booklets resembling miniature albums with single copies of every postage stamp that had been printed by Enschede for the Second Republic and the locally produced provisionals. His activities over a period of half a century effectively flooded the market.

It is a sordid story that reflects no credit on any of the participants, and it is hardly surprising that Enschede has not only never admitted their role but has consistently maintained that the original plates were destroyed. The "forensic", in this case the philatelic evidence, proves this to be untrue.

Rhodesia

1892 Issues

But I digress, as there can surely be no better way of demonstrating to the former President of what was the Royal Philatelic Society of Rhodesia that there is nothing new in post office chicanery than to

quote a few of the more heinous offences - philately-wise that is - of the British South Africa Company (BSA Co.).

The story starts on the day on which the very first stamps issued by the Company were placed on sale, the 2nd January, 1892. The first two definitive series were issued concurrently, and comprise complementary duties that were more than adequate for the postage rates then in force and those that were to be introduced with effect from the 1st August, 1892. (The duties from 2s to 1 10 were undoubtedly intended primarily for revenue, and possibly telegraphic, use.) The answer to the question as to why two definitive series were considered necessary may well be that the initial order was placed before the rates were agreed to by the Postmaster-General of Cape Colony, who had the final say, but this does not explain why the second series, unlike the first, had the value in words printed in different colors to the rest of the design.

Also placed on sale were four surcharged stamps which corresponded with four of the duties in the second definitive series. In *The Romance of the Posts of the Rhodesias, BCA and Nyasaland* H.C. Dann (p. 156) quotes Hugh Marshall Hole, Secretary of the BSA Co., as stating unequivocally that they were a speculative issue produced on the instructions of a Director of the BSA Co. solely for sale to collectors. It would probably be nearer the truth to say that these stamps, particularly the halfpenny surcharge, were produced with the demands of collectors in mind, but that there were other more valid reasons. However, even if the attempts at justification are accepted, it is doubtful if any of the surcharged stamps were sold over a post office counter or even reached Salisbury as the bulk, if not all, were sold from the Company's offices in London and Kimberley. They are certainly rarely used, and it is largely thanks to the efforts of Emil Tamsen, a wheeler-dealer whose activities spanned more than 60 years and whose name will forever be linked with the philatelic memorabilia of southern Africa, that there are any covers at all. It would seem that he must have sent covers franked with complete "sets" of the provisionals to Tuli to be cancelled as most of the few known examples are addressed to him, in some cases in his own handwriting. These covers and the majority of loose used copies of these stamps are cancelled with strikes of the "TULI / MASHONALAND" datestamp set at "10 DE/92".

The First Bulawayo Provisionals

Three years after suffering the humiliations of defeat and the formal occupation of Matabeleland by the BSA Co., the resentment of the Matabele finally boiled over, and from early 1896 Bulawayo was cut off from Salisbury and under siege by Lobengula's impi. With the restoration of at least some postal services, Bulawayo Post Office soon found itself with insufficient low value stamps to meet demands, and it was therefore decided to surcharge such stocks as were held. R.C. Smith in *Rhodesia: A Postal History - Its Stamps, Posts and Telegraphs* (p.359) records these events as follows:

"Early in April, the Civil Commissioner sent seven sheets of the 3d value (420

stamps) to the Argus Company, the printers of *The Bulwayo Chronicle*, for the purpose of being surcharged 'One Penny'. The following day some sheets of the 4s value (1,080 stamps) were sent to be similarly surcharged. Shortly afterwards 50 sheets of the 5s value (3,000 stamps) were surcharged down to 'THREEPENCE'."

There would seem to be no reasons to doubt this version, although it is odd that the stamps surcharged included a 3d duty that must itself have been in short supply as 5s stamps were later surcharged with this value - but that's Africa.

These three stamps are far from common, but there are in addition varieties of type - inverted letters and one variety rather than three cancelling the original value - that are among the most highly priced of all the varieties from central Africa, and constitute the real skeleton in the cupboard. Dann (p. 156) again quotes Marshall Hole - whom at some stage he must surely have subjected to third degree questioning or possibly simply drank under the table - as stating that the varieties were produced deliberately on the instructions of an "official" who was a philatelist. Other authors are equally emphatic that the varieties are genuine, and point out that if they were deliberate it is surprising that so few were produced. But is it? It would surely have been in the culprit's interest to produce very few and simply ensure that most, if not all, ended up in his possession.

The Post Office itself did its best to frustrate speculation in these issues by insisting that mail would be handed to counter staff who would affix the appropriate stamps. However, some mint stamps had to be sold for fiscal purposes. These were rationed and each purchaser was allowed a maximum of six, but many seem to have ended up in albums.

Rumor has it that the post office counter staff themselves aggravated the situation by hoarding such copies as they could for subsequent resale, presumably at a premium. The powers-that-were made it plain that such "stocks" were to be liquidated forthwith, but it would seem that the counter staff had the last laugh by resorting to heavy-handed use of the "B" in a barred-diamond canceller. The story may well be apocryphal, but the fact remains that lightly cancelled copies of the "THREE / PENCE." on the 5s provisional are almost non-existent.

The "Rhodesia" Overprints

The stamps overprinted "Rhodesia" - 16 duties ranging from a halfpenny to t5 and four provisional surcharges - must surely rank among the least necessary of all the BSA Co.'s issues.

The name "Rhodesia" for the territories administered by the Company was formally approved by the British Government in 1895, but it was not until 14 years had passed was it apparently considered essential that the name should appear on the stamps, hence the overprints. Only 19 months later the overprinted stamps were superseded by the "Double-Heads" - and later the "Admirals" - with the name of the country incorporated in the design. It is hardly surprising that some values are very scarce used and not obviously cancelled to order.

Imperforate Varieties, Errors of Color, etc.

Any collector who believes that imperforate or partly imperforate varieties are a modern innovation would do well to study the listings of the issues of Rhodesia. From the "Large Arms" of 1896-97 through the "Small Arms" of 1898, the British Association issue of 1905, the "Rhodesia" overprints of 1909-12, the "Double Heads" and the "Admirals" up to and including the first issue of Southern Rhodesia there is a plethora of "imperforate" and "imperforatebetween" [varieties](#), to further complicate the issue there are the comparatively common "imperforate between stamp and sheet/pane margin" varieties, particularly of the Rhodesia and Southern Rhodesia "Admirals", which are not listed in most catalogs (*why not?*) and which the unsuspecting tyro is likely to have palmed off on him as a great rarity.

There is no evidence that these varieties were deliberately produced, and I quote these examples only in an attempt to discredit the all-too-often condescending attitude - a quirk to which collectors of "classic" issues seem to be addicted - that imperforate varieties, missing overprints and so on are a recent innovation that reach the market because of the laxity, if not total unreliability, of the present generation. Obviously they are not.

Missing colors? - well that really is progress. When it was only practical to print stamps in two colors at most, and of course in much more limited quantities than modern issues, then it was more than a bit difficult to miss one, though South Africa managed it in the 1930s (SG 43b and 44b)

Missing colors may be in short supply, but the "Double Heads" provide two first class examples of "errors of color" - a 5d duty with the frame printed in the color of the 3d and a 11 with both the frame and the center printed in the colors of the 10d. The reputation of the 5d stamps is unsullied in fact there was more than one printing in very similar colors and it is doubtful if the authorities regarded this anomaly as an "error". But that is certainly not true in the case of the 11, which in polite circles, and by rational collectors, if that is not a contradiction in terms, would be scorned as illegitimate. As in most such cases, the responsibility for fathering the offspring has never been acknowledged. It would appear that 10 sheets (500 stamps) of the 11 duty were in all innocence printed by Waterlows in the colors previously used for the 10d duty, and despatched to Rhodesia in October 1910. The error was, however, spotted before the stamps were placed on sale, and they were recalled. Although only 499 stamps were returned, it is nevertheless true to say that not one copy was ever sold over a post office counter - a fact that most standard catalogs manage to avoid even mentioning.

The popularity of the "Admirals" may not match that of the "Double Heads", but they are nevertheless attractive stamps with a substantial following. There is unfortunately no relevant reasons to expound further, though there is one cause for comment. The Die III perf. 15 issue was produced only months before the BSA Co. abdicated its

administrative responsibilities. These were never sold over a post office counter, and were only available from the Company's office in London. If they exist at all as used stamps, they could, in theory at least, have only been cancelled by favor. And that information you will find in *Gibbons*.

The Reminders

The BSA Co. committed its capital offence in terms of philatelic ethics at the end of its administrative reign when after handing over administrative responsibility for the considerable chunk of Africa it had controlled, it disposed of its remaining stock of 2,728,703 stamps to - wait for it - Stanley Gibbons. In concluding the deal Gibbons stipulated that the stamps should be cancelled, and this was done by their staff using datestamps that had been in actual use in Rhodesia. (The well-known "BULUWAYO / MATABELELAND" small diameter datestamp reappeared in this guise.) The affair was further compounded by antedating the cancellations to correspond approximately to the period of use of the various issues. Among the few reminders which were not cancelled were two complete sheets (100 stamps) of the "error of color" 21 "Double Head"!

Conclusions

The verdict must be left to the individual collector, but it is not inappropriate to end with a confession. I have at one time or another collected all the issues I have mentioned, and in the case of Transvaal, I still do. Whatever else these stamps may be, they are all part of the grand design that is the philatelic history of southern Africa. "You pay your money, and you take your choice", but before you pay make sure that your purchase does not have a record that, when it does eventually come to your attention, is not going to cause you any misgiving. If it doesn't worry you, then welcome to the club.

Articles Needed!!!

Yes dear reader, your journal is now back on track towards a sound, consistent publishing cycle. As you read this, the next issue is in the process of being completed for mailing before this coming June. By August's end you should be receiving the Jul/Oct '98 issue.

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Journeys To The Past: Blaauwbank, Krokodil River, Transvaal

Werner K. Seeba, Germany

The Krokodil River, so-called by the British, rises at the Witwatersrand within the boundaries of present day Johannesburg, flowing past the Blaauwbank Farm on its way further northwards. At this point, the Krokodil is the source of the Limpopo River which is 1,600km in length. The Matabele-Zoeloes named the first part of the Krokodil "ilimphopho" which means the "river of the waterfall or cascade".

The significance of the Blaauwbank Farm in the area's development goes back to 1854. In that year, a professional gold hunter, Peter Jacob Marais, found the mineral on the farm proper as well as along the close-by river bank of the Krokodile. As the story goes, Marais sold his gold dust on the South African market for 27.10 per pound. He later travelled to the goldfields in Australia and California to try his luck.

Pretoria was proclaimed a town on the 17th December 1865. Around the same time a postal connection was established with Rustenburg, via the Krokodil River-Drift (Ill. 1). Local native mail-runners were used on a scheduled once per month basis.

During wet weather the shortest, most direct route between the two towns was difficult at best and impassible at the worst. However, there was an alternate route at a higher elevation along the foot of the Magaliesberg mountain range. It came out below the farm of a certain Mr. Ras near Pienaar's Kop just before crossing the Krokodil River drift.

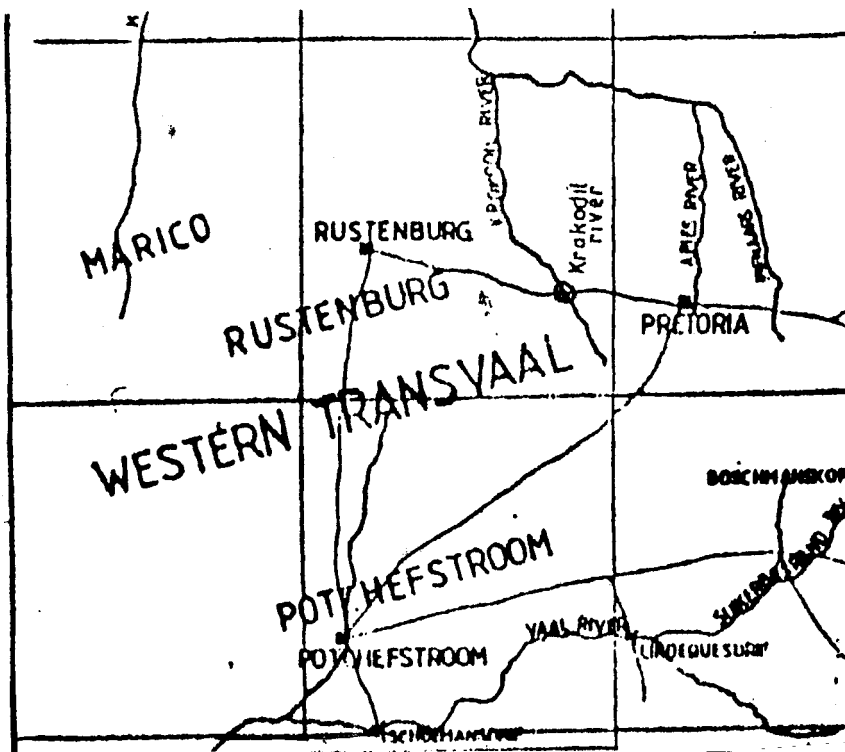
By 1858, the monthly service was now officially changed to a weekly mail service between the two districts, as well as more distant points in the Transvaal. Outgoing mail from Rustenburg and Pretoria were carried by native mail runners to a Field Comet garrisoned at the district border station at the Krokodil River every two weeks. Mail runners coming from both route directions met at the border station where the exchange of opposite-routed mail took place.

M. Schoeman was an early Field Comet. He distributed letters (mainly official) top the local farmers. He was personally known by locals of the area. Schoeman distributed mail to locals and took-in letters for entry into the mail stream. We know that this particular delivery "system" operated at least to 1870.

We now turn to the subject of the goldfields in the general area within which this installment deals. As mentioned earlier, the first alluvial gold was discovered in the Transvaal on the Blaauwbank Farm in 1854. For some reason the discovery was "forgotten" by local folks for twenty years. The farm, progenitor of its namesake settlement, belonged to Mr. James Jennings. It was situated about 29km northwest of today's Krugersdorp and 69km west from present-day Johannesburg (Ill. 2 - next page).

In 1874, an Australian and experienced "digger" by the name of Henry Lewis, began prospecting in the Blaauwbank vicinity. He did find gold during his pannings but determined it an uneconomic pursuit and discontinued his mining activities there.

Illustration 1. Tracing from a late 1870s map showing postal routes in the Krokodil River area.

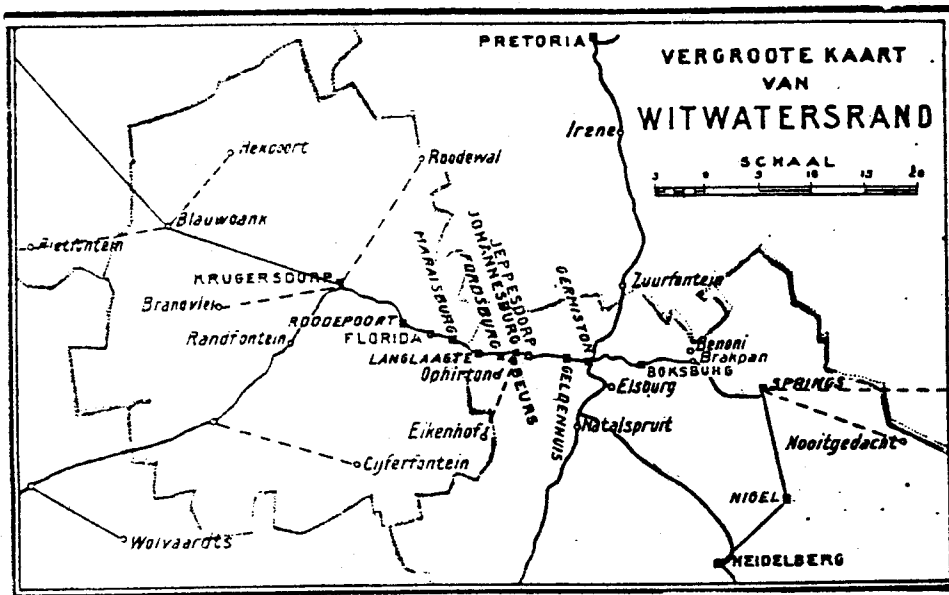


In 1875, Mr. Lewis and his partner, Mr. J.H. Jennings (owner of the two adjacent farms - Zuikerboschfontein and Kosterfontein), discovered a payable quartz reef. This resulted in them sending a report and request to State President Burgers. In it Mssrs. Lewis and Jennings requested legal protection of their mineral rights to three prospecting locations and legal protection of the prospecting activities to which they were entitled. The State Government in fact did provide its approval of the gentlemen's request.

At the time of the gold-seeking and producing activities in this area during the 1870s, several companies were formed, the largest being Nil Desperandum. This enterprise operated under the name Rustenburg Gold Mining Company Limited with Mr. J.G. Wood of Pretoria acting as Director.

Other Board members were directly involved in prospecting work in the Blaauwbank goldfields. One was Mr. Albert Broderick, (1830-1908) of

Illustration 1. Postmap of the Z.A.R. published in January of 1897 now reposing in the Post Office Museum.



that at some later point in time a place-date canceller was put into use. Unfortunately an example has yet-to-be recorded. Can anyone help?

The famous German geologist Carl Mauch of Stuttgart visited the Blaauwbank goldfields in August of 1875. During his visit the farm Zuikerboschfontein opened a block of seven claims to gold-diggers. The dimensions of these claims in the Blaauwbank Reef area were 400 x 150 feet.

By the end of 1875, the Rustenburg Gold Mining Company Ltd., had begun selling shares at the Stock Exchange for per share price being 25. The intent was to raise 125,000 in capital

Pretoria was Chairman. On January 9, 1875, he convened a meeting of 14 prospectors, as well as other locals. Amongst their number was Albertus Broderick who was noted to be a picturesque character who described himself as "and importer of goods from all known markets, always on had with Cape brandies and wines in large quantities." Mr. Broderick had founded a company with capital in the amount of 1650. His Board Secretary was Mr. R. Cottle Green of Market Street, Pretoria, ZAR.

The Gold Commissioner at this time was a Mr. Saunders. During during his tenure the months of February, March and April, 1875, saw prospecting and mining activities significantly on the increase. The sounds of picks and the blast of explosives echoed over the area's veld. At the Blaauwbank goldfields the gold-bearing reefs were of the white quartz variety containing red clay sand. This was in contrast to the formations at Witwatersrand, one of which was called the Golden Valley. Containing easily visible gold, this property was bought by a Maritzburg syndicate. In addition, the Golden Hill, Tyne and Harding mining development companies were also hard at work in the area. However, full production only yielded three-and-one-half ounces to the ton. The same uneconomical results were also obtained from diggings at Tynedale and Frichardt properties.

It was during this time that a postal agency was opened at Krokodil River. Mr. F. Proksch was listed as the postal agent for the 1877-78 period. He applied the triple-circle numerical canceller "42" to all items of mail flowing through his station (Ill. 3). It has speculated

After the first occupation of the Transvaal by the British Government, an Australian named Alfred Watson Armfield was appointed Inspector of Goldfields. It is known that he visited the Blaauwbank goldfields in 1878.

In April of 1878, another Australian, Mr. Charles Durnin, worked for a Pretoria syndicate as a prospector. Durnin was known to the locals as "Charlie the Reefer". During his diggings he made a find of alluvial gold at Marble Creek on the the Zuikerboschfontein farm. The resulting excitement brought in about 100 diggers. However, their total output was only about 130 ounces of gold; so one-by-one they wandered away.

On July 23, 1880, the "Cape Argus" reported lions and other large game were making their appearance in numbers along the Krokodil River.

With the passage of time, mining activities in the area went on the wane. Eventually the postal agency (P.O.A.) at Krokodil River closed in that by the 1880's, Blaauwbank did not even qualify as a village. At this time there were must a few houses, Jennings's Hotel and a store, as well as, prospector shantees and Zulu huts in nearby fields.

During the 1880's a certain Mr. van Tonder established a passenger and transport route connecting Potchefstroom with Blaauwbank, distance of 105km. There was also a connection to Sterkfontein (Jacoby) via Wagenpa Spruit, a distance of about 37km.

On the 1st of June, 1887, a P.O.A. was reestablished at Blaauwbank with Mr. James H. Jennings as its official agent. He received an annual salary of 110 for his services. A 26 x 26mm squared octagonal place-date canceller of the Second Republic was assigned for his use. BLAAUWBANK" at the top, date/month line in the middle with time code Letter A above and year below. At the bottom one usually finds "Z.A.R." (Ill. 4) Mail arrived weekly from Pretoria (95km) at 8:00pm on Tuesdays.

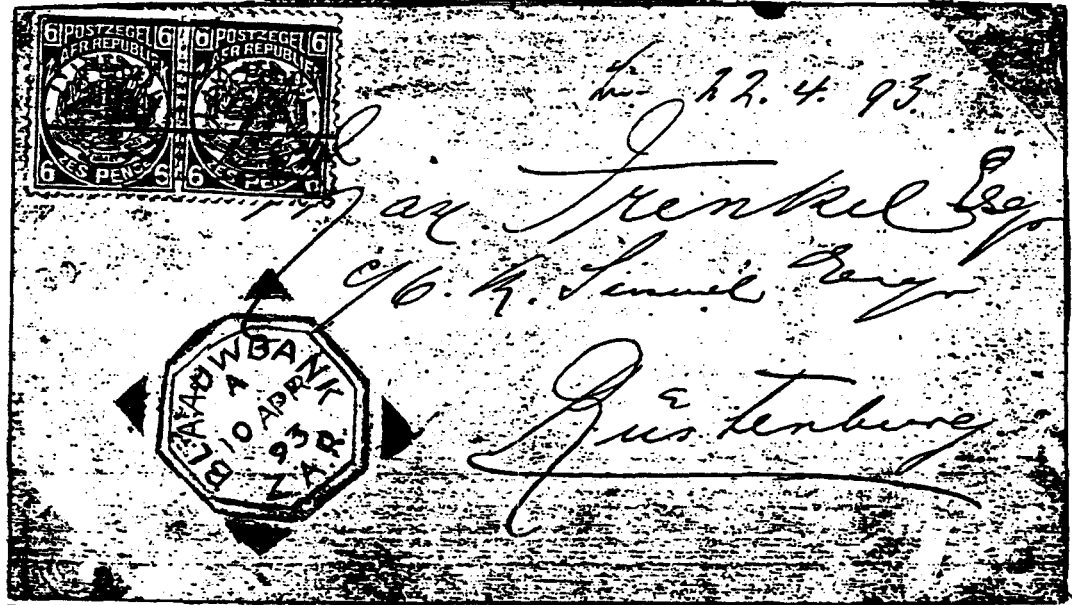
Illustration 3. The Krokodil River triple-circle numerical cancel "42".



In 1888, Jennings was still listed **Illustration 4**. On cover example of the Blaauwbank squared octagonal cancel (ex-Tinsley).

as the postal agent. By this time a route had been established to the P.O.A. at Hekpoort, the postal agent being Mr. J. Bailey. He came on horseback to pick up the mail for his little settlement. Also during this time, Blaauwbank had been connected by Route No. 11 - Johannesburg to Rustenburg. Mail arrived every Saturday afternoon at 4:00. The return journey was at 9:00 on Monday evenings.

The route number designation was changed from "11" to "12" in 1889. Service frequency increased to twice weekly, arriv-



ing from Johannesburg on Wednesdays and Saturdays at 3:00pm. Return service from Rustenburg arrived at 6:00pm on Mondays and 3:00pm, on Thursdays.

In May of 1889, the Blaauwbank P.O.A. was assigned the triangular numeral cancel "3"0 (Ills. 5 & 6).

Records indicated that, in 1890 Messrs. L.F. Hinds and W.

Volkwi were the postal agents for Blaauwbank and Hekpoort respectively.

In 1891, Mr. Frederick Beer of Devonshire in England bought the Blaauwbank farm and founded the Orient Magaliesberg Tabacco Company. The operating profits turned out to be pretty good from the venture.

At this time the postal agency was housed in one room (at the left corner), in the small local hotel - F. Beer & Co. (Ill. 7 - next page). The outgoing mail for 1890 was recorded at 14,073 items. Two years later, in 1892, the volume was a lesser 10,387 followed by a slight increase in

volume at 10,751 for 1893. The increase was significant in 1894 moving up to a record of 15,830 outgoing mail items.

It is fairly certain that by 1894, Blaauwbank received the Second

Illustration 5. Tracing of triangular numeral cancel "30" assigned to Blaauwbank in 1889

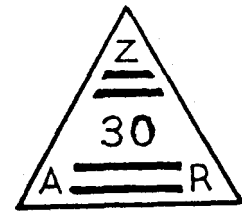
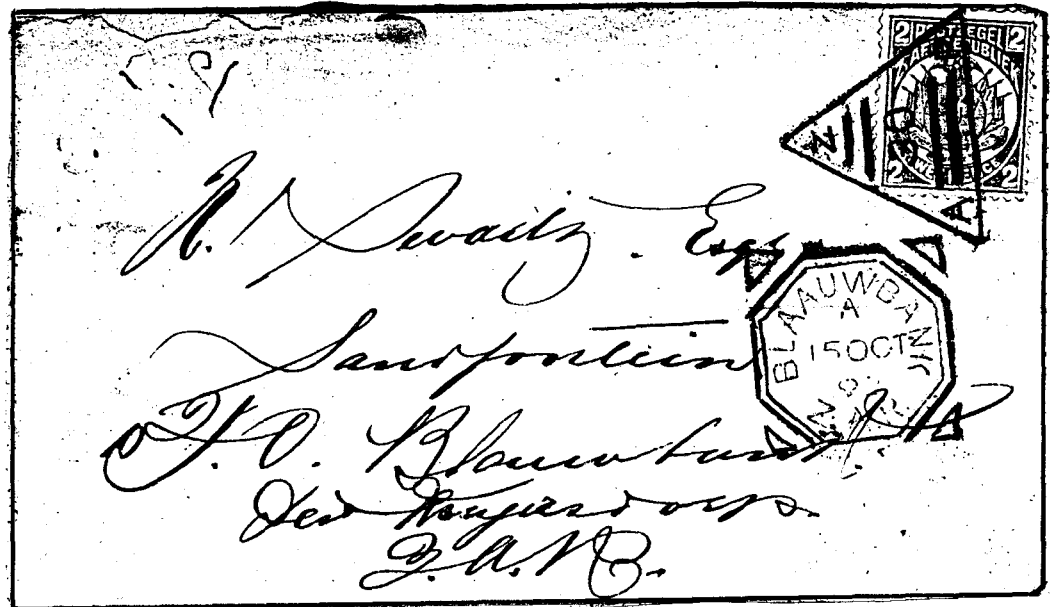


Illustration 6. Proving cover dated "15 OCT / 92" showing the triangular numeral cancel No. "30" assigned Blaauwbank.



Republic 25 x 16mm double circle place-date canceller "BLAAUWBANK / DATE LINE / Z.A.R." with stars on both sides. There should have also been a 27mm bag seal with posthorn in center, inscribed "POSTKANTOOR BLAAUWBANK / Z.A.R." in use.

Illustration 7. Photograph of F. Beer & Co.'s Hotel, Blaauwbank (ref: Praagh).



Unfortunately proving examples of neither the the double-circle cancel nor the bag seal have yet to come to the surface as far as this author is aware - can anyone help?!

The Cape *Post Office Guide* for the January to July 1895 inaccurately listed the Blaauwbank postal agency as an "M.O.O." During this year another mail processing volume was reached, totalling some 19,548 postal items.

From the 1st of January, 1899, there was a mail contract listed for the route between Blaauwbank to Hekpoort. The contractor was the postal agent of Hekpoort. One-and-one-half hours travel time was allowed for the nine mile journey, twice per week, by rider on horseback. For this service, .£48 South African was the annual

payment received.

During the Second Anglo-Boer War, the P.O.A. at Blaauwbank was closed. Although it is uncertain as to when the agency was reopened following the conflict, Blaauwbank was listed as a P.O.A. in 1904.

Illustration 8. Early photograph of the Blaauwbank settlement (ref: Praagh).



It was closed again for the period of 17 November, 1904 through 26 December, 1906. This was due to construction of the railway line from Pretoria, north to Rustenburg which passed through the Blaauwbank farm. The P.O.A. was listed at least as late as 1907. What canceller was used after 1904 for Blaauwbank has yet to be determined.

As the years passed Blaauwbank farm essentially developed into just a large tobacco farm. All of the activities of the olden Transvaal years faded from local memory such that Blaauwbank is no longer listed on maps. Shown below (fl1. 8) is a photograph of early Blaauwbank.

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The Transvaal and Its Mines, L.V. Praagh. 1906, Praagh & Lloyd, London and Johannesburg.

Posgids der ZAR/Transvaal various listings of postal agencies, 1878-1907, Post Office Museum, Pretoria

Dialogues & Updates

This feature provides readers with the opportunity to share their reactions to articles appearing in this Journal. Updates to information and findings in articles are also invited. Two copies of each entry for "Dialogues..." are to be sent directly to the Editor. The second copy will be forwarded by the Editor to the author for a response. The author's response will appear with the reader's entry.

Update to "The First Stamp of the Union of South Africa", W.A. "Alec" Page, FRPS,L, *Forerunners*, Jul/Oct '96, pp 47-52. From reader D.G. Mordant, Florida Park, South Africa with respect to page 47: (1) Full sheets are unnumbered' (2) the side margins are not without perforation but have a single perforations in each margin

opposite each row of stamp perforations' and (3) because of the very small print: a) Cape of Good Hope can be read as "Gape"" b) Good can sometimes read as "COOD"" and c) "G" in Orange can be read as a "C".

NEWS OF THE MEMBERSHIP

Welcome to the Fold!!

Barney Bloom, #9611 - Sea Point, South Africa. Completed application not received.

Douglas J. Sprott, Jr., #9612 - Ottawa, Canada. Completed application not received.

Charles A. Jones, DDS, #9613 - Fort Bragg, California. Joined after learning about us through our Director/Programs, Bob Taylor, at Stampshow 96. Charles' collecting interests include Union/Republic South Africa, South West Africa, the Rhodesias, Basutoland, as well as Hong Kong and world-wide. His affiliations include APS, International Society of World-Wide Stamp Collectors, Hong Kong Stamp Society, American Philatelic Congress and Mendocino Coast Stamp Club where he serves as Secretary.

Jan F. Kallik, #9614 - Glendale, California. Completed application not received.

Carl R Ditsch, #9615 - Leavenworth, Kansas. Learned about the Society from a release in *Linn's Stamp News*. Carl collects Union of South Africa as well as jet spray cancels from: Australia, Canada, Denmark, England New Zealand, South Africa, the US and any additional countries as they surface. Carl's affiliations include APS, Royal Philatelic Society of Canada, British North American Philatelic Society, Meter Stamp Society and the Bureau Issues Association.

Richard C. Peck, #9616 Drummoyne, Australia. Joined the Society after reading an information release in the philatelic press. He collects revenues. In addition to PSGSA, Richard belongs to the St. Helena & Dependencies Philatelic Society, Royal Sydney Philatelic Club, Royal Philatelic Society of Victoria and the Meter Stamp Study Circle.

Brian I. Dennis, #9617 - Hilton, South Africa. Was recruited by Jan Stolk, our Director/International Affairs. Brian's primary interest area is Natal. In addition he also interests in the Cape, Orange Free State, Transvaal, Union/Republic South Africa and Zululand. His specialty area are perfins - particularly those of southern Africa, followed by general Africa. **Brian has volunteered to serve on the Panel of Experts in the area of Perfins.**

T.J. Fewclass, #9618 - Langhorne, Pennsylvania. Joined after reading about us in *The American Philatelist* He collects the Union of South Africa, as well as KGVI period - all British Colonies. His other memberships include APS and the KGVI Collectors Society.

Roger Dean Passmore, #9619 - Oak Lawn, Illinois. Learned about the Society via an information release in *Linn's Stamp News*. He collects the Cape of Good Hope Woodblocks and 19th century rarities of the US, on and off cover. Roger's other affiliations include APS, American Numismatic Society, Society of Paper Money Collectors, Early American Copper Society, Alcor Foundation, Chicago Council on Foreign Relations, Manuscript Society, Universal Autograph Collectors Society and others.

Johan Diesveld, #6920 - Dinxperlo, The Netherlands. Was recruited by member Jan Stolk. Johan's primary interest area is Southern Rhodesia. In addition he also has collecting interests in the Bechuanalands, Northern Rhodesia, Basutoland, South West Africa and Zimbabwe. General collecting areas include British Commonwealth pre-1956 and thematics focusing upon chemistry and the British Commonwealth. Johan's specialty area is postal stationery of Rhodesia. His other memberships include the Dutch Philatelic society of Southern Africa and the Postal Stationery Society.

Eric D. Agnew, #9621 - Birmingham, Alabama. Learned about us via an information release in *Linn's*. Eric's collecting interests include the Bechuanaland, German South West Africa, the pre-Union States & Republics, Southern Rhodesia, South West Africa, Union/Republic of South Africa, US and Zululand. Eric specializes in Boer War philately. He is also a member of APS.

John Hart, CBE, #9622 - Salt Lake City, Utah. Joined as a result of Society information received from APS. John collects the postal history of all countries within the Society's scope. He is affiliated with APS.

Andy Carr, #9701 - Chamblee, Georgia. Was recruited by member Marc Milzman. Andy specializes in Zululand. General interest areas include US definitives, postage dues, officials and mint sheets' also Great Britain's Machin definitives. His other affiliations include APS and the Natal Kwazulu Study Circle (Founding Member).

Jerome V.V. Kasper, #9702 - Los Angeles, California. Joined the Society after learning about us from APS affiliate materials. Jerome's collecting interest include aerograms, air letters, military air letters, sheets and cards for all countries covered by PSGSA. His specialty area is Rhodesian Military Aerograms. He is also a member of APS, American Air Mail Society, Rhodesian Study Circle, Scandinavian Collectors' Club, United Postal Stationery Society, Aerograms Society and others.

Kenneth F. Goss, #9703 - San Francisco, California. Was recruited by member Bill Wallace. Kenneth's collecting interests include Cape, Griqualand West, Orange Free State, the Bechuanalands and Union of South Africa. His specialties include Cape of Good Hope rectangular issues and their derivatives, i.e., Mafeking, Vryburg, Bulawayo Provisionals, Griqualand West and Bechuanalands. He also belongs to the California Collectors Club and the Rhodesian Study Circle.

Harold Lincoln, #9704 - Hingham, Massachusetts. Learned about us through the Dutch Society for Southern Africa (FVZA). Harold's main interest is Union of South Africa. In addition he also collects the pre-Union States, Republic of South Africa, the Rhodesias and South West Africa. His other affiliation is the FVZA.

Member Biographies

Jack Shawcroft/Canada. Jack has been collecting for over sixty years. He was born in Canada with a birthday falling on the 14th of February. Jack has four children - Beverly, Joe, Ken and Bob. He was a television engineer before retirement, so it naturally follows that he has a hobby interest in photography/video camcorder. Jack's primary collecting interests include Australian states, Canada, Dutch Indies and the pre-Union states. He is also interested in classic stamps and related literature.

Bruce Campbell, Jr./USA. Born one fine, cold February 13th in the city of Duluth Minnesota. He is married to Laura. Bruce has his own consulting corporation - ISO Specialties. He is an active Fellow of the American Society for Quality Control, serving on several technical committees. Bruce received Bachelor Degrees in both Chemistry and Business Administration from the University of Minnesota. He has his certification as Professional Engineer in California. His primary collecting/dealing interests are used British Commonwealth and US. His other pastimes include genealogy, playing the organ and horses. He has visited all of the continents, except Australia, as a quality assurance consultant. Reading interests include detective fiction and espionage in addition to technical literature in my consulting field.

Charles Berg/USA. Charles has been collecting for 50 years with a keen interest in "modern" definitive issues: South Africa and South West Africa (1920 to date, especially se-tenants, wars and republics), UN (1951 to date, especially 2c of 1964), Canada (Centennial series of 1967), Great Britain (especially Wildings & Machins), US (Liberty Series to present, plus "floating plate number" commemoratives). He was born in mid-December some years ago in Chicago. He has a

daughter named Bridget and is presently employed as a show/meeting organizer and editor. His University graduate degree is in History. His other hobby is photography. Charles indicates that he has been heavily involved in organizing stamp shows (COMPEX & World Columbian Stamp Expo '92 - President of both). However, he would to travel more - especially trips with his daughter. He also hopes to spend more time actually working on his stamps! (Don't we all?! - Ed)

Wilson C.K. Wong/Hong Kong. Born in Singapore, Wilson is married to Josie. The couple has two children - Alexander and Justin. He is presently a Director of a trading company, holding a Bachelor of Science Degree in Engineering from the University of Hong Kong. Wilson enjoys badminton, movies, music and drinking good wines. His travels have taken him to most of Asia, Europe and North America. He visits Poland and the Czech Republic quite often due to business matters. Books he likes to read include those on science topics as well as adventure novels such as those by Clive Cussler. Wilson's primary philatelic interests include Zululand, China Expeditionary Force, Bahawalpur State and Pitcairn Island.

The Honor Roll

This feature acknowledges Society members and publications for notable achievements. Members are encouraged to notify the editor when they "join the winner's circle". The subject of winning exhibits or literature entries need not fall within the Society's scope.

Eugene Bowman - Large Gold at PACIFIC 97 for "Cape of Good Hope 1853-1910".

Louise Christian - Vermeil at WESTPEX 96 for "U.S. Bureau Issue, 1894-1898".

Guy Dillaway - Vermeils at NORWEX 97 and CAPEX 96 for "Cape of Good Hope Postal History - The Triangular Period, 1853-65".

Forerunners - Literature Vermeil & Certificate of Merit at OKPEX 96, Silver Bronze at PACIFIC 97 and Silver at STAMPSHOW 96.

Helmut Hartman - Vermeil at BLOEM 150 for "Postal History of German South West Africa 1888-1915".

Regis Hoffman - Gold (PHILADELPHIA NATIONAL STAMP EXHIBITION) and Large Silver (CAPEX 96) for "Allied Forces in East Africa, World War I".

Jerome V.V. Kasper - Platinum (single frame) plus Reserve-Grand Special Studies at AMERISTAMPEXPO 97 for "New Zealand Prisoner-of-War Aerogrammes" Vermeil at VAPEX 96 (plus AAPE Creativity Award, UPSS First Certificate, EFO Collectors Club Award) and Silvers at WESTPEX 96, BALPEX 96 (plus AAPE Award of Honor & UPSS Red Certificate), VAPEX 96 (and SANDICAL 96 for "Aerogramme Errors, Freaks and Oddities" Vermeil and Silver, respectively, at SANDICAL 96 for two single frames - "New Zealand Prisoner-of-War Aerogrammes" and "SCADTA Postal Stationery".

Frederick P. Lawrence - Vermeil at CAPEX 96 for "Scouting on Stamps ' Classics': Three Specialized Studies".

W.A. Page & V.J. Kralicek - Literature Silver Bronze at STAMPSHOW 96 for *The 25th Anniversary of Czechoslovak Independence*

Kurt Schau - Gold at FILATELIC FIESTA 96 for "Orange Free State: Issues of the Republic and British Occupation".

Peter van der Molen - Gold Medal and Total Stampex Trophy (best exhibit of an area outside the Republic) at BLOEM 150 for "Swaziland Definitives 1889-1968".

Jeffrey K. Weiss - Gold at CAPEX 96 for "The 1887 'Jubilee' Issue of Great Britain and Its Derivatives".

THE Celebration of British Africa Philately Exhibits at PACIFIC 97 - as reported by Frederick P. Lawrence, Ph.D., Exhibits Coordinator.

In conjunction with "THE Celebration of British Africa Philately" at PACIFIC 97, 13 members of participating societies showed 12 exhibits totaling 69 frames and competed two entries in the literature class.

While there were criticisms voiced by knowledgeable observers of some of the medals awarded by the PACIFIC 97 jury to exhibits focused in other geographical areas of the world, the medals awarded to the exhibits of southern Africa philately seemed generally appropriate for the material shown. PSGSA congratulates these exhibitor for their achievements.

Large Gold medal (8 frames):

Gene Bowman (USA) - *Cape of Good Hope 1853-1910*

Gold medal (8 frames):

R.C. Knight (South Africa) - *Rhodesia Postal History*

Large Vermeil medal (8 frames):

W. Grutter (South Africa) - *The Postal Stationery of the Cape of Good Hope*

Large Vermeil

Guy Dillaway, D.D.S. (USA) - *The Postal History of the Cape of Good Hope, 1853-1865*

Regis Hoffman (South Africa) - *Allied Forces in East Africa, World War I*

Frederick P. Lawrence, Ph.D. (USA) - *Scouting on Stamps "Classics": Three Specialized Studies*

David Wessely (USA) - *The Bechuanalands*

Michael Wigmore (South Africa) - *Second Anglo-Boer War: Natal and Related Aspects*

Large Silver medal (5 frames)

N. Polakow (South Africa) - *Northern Rhodesia* **Robert**

Taylor (USA) - *The Cape Before the Triangles*

J.L. Visser (South Africa) - *The Bechuanalands: 1884-1934*

Silver medal (5 Frames)

J. Stolk (The Netherlands) - *The Postcards of Southwest Africa 1915-1954*

Silver medal (Literature):

John Campbell (New Zealand) - *The Place of Stones: Mafeking/Mafikeng, Stamps and Banknotes*

Silver-Bronze medal (Literature):

W. Brooks - *Forerunners*

W. Grutter - *South African Philatelist*

* * *

Closed Album

Recently we have seen the passing of two great contributors to the Society and philately in general - Robson Lowe and W.A. Page. Robbie served us very ably in his capacity as the Chairperson of our Panel of Experts. Alec co-chaired the Publications Program Committee and was instrumental in getting that program off-the-ground. He was also editor of the Journal's "Cover With A Story" feature. Messrs. Lowe and Page also contributed numerous articles to past issues of your journal.

I feel privileged to have had the opportunity to know Robbie and Alec through letters, FAXs and phone calls. Further, I personally met Alec at the Society's Fifth Anniversary Convention at STaMpsHow 92 in Oakland. To do justice to their memory, the following comprehensive epitaphs have been extracted from notices appearing in *The Springbok*, *Stamp Collector* and *The American Philatelist*.

Robson Lowe 1905-1997

Possibly the best-known figure in international philately in the 20th century, Mr. Lowe died August 19th in his sleep after a short illness at the age of 92.

Lowe began collecting stamps at the age of 6. He began selling stamps to his schoolmates at age 9, thus beginning his life's work. In his first year as a stamp entrepreneur, while still in school, he turned a profit of 1100 - then worth \$500.

In 1920, on his first day at work for the stamp firm of Fox & Co., "Robbie", as he is known by his friends, told the managing director that his goal was to learn as much as he could from a reputable firm so he could set up his own business. He was fired immediately.

In his own business, Lowe made his name with the 1922 Irish Free State overprints. These bristled with varieties, concerning which he was the first to research and catalog.

Lowe attended the White Plains Exhibition of 1926, the first of his many trips to America. That same year he opened his first office in London. In 1933 he became a founding partner in Trafalgar Stamp Auctions, Ltd., which later merged with his Bournemouth Stamp Auctions.

During World War II he drove an ambulance as his participation in the war effort.

A prolific writer and publisher, Lowe's most important work may be his five-volume *Encyclopedia of British Empire Postage Stamps*. He once said that he asked each describer in his firm to write down everything he knew about a particular country, and from these notes he compiled the encyclopedia.

His pioneer work, *Handstruck Postage Stamps of the Empire 1680-1900*, almost single-handedly brought postal history to the attention of hobbyists.

His broad expertise is perhaps best evidenced in studies such as *The Work of Jean de Sperati*, *The Postage Stamps of Great Britain 1661-1942* and *Masterpieces of Engraving on Postage Stamps 1840-1940*.

As early as 1934 Lowe published a regular philatelic magazine, *The Raconteur*, which became *The Philatelist and Raconteur* as a result of his acquisition of the title to the defunct magazine, *The Philatelist* which had been founded in 1866. Finally, he merged that magazine with another of his publications, *The Philatelic Journal of Great Britain*, the result being *The Philatelist and PJGB*, which is still being published.

Always fascinated by forgers and forgeries, Lowe's greatest achievement might be the acquisition and removal from the market of the Jean de Sperati's stock of forgeries, along with his gaining Sperati's agreement to cease their production.

Lowe was the first stamps dealer to become an honorary member of the Royal Philatelic Society of London. He was also honored for his many contributions to philately, many of which were profiled in the 1992 First and Second Quarter issues of the *Philatelic Literature Review*, journal of the American Philatelic Research Library.

His numerous awards include the 1970 APS' John N. Luff Award, the National Philatelic Writers Hall of Fame Award, and the 1970 Liechtenstein Medal of the Collectors Club of New York. In recognition of his research on U.S. locals, he received the Carroll Chase Award, and in 1989 he became a signatory of the American Roll of Distinguished Philatelists.

In September 1980 Lowe sold his stamp auction business to Christie's, the fine arts auctioneers. He remained as part of the business, which used the name Christie's Robson Lowe. The firm began stamp auctions in New York in 1981. During the next decade it became the leading stamp auction house in the United States for several years.

In 1992 Lowe formed Robson Lowe Philatelic Services Unlimited.

He continued to spend time in his office until his health deteriorated in recent months.

His wife of 48 years, Winifred, died in 1976. They had two daughters, Marion and Annabelle, Marion, who was called "Tolley", married David Fornum, for many years a describer for the Lowe auctions. Annabelle (Mrs. John Forrest) was the auctioneer for a long period in her father's business.

Private services and cremation were conducted in Bournemouth August 26th, a memorial service held soon thereafter.

Alec Page, FRPSL - from John Shaw

In the mid-60s in the Rochester library, I was perusing the philatelic societies' programs and noticed that next evening Alec Page was to give a display of South Africa to the Dartford Society. I had not long joined the South Africa Collectors Society and, together with Eric Sherwood, Bob Lawrence, Robert McDougal and others, Alec was already one of the pillars of the society of what was then a very strong "London Group". My telephone enquire to to him met with rather curt directions to the meeting place. Once I had met him there, and was afterwards invited back to his house, our mutual interests fostered a wonderful friendship which has lasted over 30 years and which has now, sadly, come to an end.

Alec was a man of many interests and considerable accomplishments. Obviously we had a mutual interest in Union Material. Our collections strangely complemented one another, as did our individual approaches to philately. myself wishing to plug the gaps and tell the story of the stamp, Alec always more concerned with the story behind the correspondence and with a wary eye for the unrecorded plating flaw. The latter was particularly the case when I expanded Freshwater's plating study of the bicolored Springbok essays and sent it to Alec, who found another three constant flaws I had missed! A particularly interesting, but regrettable uncompleted collaboration was on the Darmstadt Trials where, again, our collections complemented one another very nicely.

Apart from South Africa, we also shared an interest in Czechoslovakia and, in this area Alec was also acknowledged as one of the leading philatelists in the country. A member of the Philatelic Writers Association, Alec had a string of publications to his credit and his writings on South Arrica alone are probably rivalled only the the doyen of Union philately, Jack Hagger. Alec was also production manager for the *Czech Out*, the magazine of the Czech specialist Society, and was a regular contributor, with his recent book on the Masryk philatelic exhibition miniature sheet which proved to be a particularly fine and popular publication.

Even though he was quite ill at the time, he still managed to send a fine display of the Hradcany castle stamps to Midpex in 1997, was well as something for our own SACS display. He also built up a fine collection of China, although that had become dormant of late and, on

my last visit, only a few weeks ago, he spoke of selling this in order to enhance his collections of South Africa and Czechoslovakia.

Living some 150 miles apart, our meetings were maybe twice or three times a year. If anywhere in his vicinity, I would suggest dropping in for maybe an hour. These visits never lasted less than four hours in duration, and quite often extended to seven or eight, after which I found myself on M11 in the early hours, staying awake by contemplating the collections we had so much enjoyed together.

His fabulous array of War Train covers, for which he paid only 2/6d each, is something I asked to see maybe every four visits, but usually we looked at the World War Two material, Czech or Union, when each visit seemed to yield something new. Alec had established a new fact about a postmark, ship, regiment or a soldier.

Tristan da Cunha was not one of my collecting interests, but I always enjoyed Alec's showing of new material, his efforts to give proper credit to the designer of the first Tristan pictorials, and his efforts to transfer important artist's drawings of this issue to the Scott Polar Museum, making these available for all to see.

Alec was one of my sponsors when I joined the Royal Philatelic Society and, when the County representatives were introduced, not unnaturally, Alec was the first Kent representative. Among his other honors, he won may Silver and Vermeil medals at the international level, was several times winner of our Abell Trophy and, possible the honor that pleased him most was our own Wicks Medal for his philatelic writings.

I found Alec a most generous person, above all, in sharing his knowledge.

After a visit he would quite often seek out information

from his vast library and, a few days later, a photocopy of a relevant extract would arrive. Alec worked in the financials, and I once asked him to make enquiries about a firm of brokers that my son, Christopher, just out of University, was considering joining. Alec invited Christopher to his home, was very helpful to him and gave him good advice. Alec was quite proud of the fact that after 15 years with that firm Chris is now one of its directors.

Alec had a very wide circle of friends, many of whom are also mine, although some I do not know and have never met. I always admired his direct talking. He thought it best not to spare one's feelings if he thought a stamp was a "dud" and always called a spade a spade. Diplomacy was not his strong point, and he was certainly not one to be asked to give a vote of thanks to the dreary speaker.

He did not drive a car, but travelled extensively, usually on philatelic matters.

After virtually no previous serious illnesses, major surgery in 1995 left him quite ill and uncomfortable, and very frustrated that he could not visit his friends as he could before. Nonetheless he was active to the end, always writing new things up, and frequently on the telephone.

His stamp room, and his albums, were the most organized I had ever seen.

His unselfish contributing to philately has been considerable, most of all I think, to this society. More so, though, I shall very much miss the ritual tea, cake, sandwiches, and friendly welcome I so often enjoyed at Chastilian Road. Alec was only 76 when he died which I consider in his prime as a serious philatelic researcher. Alec Page was a people's person who will be sadly missed by his many friends and by this Society.

THE FORERUNNERS FORUM

The Society Publications Program

Through this service PSGSA provides assistance in the development and publication of occasional papers, monographs, books and multi-volume works. Authors submitting written drafts receive valuable technical support in all phases of publication development. With the recent passing of Committee Co-Chair, Alec Page, we are in need of a volunteer replacement, preferably a member from the European or southern Africa area. Interested members are encouraged to contact our President, Frederick Lawrence, Ph.D. at 5016 South Kenneth Place, Tempe, AZ 85282. Researcher are encourage to "advertise" for collaborators through this feature - "To research in isolation with a view towards publication is akin to reinventing the wheel". Listed below are a number of projects for which authors-to-be are seeking input. As mentioned in "Editorial Notes": **Entries for "Works in Progress" will only be run for three consecutive issues - this is the last entry for the current fist of works-in-progress shown below.** An individual desiring to have

his entry continued for three more installments needs to contact the Editor to that effect. New entries for "Works ..." are to be sent directly to the Editor.

Works In Progress

Postcards and the Postal Historian: A Collaborative Effort. The South African Postcard Research Group (SAPRG) is seeking assistance in their effort to compile and publish a multi-volume catalog containing a listing of the South African postcards produced by the many publishers active in the area before 1939. Volume I, covering the cards produced by Sallo Epstein, has been published. Volume II will focus on the companies of Braune & Levy, Rittenberg and P.S. & Co. Updates to Volume I and copies of materials for Volume II are sought. If you have an interest in the area and/or can assist with examples please contact: Martin Nicholson, 3 Grovelands, Daventry, Northants NN11 4DH, England.

South Africa Aerogram Study. This effort will culminate in one or more articles, plus expansion of a major exhibit. Additional copies of the first and second aerogram issues needed. Contact Gary J. Anemaet, 5904 Merkel Rd., Dexter, MI 48130-9647 USA.

Use of OFS telegraph stamps with postal cancellations Researcher is compiling data through the Republican Era. If you have any examples on cover, canceled stamps, etc., photocopies would be appreciated. If you can help, write to Tim Bartshe, 13955 W. 30th, Golden, CO 80401 USA.

• ..

Postal History of Bophuthatswana. A monograph focusing on postal activities throughout the dissolution of the Homelands. Coverage will include the postal history period from pre-independence to reincorporation, as well as, official mail user agencies, a postmasters listing, post offices and their dates of incorporation, revenues and last day of use of Bophuthatswana postal strikes. Author would appreciate suggestions from readers regarding development of the publication. Contact Will Ross, 4120 Schuykill Dr., Calabasas, CA 91302 USA..

• ..

Pre-Union Republic of Goshen. Researcher believes he has acquired actual stamps used in Goshen contrary to the position of scholars who suggest none were ever issued for this short-lived entity. Assistance sought in this research effort. Contact Hiram Slomowitz, Advocates Chambers, 2000 Innes Chambers, Prichard St., Johannesburg 2001, South Africa.

• ..

Handbook of Zululand Philately, 1888-98. Comments and updates sought from readers regarding information appearing in the "Zulu Notes" feature. This feedback will prove to be helpful in completing this major work. Contents will be comprehensive and include pre-1888 history, manuscript markings, rarity factors, postal system development and related listings, the first and second definitives, the War of 1879, trials, proofs, the great collections and more. Interested readers please contact: Tony Davis, 41 Karen St., Thornhill, Ontario, Canada L4J 515.

• ..

Postal routes and rates of the Bechuanalands and Botswana. Seeking printed information on postal tariffs, government notices and regulations, telephone directories prior to 1980, annual postal reports and information on covers with unusual frankings, e.g., express letter, telegrams, parcels, bulk mailings, etc. Especially needed is information on rail transport, traveling post offices, airmail routes and rail timetables. If you can help, contact: Peter Thy, P.O. Box 73112, Davis, CA 95616 USA.

Need copies of postal notices, almanacs, rating or directional information, fee schedules, etc. Copies of covers - front/back - with work-up appreciated. Will purchase - condition not an issue. Research results to be published periodically in the Journal. Write to Guy Dillaway, P.O. Box 181, Weston, MA 02193 USA.

Updating of the 1975 three-volume Handbook on the stamps of the Orange Free State (Buckley & Marriott). Our sister society, the Orange Free State Study Circle is publisher. The revised and updated edition will include a summary of all material published since 1975 that is not adequately covered in the first printing. There is particular interest in early cancel dates on the raised stop VRI overprints and unusual blocks. Especially would like to hear from readers who have items in their collections which would add even miscellaneous information to this effort. All help will be gratefully received and acknowledged. Write to Bob Hisey, 7227 Sparta Road, Sebring, FL 33872 USA or phone/FAX (941) 382-3014.

Cap of Good Hope rectangulars book in the making. The previous definitive work was that of Allis published in 1930. Collaborators sought for chapter covering proofs and essays. If interested contact: David Mordant, P.O. Box 21161, Helderkruijn 1733, South Africa.

Questions & Answers

With the recent passing of Panel Chair, Robson Lowe, your Society is looking for a volunteer to serve in that capacity. Also needed is coverage for the Rhodesias and Union period area on the panel. Please contact the Editor if you are interested in serving in one or more of these positions.

As a service to the general collecting community, the Society makes its Panel Of Experts available to answer questions submitted by both member and non-member readers alike. To use this service send your question(s) to the Panel member covering the area of interest (listing opposite inside front cover page).

Clear copies of cancels, covers (front/back) and a detailed written description of the items(s) should be included. The Panel member will forward his response, the question and any illustrations to the Editor for publication in this feature. The Panel member will also return a copy of their response directly to the questioner.

Some questions may require an extended period for research and/or consultation with other scholars.

British Africa questions pertaining to areas outside PSGSA's scope, e. g., British East Africa, are to be sent directly to the Editor. The questions will then be forwarded it to the appropriate specialty group for response. Time and distance will make for extended periods of time before a response is forthcoming in these cases.

Membership on the Panel is open to members in good standing. Those who have experience and knowledge in any area *not presently covered* by the Panel are encouraged to offer their services by writing the Editor to that effect.

No questions and answers were received this publication period.

Unanswered Challenges

This feature lists: (1) questions for which the Panel has indicated it has not definitive response' or (2) questions for which there is no coverage on the Panel. The listed "Challenges" begin with the latest received and remain until solved. Responses to a "Challenge" are to be sent to the Editor.

As mentioned in "Editorial Notes" older, unanswered challenges will only appear once each year in the Jul/Oct "jumbo" issue. Newly arrived challenges, as well as answers to a listed challenge, will appear in the next available issue following their receipt.

Challenge #6. (Abbreviated from original entry - pages 65-66, Jul/Oct '96 issue). I am seeking information in relation to a South Africa Tax handstamp I have on cover (illustrated, page 66 as above). There are a number of markings, including "XV, used for which I would like to know the exact postal locations. Further, can any member explain the significance of the X's? Do they signify a particular location, or an amount owing? - **Bernard J. Doherty, Australia**

Response from Michael Wigmore, South Africa: The Roman numerals are an office identification code introduced in the Transvaal shortly after the 2nd Anglo-Boer War. Their period of usage is more that generous as Mathews (in *The Transvaal Philatelist*) reports "XIV" (Benoni) and "LXXI" (Sabie) as still being in service in 1981. Your cover illustrated with the tax handstamp code "XV is allocated in the listing given by Chris Board as Jeppestown (easterly suburb of Johannesburg). [A similar number system (using Arabic numerals) was also in use in the Orange River Colony - a "T" in a circle with the identification code in small figures below the letter, not breaking the enclosing frame.]

Transvaal Postal Circular No. 23 of 1st August 1902 makes mention of the intended usage of tax marks with numerical identification codes and is introduced thus:

"Taxing Stamps: To Afford a means of readily tracing an office at which a charge has been raised, taxing stamps *will* in future show distinctive number (in small Roman characters breaking the bottom of the circle around the letter T)."

"Hereunder is a list of the offices to which numbers have been allotted. These *will* be introduced into old stamps upon repair."

This list detailed 29 offices. (The numbering given in this Circular appeared as Arabic numerals but this must surely have simply been an error in compilation as only marks with Roman numerals have come to light.) The latter comment shows that the introduction of these

coded tax marks was a gradual rather than "one off" event. In addition *Circular No. 24* of September, 1902, listed a further 25 ; and *Circular No. 31* of 1st March, 1903, a further 20. Postal circulars beyond were utilized to advise of code amendments, i.e., withdrawal of a particular numeral from one office and reallocation to another. References on the subject include:

"Tax Markings", author not provided, *The Transvaal Philatelist*, May, 1982, Vol. XVII, No.2, pp 31-37.

"Postage Due Stamps & Taxe Marks", Chapter 17 in *Transvaal Philately*, Maj. Ian Mathews, et al, Reijger Publications, Cape Town, 1986, pp 124-25.

"Transvaal Taxing Stamps", Dr. Chris Board, *The Transvaal Philatelist*, February, 1984, Vol. XIX, No. 1, pp 6-8.

"Union Postage Due Markings", Dr. J.J. Harvey Pirie & Kenneth E.W. Lydall, *The South Africa Philatelist*, August, 1957, Vol. 33, No. 8, pp 117-121.

Challenge Update by Bernard Doherty: On the question of Roman Numeral Tax handstamps, Michael Furfie of the UK has located and provided me with a copy of an article from the 1982 *Transvaal Philatelist* which included a list of the known locations for these handstamps used in Transvaal in the early 1900s. The design differs slightly from the Union of South Africa handstamp illustrated in my original "Challenge", page 66 of the Jul/Oct '96 issue of *Forerunners*.

David Collyer, Australian Philatelic Federation research Officer, provided me with a copy of Ian Mathews article from a 1986 (?) edition of *The Transvaal Philatelist*

Andrew Wilkie supplied a photocopy of a cover with a similar (4d XX) handstamp to that illustrated in *Forerunners* His cover is datestamped "ESIKOLENI - 15 OCT A43". Esikoleni was in natal with Head Office Pietermaritzburg (operated 1934-1953) and subsequently renamed "SIKOLENI". The *Forerunners* illustrated cover was date stamped at Mobile Post Office Durban No. 6 on April 6, 1945, to an address Johannesburg. The postage due stamps were canceled Johannesburg.

Summarizing the information gathered since the original appearance of my "Challenge", the period of usage for the South Africa type handstamp appears to be from the early 1940s, with late usage in the 1980s (see Mathews "Benoni and Sabie seen used in late 1980s"). This usage period suggests that another series of handstamps may have been issued throughout the Union of South Africa. Both (XX) canceled covers originated in Natal.

For illustrations of Roman numeral handstamps the reader is referred to Alan Berry's *The Postage Due Marks of South Africa* (soft paper cover version) and illustration of aforementioned cover appearing in *Forerunners* on page 66 of the Jul/Oct '96 issue.

The information graciously provided above by Messrs. Collyer, Furfie, Wigmore and Wilkie sheds some light on the subject, but raises other questions. I have made the following assumptions in relation to the possibility of several series of these markings:

1. The initial issue was "tax marks of the form T" in a circle broken at the bottom for a Roman Numeral" as indicated in the article by Chris Board.
2. A second generation of T and Roman numerals in the forms of "a T" in an oval with Roman numeral breaking the base", poses the question: Were these a complete new issue to all locations? Or, was a news oval design implemented from a certain allocation number?
3. When, and to which locations, were the Union of South Africa, T and Roman numeral, within an unbroken circle issued?

In a 1986 *Transvaal Philatelist* article, Ian B. Mathews stated (and as it relates to Roman numeral handstamp locations, I have presumed that he refers to them) "that Benoni and Sabie were seen used as late as 1980". Perhaps other collectors of this area may have covers which can shed more light on the subject.

The 1986 article by Mathews agrees in most cases to the following list by Chris Board, in relation to the allocation of the numeral to particular post offices - in fact many are suburbs of Johannesburg. (I have added "Suburb" to the entry in those cases.) With other conflicts I have listed the geographical location of the alternative office, as, I thought that items posted at an outlying town may have been taxed at the head post office for the area.

Additional Offices Listed by Mathews in 1986:

LXXV - Pretoria Stn. BO (noted on a postcard with Pretoria Stn BO date stamp, dated 17.12.1904)

LXXVI - Johannesburg and Balfour

LXXXII - Standerton Cantonment BO

Conflicts between the two Listings:

Generally listed as "Recorded as ... At XVII TVL Ph34".

Those not listed as follows:

Designation	Board	Mathews
I	Johannesburg	Pretoria
LXIII	Haenertsburg	Louis Trichardt*
LXIV	Spelonken	Cantonment
		Potchefstroom *
	WO for Spelonken	

Here then is a reprint of the earlier mentioned Chris Board article from *The Transvaal Philatelist*

Transvaal Taxing Stamps

A recent reference in *The Post Office Stone* for March 1983 to the tax marks which were also the subject of articles in *The Transvaal Philatelist* for May 1982 (Vol. XVII, pp 31-37) with illustration on page 38, has prompted this article. The latter put together a list of the tax marks of the form "T" in a circle broken at the bottom for a

Roman numeral, based upon material in the possession of or seen by a number of well-known collectors.

While working in the Post Office Museum's archives in South Africa in August, the present author discovered evidence on the system of numbers in the Transvaal Postal Circulars, 1900 to 1906 archives. Number 23 of 1st August 1902, paragraph 4, introduced the system as follows:

Taxing Stamps -

"To afford a means of readily tracing an office at which a charge has been raised, taxing stamps *will* in future show distinctive numbers (in small Roman characters breaking the bottom of the circle round the letter T).

"Hereunder is a list of the offices to which numbers have been allotted. These will be introduced into old stamps upon repair."

It is thus clear that their introduction was gradual and that existing marks were modified to accommodate the new system. Thus, if the original marks possess peculiarities it may be possible to see them in the ones bearing Roman numerals.

From time to time amendments to the list were announced in the Postal Circulars. Unfortunately the second Volume of Transvaal Postal Circulars covering the years 1907 to 1910 were not found and hence further listings and amendments may yet be discovered. In particular the numbers LXXV to LXXXII. **This may be relevant to the change in design from a "T" in a circle to "T" in an oval noted at XVII TVL Ph 37.** Amendments to the original allocations take the form of withdrawing numbers from some offices and allocating them to others. It must be stressed that the listing which follows cannot be complete and that it is quite possible that the Postal Circulars themselves did not record every single change in allocation. It should also be noted that the list published in March 1903 uses Arabic numerals rather than Roman ones' but from evidence of covers reported, this was just a slip in compilation and that all marks in the Transvaal used Roman numerals.

No. - Location	Comments
I - Johannesburg	HQ of Post Office Department from 1.9.01 11 - Pretoria
III - Germiston	
IV - Heidelberg	Recorded as "III!" rather than "IV" at XVII TVL Ph 3 V - Standerton
VI - Volksrust VII - Krugersdorp VIII - Potchefstroom	
IX - Klerksdorp	
X - Middleburg XI - Machadodorp	

No.	Location	Comments	No.	Location	Comments
XII	Waternal Boven		XLVIII	Piet Potgietersrust	Mathews lists Potgietersrust, renamed 1.3.1904
XIII	Barberton		XLIX	Zuurfontein	Recalled from Klip River Camp 1.12.03; withdrawn from Van der Merwe 1.3.05; issued to Doornfontein BO Johannesburg 1.4.05
XIV	Vereeniging	Recorded as Benoni At XVII TVL Ph 34	L	Belfast	
XV	Boksburg		LI	Eureka	
XVI	Benoni		LII	Nigel	
XVII	Springs		LIII	Nylstroom	
XVIII	Braamfontein		LIV	Pietersburg	
XIX	Fordsburg	Recorded as Johannesburg at XVII TVL Ph 34	LV	Rockey Street	Johannesburg suburb recorded as Premier Mine at XVII TVL Ph 34, located 40km east of Pretoria.
XX	Jeppestown		LVI	Amersfoort	Withdrawn 1.4.05; issued to Roberts Heights BO Pretoria 1.7.05; issued to Lake Chrissie 1.9.05.
XXI	Cleveland	Recorded as Ottoshoop & Johannesburg as above	LVII	Amsterdam	
XXII	Geldenhuis		LVIII	Schweizer Reneke	
XXIII	Langlaagte	Recorded as Johannesburg at as above	LIX	Greylingstad	Withdrawn 1.3.05.
XXIV	Maraisburg		LX	Balmoral	
XXV	Roodepoort		LXI	Hartingsburg	Renamed Warmbaths 1.8.03.
XXVI	Randfontein	Recorded as Johannesburg at as above	LXII	Leydsdorp	Withdrawn 1.10.05: issued to Platrand SO 1.3.06.
XXVII	Modderfontein		LXIII	Haenertsburg	Withdrawn 1.3.05.
XXVIII	Irene		XLIV	Spelonken	
XXIX	Knights	Recorded as Johannesburg at as above	LXV	Embabaan	Now Mbabane, Swaziland.
XXX	Lydenburg		LXVI	Bree Street	Johannesburg suburb.
XXXI	Pilgrim's Rest		LXVII	Florida	
XXXII	Rustenburg		LXVIII	Fraser Street	Johannesburg suburb.
XXXIII	Ventersdorp		LXIX	Hartebeestfontein	Recorded as Haenertsburg at XVII TVL Ph 35.
XXXIV	Lichtenburg		LXX	Ophirton	
XXXV	Ottoshoop		LXXI	Sabie	
XXXVI	Zeerust		LXXII	Van Wyk's Rust	Withdrawn 1.7.04, Johannesburg suburb.
XXXVII	Wolmaransstad		LXXIII	Ventersroon	Recalled 1.4.04
XXXVIII	Bloemhof		LXXIV	Witbank	
XXXIX	Christiana		LXXXII		From Schoeman Street West TSO Pretoria 1.1.05. (According to Putzel, this office closed 30.11.1904.)
XL	Vjakkerstroom				
XLI	Kaapsche Hoop				
XLII	Carolina				
XLIII	Ermelo				
XLIV	Bethal				
XLV	Bremersdorp	Recorded as Van Ryn at as above			
XLVI	Komatie Poort				
XLVII	Piet Retief				

When researching the archives in Pretoria, there was insufficient time to check whether the State Library in Pretoria possessed copies of the Transvaal Postal Circulars. If anyone does come across those for the years 1907 to Union in 1910, it is quite likely that further details will emerge. Members in South Africa who can continue the search more

easily may well like to take up the challenge.

Dr. Board has since acquired an item posted at MOTCHELIE in 1924 which bears the taxing stamp of ZEERUST, i.e., XXXVI. This postal agency is listed in the *Post Office Guide* of July, 1912, where it is recorded that the nearest M.O.O. is at Zeerust.

Additional offices listed by Mathews (1986):

LXXV - Pretoria Stn. BO - Noted on a postcard with Pretoria Stn BO date stamp, dated 17.12.1904.

LXXXVI - Johannesburg and Balfour

LXXXII - Standerton Cantonment BO

Acknowledgments: Mr. D.B. Olmesdhal of the Post Office Museum. Shown in the illustrations below are examples of Transvaal Types 1 and 2, as well as the Union of South Africa, of the "T" postage due marks.

Illustration 1. Type 1 (left & middle) and Type 2 (right) of "T" cancels used in the Transvaal, 1903 (?).

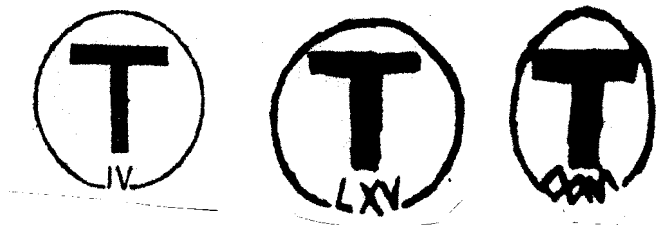
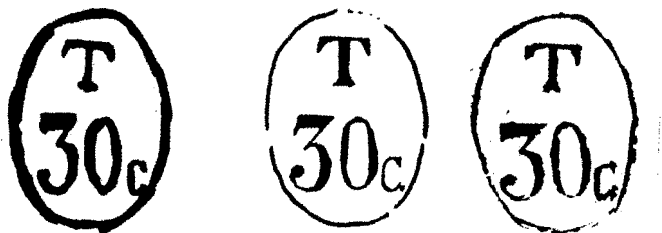


Illustration 2. Examples of "T" cancel types used in South Africa from 1920s.



Challenge 5. I recently encountered a double-circle numeral "2" marking on an Anglo-Boer War period cover (see Ill. page 135, Whole #25) described as follows: "1900, B. War, id VRI arms tied to censored cover with pmk and blk. label on postal stationery env of The Imperial Yeomanry Field Hospital and Bearer Co.' from Johbg to Cape Town, and large blue circle with '2d' cachet on front." I have never seen this mark before_ (neither has our Panel expert on Transvaal, Alan Drysdall). New find? - **Werner Seeba, Germany**

Challenge 4. Does someone have a non-philatelic use of a Bophuthatswana inland and overseas aerograms that were issued in 1977? - **Will Ross, USA**

Challenge 3. I am in need of South Africa postal rate information for the period 1959-71 prior to the conversion to decimal currency. Putzel's rate information is very sparse. Does anyone know of a source of the missing rate information? - **Bernard J. Doherty, Australia.**

Response from David Painter, Hon. Editor, The Springbok I may be able to help friend Bernard Doherty in Australia on the matter of postal rates. This information is available if someone has the *Post Office Guide* for the period.

I also have copies of *The Year Book and Guide to Southern Africa* by A. Gordon-Brown. This was published by Robert Hale annually for the Union Castle Steamship Co. and contains a mass of travel and commercial information.

Up to about 1965, a change of policy meant that the postal rates were no longer given in this handbook, but readers were directed to the *Post Office Guide(s)*.

Response from Michael Wigmore, South Africa. This challenge seems to have been on the boards for quite a time now and I have a little of the required information that has come to hand while undertaking a separate research project. As you will see from the following, the information is anything but complete. However, I offer it "as is" and hope that it will at least be of some use to the *Forerunners* readership. Maybe it may jog someone's memory that they have contemporary, "full" *Post Office Guides* put aside somewhere and they can take up the baton from here?

Principal Post Office Rates

RSA & African Postal		
Class	Union Countries 2	Other Countries
Letters - surface	2½c 1st oz, 1c ea addit'l oz	5c 1st oz, 3½c ea addit'l
Letters - airmail	3c 1st oz, 1½c ea addit'l	7 oz see Note 1
Aerograms	2½c each	see Note 1
Postal Cards - surface	1½c each	3½c each
Postal Cards - airmail	2c each	see Note 1
Newspapers	½c per 4oz copy-wt lmt llb	1½c per 2 oz
Printed Papers	1c 1st 2 oz, ½c ea addit'l	1½c per 2 oz
Commercial Papers	1c per 2 oz	1½c per 2oz (min of 5c)

Notes - Airmail rates are to be found in the Airmail section of the *Post Office Guide* which I regret I do not have on hand.

Note 2 - The African Postal Union Countries comprise: Angola, Basutoland, Bechuanaland Protectorate; Republics of Cameroon and Congo (formerly the Belgian Congo; Fed. of Rhodesia & Nyasaland, French Equatorial Africa (Rep. of Gabon, Congo, Central African Rep. and Chad), Kenya, Madagascar, Mozambique, Ruanda-Urundi, SWA, Swaziland, Tanganyika and Uganda.

As per Official Post Office's Guide as above, but for April, 1966:
Rates as listed above for 1962, but with the following additions or changes noted.
 (Again I have simplified details only from the Post Office A-Z List and not the full text.):

- 1). *Commercial papers to "other countries" ... changed to "no service".*
- 2). *Airmail service for Newspapers, Printed Papers and Samples added at 2c per 2oz with serviced restricted to RSA, SWA, Basutoland, Bechaunaland Protectorate and Swaziland. Other Countries to be referred to the full Guide.* 3). *Airmail service for Commercial Papers as 2) with a note that "no service" for Other Countries.*

As per *The South African Philatelist*, May, 1959:

Rates of postage in effect from 1.4.59

Class	African Countries	Commonwealth Countries & UK	Foreign Countries
Letters - surface	3d 1st oz, 1d ea addit'l oz	4d 1st oz, 4d ea addit'l oz	6d 1st oz, 4d ea addit'l oz
letters - air mail	4d 1st oz, 2d ea addit'l oz	"various"	"various"
Postcard - surface	2d	3d	4c
Postcard - air mail	2½d	"various"	"various"
Newspapers	½d per 4oz, limit 1lb	1½d per 4oz	1½d per 4oz
Printed Papers	1d per 2oz, ½ ea addit'l oz	1½d per 2oz	1½d per 2oz
Commercial papers	1d per 2oz	1½d per 2oz, min 6d	1½d per 2oz, min 6d
Samples	1d per 2oz	1½d per 2oz, min 6d	1½d per 2oz, min 6d
Air Letter Cards (Aerograms)¹	3d	"various"	"various"

Note¹ - There has been no change in the Air Letter Rate to the UK>

As per *The South African Philatelist* March, 1961:

Decimalized Postal Rates

(Quoting from the December, 1960 *Post Office Guide*, coming into effect on 14th February - examples below give "the more important ones" with the Sterling equivalent in parenthesis):

Class	South Africa and African Postal Union	Commonwealth ... Countries	Foreign Countries
Letters - surface	2½c (3d) per 1st oz, 3½c (4d) ea addit'l oz	3½c (4d) and 1½c (2d) ea addit'l oz	5c (6d) and 3½c (4d) ea addit'l oz
Letters - air mail	3½c (4d) per 1st oz, 1½c		
Aerograms	2½c (3d) each		
Postcards - surface	1½c (2d)	2½c (3d)	3½c (4d)

Update from Bernard J. Doherty: In regard to Postal Rates, as discussed above, I had a reply from Michael Wigmore who is associated with David Crocker in South Africa. He supplied 1959, 1961 and 1962 rates. Another reader (apologies for misplacing letter with name) sent photocopies of rates in the 1960 and 1962 *Year Book and Guide to Southern Africa*.

Andrew Wilkie who is researching South Africa postal rates from 1910 to 1985, has provided me with Inland, British Commonwealth and Foreign UPU rates 1910 to 1935, and the 1952 rates, plus air mail rates 1925 to 1938. He planned to access the Post Office archives later in February, 1997, and compile a detailed listing. When finished he will submit the results to the South African Philatelist for publication.

The above rate information, together with information accessed in the Printers Stone publication *UPU Mail, Rates of the U.S. & Foreign Countries* have been compiled into the tables on the next several pages. Where available the UPU French centime equivalents have been included. Publication of the rates may help to elicit response from other postal historians. I know that others have been compiling South Africa postal rates for a period of years. Hopefully they may be enticed into publishing their research.

Challenge 2. Do any of our members know of a tabulation of the "OFFICIAL FREE" cachets appearing upon "ON HIS MAJESTY'S SERVICE" official SWA envelopes (see page 102, Whole #21)? - **Dr. H.U. Bantz, South Africa**

Challenge 1. I have two South Africa postal orders, one of 6d uprated to 9d by affixing a 3d stamp, the second of R1.20. both were used in South West Africa, the first being Windhoek (22/9/42), the second in Aroab (3/9/63). Do readers know of any others? When did

SWA postal orders get issued? - **Leon Jacobson, South Africa.**

Your Society is actively seeking to fill the following positions: Vice President, Secretary and Director of Publications. Prior experience not essential - just a sincere willingness and commitment to contribute. Why not join the team. Ongoing support is always there from other Board members. Contact: Frederick P. Lawrence, President, 5016 South Kenneth Place, Tempe, AZ 85282 USA

DATE 1	DESTINATION	SOUTH AFRICA			SURFACE MAIL			AIRMAIL			OTHER SERVICES	
		LETTER	POSTCARD	PRT/ MATTER	LETTER	POSTCARD	AEROGRAM	Special Delivery	REG	AR		
31-5-1910	INLAND	1d per ½ oz	½d Each	½d per 2 oz					4d	2½d		
	BRITISH COMMONWEALTH	1d per ½ oz	1d Each									
	FOREIGN (UPU)	2½d per ½ oz (25ctm) 2½d each add ½oz	1d Each (10 ctms)	½d per 2 oz (5ctm)								
10-5-1920	INLAND	1½d per 1oz	1d Each	½d per 2 oz					4d	2½d		
	BRITISH COMMONWEALTH	1½d per 1oz	1d Each									
	FOREIGN (UPU)	2½d per 1oz (25ctm) 1½d each add 1oz	1d Each	½d per 2 oz (5ctm)								
1-6-1921	INLAND	2d per 1oz	1d Each	½d per 2 oz					4d	2½d		
	BRITISH COMMONWEALTH	2d per 1oz	1d Each									
	FOREIGN (UPU)	2½d per ½oz (25ctm) 2½d Each add ½oz	1d Each (10ctm)	½d per 2 oz (5ctm)								
1-1-1922	INLAND	2d per 1oz	1d Each	½d per 2 oz					4d	2½d		
	BRITISH COMMONWEALTH	2d per 1oz	1½d Each							1923 up to 3d		
	FOREIGN (UPU) (SEE ADDENDUM 1)	3d per ½oz (50ctm) 1½d Each add ½oz (25ct)	1½d Each (30ctm)	½d per 2 oz (10ctm)								
1-1-1926	INLAND	1d per 1oz	½d Each	½d per 2oz with a minimum charge of 1d	5d per oz				4d	3d		
	BRITISH COMMONWEALTH	2d per 1oz Incldg Palestine 19-4-26	1d Each		8d per oz							
	FOREIGN (UPU)	3d per 1oz (30ctm) 1½d Each add 1oz	1½d Each (15ctm)	½d per 2 oz (5ctm)	9d per oz							
1-4-1931	INLAND	2d , 1st 1oz 1d Each add 1oz	1d Each	1d for 1st 4oz and ½d per each add 2oz	5d per oz				4d	3d		
	BRITISH COMMONWEALTH	2d , 1st 1oz 1d Each add 1oz	1½d Each		UK 6d per oz Note 2 Europe 7d							
	FOREIGN (UPU)	As above	1½d Each									

DATE 2	DESTINATION	SOUTH AFRICA			SURFACE MAIL			AIRMAIL			OTHER SERVICES	
		LETTER	POSTCARD	P/ M	LETTER	POSTCARD	AEROGRAM	SPECIAL DELIVERY	REG	AR		
11-4-1934	INLAND	1d per 1 oz	½d Each	1d 1st 4oz ½d Each add 2 oz (5ctm)	1-11-1933 3d				4d	3d		
	BRITISH COMMONWEALTH	1d per 1oz	1d Each		UK 10d	UK 3d Each 27/11/34						
	FOREIGN (UPU)	3d per 1 oz (30ctm) 1½d Each add 1oz (15ct)	1½d Each (15 ctm)	½d Each 2 oz (5ctm)	Europe 1/-							
1-4-1935	INLAND	1d per 1oz	½d Each	As above	1½d per ½oz	1d Each		6d	4d	3d		
	BRITISH COMMONWEALTH	1d per 1oz	1d Each									
	FOREIGN (UPU)	3d per 1oz (30ctm) 1½d Each add 1oz	1½d Each (15ctm)	As above								
WAR YEARS ?	INLAND 1943 NOT VERIFIED ???? BRITISH 1939 COMMONWEALTH	2d per 1oz ?? 1½ d per ½oz	1d Each					6d	4d	3d		
	FOREIGN (UPU) 1940-49	3d per 1oz (30ctm) 1½ Each add 1oz	1½d Each (10ctm)	As above		1944 6d Each Airgraph 3d Finished 1945						
July-1950	INLAND	????	1d Each						4d	3d		
	BRITISH COMMONWEALTH	????	2½d Each ??									
	FOREIGN (UPU)	4½d per 1oz (15ctm) 3d Each add 1oz	3d Each	1d per 2oz (5ctm)								
1951 to 1952	INLAND 31-3-52 & AFRICA POSTAL UNION COUNTRS	2d First 1oz 2d Each add 1oz	1d Each	P/P ½d per 2oz C/PP 1d per 2oz					4d			
	BRITISH 31-3-52 COMMONWEALTH	2d per oz	2d Each	P/P 1d per 2oz CP1d/ 2oz Mn4½d								
	FOREIGN (UPU) 1-1-1951	4½d per oz (15ctm) 3d Each add 1oz	3d Each	PP 1d per 2oz CP1d/ 2oz Mn4½d	2/3d per ½oz to USA							
1-4-1953	INLAND		1d Each						4d	3d		
	BRITISH COMMONWEALTH		3d Each									
	FOREIGN (UPU)	4½d per 1oz (20ctm) 3d Each add 1oz	3d Each		2/3d per ½oz to USA	1s/2d each to USA	1/-					

DATE 3	DESTINATION	LETTER	SURFACE MAIL		LETTER	AIRMAIL		Special Delivery	OTHER SERVICE	
			POSTCARD	PRT/ MATTER		POSTCARD	AEROGRAM		REG	AR
JULY 1954	INLAND BRITISH COMMONWEALTH FOREIGN (UPU)	4½d per 1oz (20ctm) 3d each add 1oz	1½d Each 3d Each 3d Each						4d	3d
OCT 1959	INLAND BRITISH COMMONWEALTH FOREIGN (UPU)	3d 1st oz, 1d Each add 1oz 4d Up to 1oz 2d Each add 1oz 6d up to 1oz , 4d Each add 1oz	2d Each 3d Each Samples 4d Each Sample CmPp	PP 1d per 2oz. ½d Each add 1oz PP 1½d per 2oz 1½d per 2ozMin6d PP 1½d per 2oz 1½d per 2ozMin6d	4d 1st oz 2d add 1oz 1s/3d per ½oz To UK	2½d Each	3d Each 6d Greetings			6d
14-2-1961	INLAND BRITISH COMMONWEALTH FOREIGN (UPU)	2½c up to 1oz 1c Each add 1oz 3½c Up to 1oz 1½ c Each add 1oz 5c up to 1oz , 3½c Each add 1oz	1½c Each 2½c Each 3½c Each		12½c per ½oz To UK					
May - 1962	INLAND FOREIGN (UPU)	2½c up to 1oz 1c Each add 1oz 5c up to 1oz , 3½c Each add 1oz	1½c Each 3½c Each	P/P 1c Up to 2oz ½c Each Add 2oz CM PP 1c per 2oz PP 1½c per 2oz CMPP 1½c per 2oz Min 5c				1969 Spec Del 5c Handling Fee + 5c Min Delivery Fee		
1-1-1971	INLAND FOREIGN (UPU)	Up to 40g - 4c 40g up to 100g - 6c 100g up to 250g - 10c Up to 20g - 9c 20g up to 100g - 21c	3c Each 6c Each	Surface Mail Up to 30g - 2c 40g - 100g - 6c 100g- 250g - 10c PP Airmail 30c 1st 20g + 1cEach add 20g Up to 20g - 4c 20g - 100g - 7c 100g - 250g - 11c	See List			Certification Express Delivery 10c per Item + 10c Per Km Delivery Charge	20c Reg Posted out of Course 5c per Item	

Addendum to Challenge #3 update from Bernard Doherty showing UPU rates for South Africa.:

UPU Rate Effective Date	Foreign Letter	Net Scale Weight	Postcard	Printed Papers
February 1922	3d 1st ½oz (50 ctm)	1½d ea addit'l ½ oz (25 ctm)	1½d each (30 ctm)	½d per 2oz (10ctm)
May 1922	3d 1st 1 oz (30 ctm)	1½d ea addit'l 1 oz (15 ctm)	1½d each (15 ctm)	½d per 2oz (10ctm)
July 1922	3d 1st 1 oz (30 ctm)	1½d ea addit'l 1 oz (15 ctm)	1½d each (15 ctm)	½d per 2oz (5ctm)
December 1922	3d 1st 1 oz (30 ctm)	1½d ea addit'l 1 oz (15 ctm)	1½d each (15 ctm)	½d per 2oz (5ctm)

Airmail rates from South Africa:

Effective Date	Destination	Letter	Postcard
7-4-41 to 6-7-42	Belgian Congo	1s3d per ½oz	7½d ea
1943	Iran	1s6d per ½oz	
1944	Italy	1s3d per ½oz	7½d ea
1953	USA	2s3d per ½oz	1s2d ea
1960	UK	1s3d per ½oz	
1962	UK	12½d per ½oz	
1970	UK, Ireland, Israel	12½c	
1970	Both Germanies, Denmark, Greece. Greek Islands, Greenland, Iceland	15c	
1970	South American countries, USA	22½c	
1970	Australia	25c	

July 1, 1971 Rate Per 10G

Destination - Rate

Burundi - 9c, The Congo/Tanzania/Uganda - 11c, Denmark, Greenland, Rwanda - 13c, Greece and Greek Islands - 14c; UK, Belgium, France, Italy, Portugal, Spain, Switzerland, Monaco, Morocco, Malta, Tangier and Tetuan, Northern Ireland, both Germanies - 15c; Gibraltar, Iceland, Republic of Ireland, Israel, Holland, Luxembourg, Norway, Sweden, Finland, Estonia, Hungary, Poland., Romania, Turkey and the USSR - 16c; Bulgaria, India - 17c; Australia, North America, Caribbean - 20c; Ceylon, New Zealand - 21c; Japan - 22c, Philippines, some South American countries - 24c; Gilbert & Ellice Islands, Cook Island Portuguese Timor - 25c.

Rates Specific to Australia - Effective Date April 1, 1971

Printed Papers (Matter)		Air Mail	
Surface Rates*		Weight	Rate
Weight	Rate		
30g	2c	1st 20g	30c
40 - 100g	6c	ea addit'l 20g	1c
100 - 250g	10c		

* Same applies to Samples and Commercial Papers.

Effective South Africa rates for parcels

Year	Inland	United Kingdom
1960	8d per lb	1s 8d per ol
1962	up to 8oz 5c	17c per lb
	up to 2 olbs 10c (max 22 lb)	

Rate Changes from South Africa to Australia

Rate per 10g	Effective Date
R1.25	February 14, 1994
R1.35	April 1, 1994
R1.65	May 25, 1995

The next page shows the effective tariff dates for Airmail from South Africa.

* * *

Bits & Pieces

Our Director/International Affairs, J. Stolk, sent along the following photocopy of a cover from the Cape to the "German Empire", to wit: "Enclosed is an item I recently discovered which bears the postmark 'Hoogewal' (111.A). It had not yet been seen by Putzel at the time of its discovery."

Illustration B (below) shows an external destination of Germany on a cover from Wolpan, Cape of Good Hope. Franked by 1d x 3 Cape rectangulars, cancelled by the nine-bar squared oval numeral "805", the circular date stamp leaving mark being "WOLPAN / JA 14 / C.G.H.". Wolpan cancels are extremely rare finds in the market of postal history for this area.

Illustration A. Possible proving cover showing "HOOGEWAL" cancel.

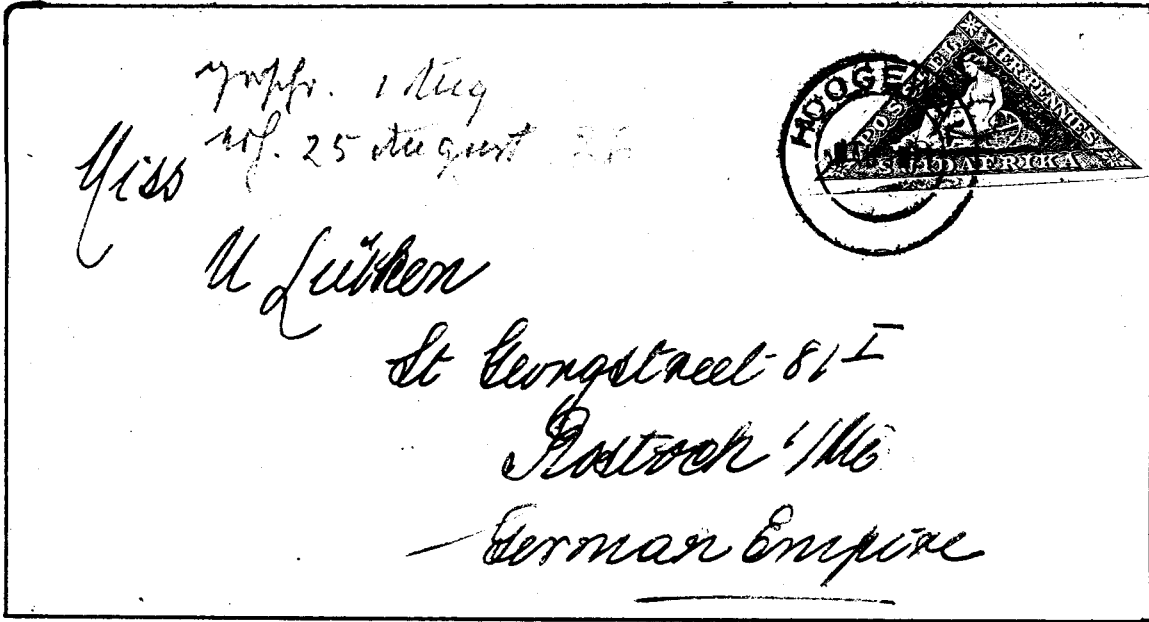
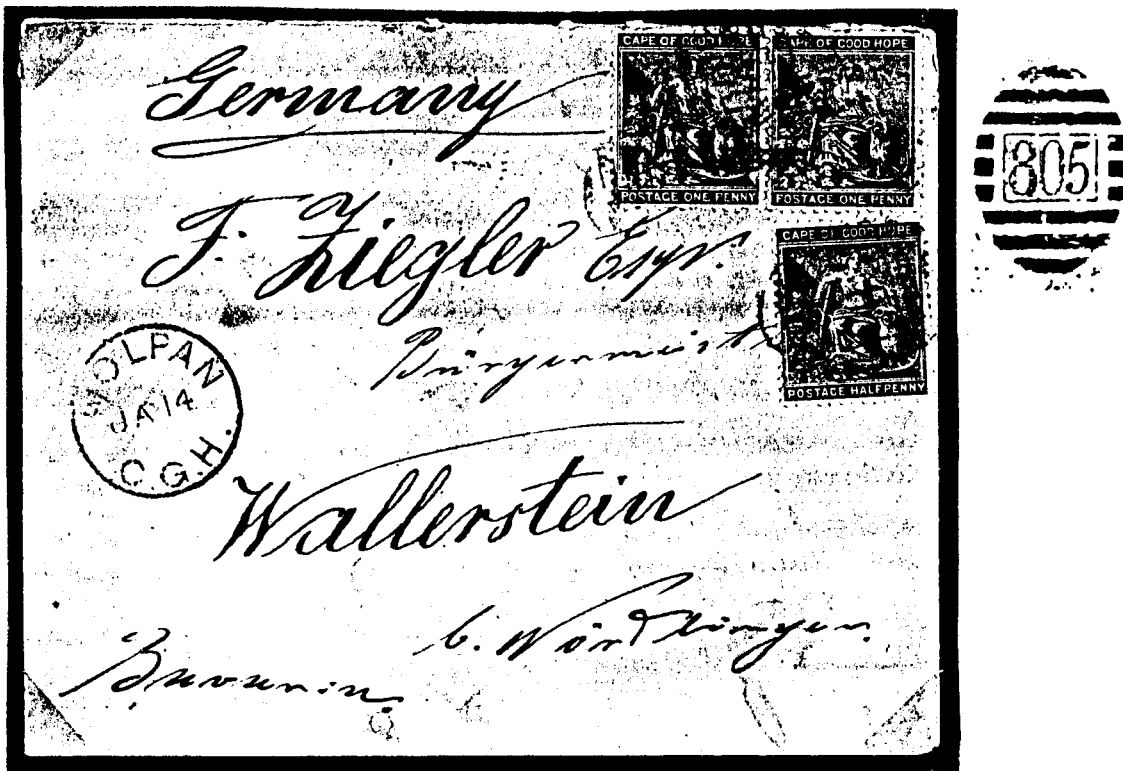


Illustration B. Cover from the Cape to Germany showing the rare "WOLPAN", "805" cancels.



From one of our South African colleagues, Dr. D.G. Mordant, comes two interesting "pieces". The first, Illustration A, deals with the Cape of Good Hope, 3d magenta of 1898. He points out that Stanley Gibbons' *Commonwealth Catalogue* which gives the date of issue of this item - S.G. 62 - as September 1898. Note from the photocopy an example used in Cape Town previous to that date - "JY 23 / 98".

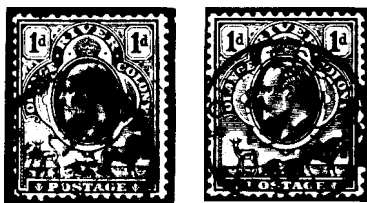
Illustration A. SG#62 showing canceled several weeks earlier than published date of issue. Is this an example of and earliest known use (EKU)?



Dr. Mordant's second "piece" deals with a previously undescribed Orange River Colony inverted watermark (Ill. B). According to him the only O.F. S. stamps with watermarks were those of the Orange River Colony period of 1900-1910. The 1d scarlet (S.G. 140) with the single Crown CA watermark, and depicting Edward VII, a Springbok and a Gnu, is common as the internal postal rate at that time for letters up to ½ oz in weight was 1d.

Recently, six single specimens with inverted watermarks have been found. One was used at Fouriesburg on 15 December 1903, another being used on 12 December 1903. Both are illustrated below. The towns and dates of usage of the other four known specimens are illegible.

Illustration B. Two of six known specimens of newly discovered inverted watermark variety - left example dated "12 DE 1903", right dated "15 DE 1903" at Fouriesburg.



POSTAL STATIONERY OF SOUTH AFRICA

The Dutch Philatelic Society for Southern Africa will issue a new bilingual (English/Dutch) handbook/catalogue on the postal stationery of South Africa. The book was published in February 1998 in two volumes:

Part 1: Cape of Good Hope, Natal, New Republic, Orange Free State, Transvaal and Zululand by W.J. Quik and Dr. G.H. Jonkers. 158 pages, A4 size.

Part 2: The Union and Republic of South Africa, by W.J. Quik. 200 pages, A4 size.

Price per volume is 35 Guilders, 110 Sterling or 90 Rands, plus postage: Europe/air and outside Europe/Surface postage fee is 10 Guilders, 13 Sterling or 25 Rands. Orders to: F.V.Z.A., P.O. Box 33223, 3005 EE Rotterdam, Netherlands.

... And Other Stories

Capt. Chas. L. Norris-Newman Alan Drysdall, England

Illustrated - courtesy of John Taylor - is a registered postal stationery envelope addressed to a philatelic publisher in St. Louis, U.S., posted at Bulawayo on the 25th October, 1894 (Ill. 1) The franking, a total of is 1' /2d in addition to the registration fee of 4d, was cancelled with strikes of the mutilated single-circle datestamp inscribed "GUBULAWAYO", with the date set at "OC 25 / 9-", and New York (8.12.94)' a straight-line handstamp struck on the face of the cover in blue records receipt in St. Louis on "DEC 10 1894".

The franking is contrived as it does not correspond to a specific rate. The rate to North America was 6½d per half ounce, i.e., a double-rate letter would have cost is 1d. There was a late fee of 6d, introduced with effect from the 24th June, 1893. If this was paid the minimum franking would have been is ½d. However, the significance of this cover has nothing to do with either the route or the rate.

The sender endorsed the face of the cover at bottom-left, "Chas. L. Norris Newman / Reuter's Special Commissioner / Bulawayo / 25/10/ 94". He also wrote on the flap at the bottom of the envelope, i.e., the flap that does not bear an embossed impression, "N.B. There are also a few Registered Envelopes of this size with the embossed flap at this end of the Envelope, and a small size as well". The smaller size is of course well known, but a Bradbury, Wilkinson H2-size envelope with the flap to the left rather than the right would appear to be a variation that has never been recorded.

Capt. Charles L. Norris-Newman was evidently a man with initiative and many interests. Apart from being Reuter's agent, he was editor of the *Matabeleland News and Mining Records*. He achieved philatelic fame or notoriety - depending on your point of view - when he innovated a runner service to link Bulawayo with the telegraph line then being extended northwards through Bechuanaland Protectorate. His own account of events² reads as follows:

"When I left Tati for Bulawayo in March, 1894, it was then the most advanced telegraph station; but the construction party were taking the wire on; so I arranged, on my arrival at Bulawayo, to form a service of native runners for the sure and prompt despatch of my own weekly wires to 'Reuter' - the Government mounted service of white orderlies being slow and uncertain, especially as the horse sickness was then very severe. So soon as the inhabitants found this out that I was bothered with applications daily to allow them to send their wires with mine, as it would certainly lower the expenses I agreed, and had printed off, by cyclostyle process, fifty sheets of three rows of six stamps, on plain laid paper, and gummed with the natural (mimoset-thorn) gum of the country, boiled; imperforate, of course (111.2). The top row was of Ten Shillings value: the fee to the Ramaguabane River station, 96 miles from here; the first temporary advanced post; the second row of Five Shillings each paid the charge

later on to Mangove, 60 miles from here: afterwards, and later on, the reduced charge to the Fig Tree Camp, 29 miles from here, being met by the Two Shillings and Sixpence stamp. None of these were sold direct to the public or dealers: as I affixed the stamps myself to the Telegraph Forms, sending copies, cancelling the same with the date and my initials in permanent blue pencil. My service commenced on the 28th March, 1894, and went once a week, or oftener if required, to the end of April, when the wire was open to Mangove; to the latter place I ran two to three times a week, until the middle of the month, charging Five Shillings; after which the Post Office authorities - Mr. A.O. Gumley, Postmaster - arranged with me to run alternate days, the Government sending Mondays, Wednesdays and Fridays, and I on Tuesdays, Thursdays, Saturdays and Sundays, charging: the Government Two Shillings and I Two Shillings and Six Pence. This went on until the wire reached Fig Tree Camp, 20 miles off, in June: when the Government reduced the charge for sending or receiving a wire to One Shilling, and it no longer paid me, so I

discontinued the services, and sent my wires by them. Mr. Angus Kelly had been the telegraphist in charge all the way up from Tati until it arrived in Bulawayo in July. The authorities here had a very small supply of any kind of stamps themselves; and the Fee due by the public was simple paid in cast on sending or receiving a message, together with the telegraph charges. Three hundred stamps of each kind were originally struck off, of which I used the following numbers: 72 of Ten Shillings, 2135 of Five Shillings, 151 of Two Shillings and Six Pence. "

¹ Lovejoy, G., 1993, "Early newspapers of Rhodesia", *The Journal of the Rhodesian Study Circle*, v. 43, no. 4 (167), p.134-6.

² *The postage stamps, envelopes, wrappers, post cards, and telegraph stamps of the British Colonies, Possessions and Protectorates in Africa, Part 2*, The Philatelic Society, London, 1900, p.117-8 (see also RSJC 142/95).

Illustration 1. A registered postal stationery envelope addressed to a philatelic publisher in St. Louis, U.S., posted at Bulawayo on the 25th October, 1894.

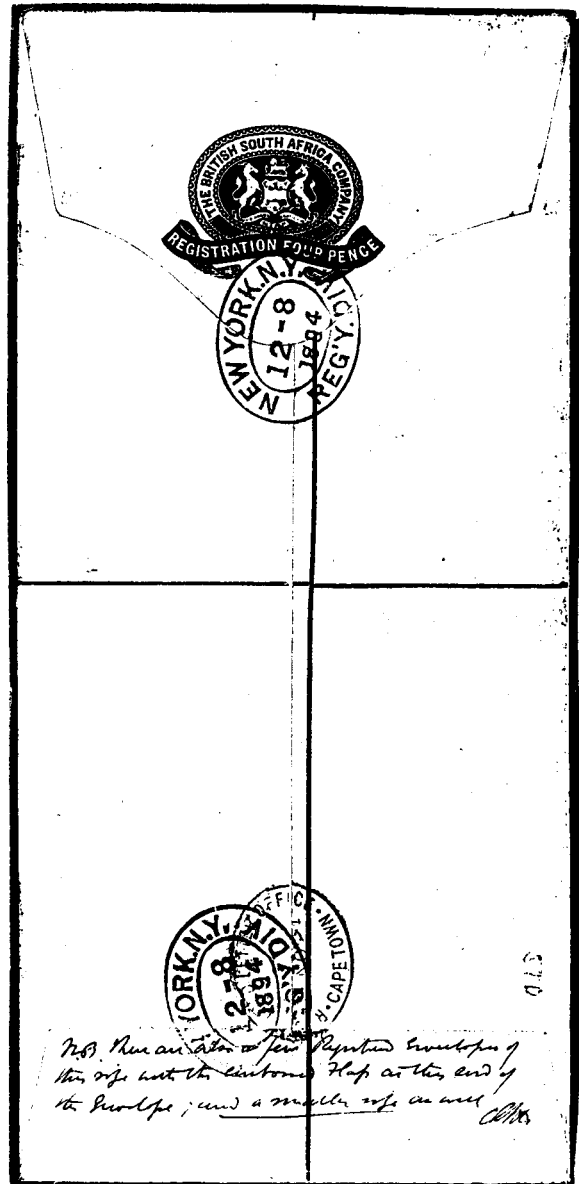
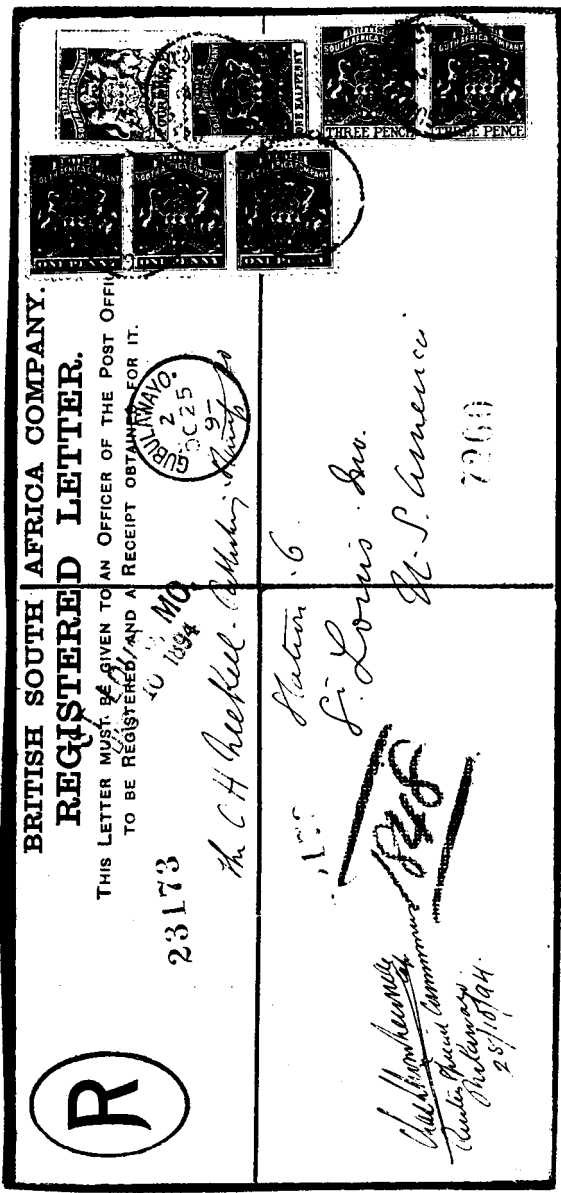


Illustration 2. Three-row imperforate sheet showing the three values of the "REUTER'S / TELEGRAPH / SERVICE" stamp.



The Bechuanalands

Peter Thy, Editor

(Editorial Note: We welcome this first in a long line of installments on the fascinating area of The Bechuanalands. As a reader you are encouraged to contact Peter and add your thoughts, ideas and materials to future columns.)

The large inland tract north of the Orange and Vaal Rivers offers numerous challenges and reward for the philatelic collector and postal historian. It is more than justified to dedicate this regular column to the study of the postal history and philately of the former territories of Stellaland, British Bechuanaland, and Bechuanaland Protectorate, as well as present-day Botswana. The complex and varied postal history of these territories will assure that we will never lack an interesting subject to discuss and share.

The earliest post activity in this vast area was organized by the pioneering missionaries and travelers of the London Missionary Society with important missions opened at Kuruman in 1816 and Inyati (Bulawayo) in 1861. The expansion of the Transvaal Boer northward led to the proclamation in 18982 of the independent Boer republics of Stellaland and Goshen. Of these Stellaland issued the

first postal and revenue stamps of the "Bechuanalands" in 1884. These republics and the establishment of a German protectorate of South West Africa the same year led immediately to British military intervention.

A British expeditionary force under command of General Charles Warren arrived the same year in Cape Town and marched toward Vryburg (Stellaland) and Mafeking (Goshen). This military action resulted in the collapse of the two republics and a British proclamation in September 1885 of sovereignty over the Crown Colony of British Bechuanaland, north of the Cape of Good Hope and south of the Molopo River. In addition, British protection was proclaimed over the area south of the 22nd latitude, later known as Bechuanaland Protectorate.

The Warren expedition maintained a military postal and telegraph service and issued telegraph stamps. Shortly after the proclamation a postal convention was signed between the Cape Colony and British Bechuanaland. This was the inauguration of the British Bechuanaland

postal services and resulted in the appearance of the first regular postal stamps issued for British Bechuanaland in the form of overprinted Cape of Good Hope current adhesives.

A few years later in 1888, the missionary mail routes toward the north were, at the insistence of Assistant-Commissioner John Moffat, taken over by the British Bechuanaland postal service linking Mafeking with Bulawayo by a 500 mile relay runner post service across the Bechuanaland Protectorate. This was the birth of the Protectorate postal service that saw postal offices and postmasters appointed at several locations along the mail route. For accounting purposes, British Bechuanaland stamps were overprinted for usage in the Protectorate. The runner post was replaced the following year by a mule drawn cart service between the rail head at Vryburg and Shoshong (Palapye) in the Protectorate.

The next chapter in the postal history of the Bechuanalands is related to the occupation of Mashonaland organized by Cecil Rhodes' Royal Chartered South Africa Company. In preparation for the raid, a telegraph line was erected north of Mafeking and reached Macloutsie and Tuli near Shashi River in 1891, where the occupation force camped prior to crossing into Mashonaland. After the successful occupation, an increased mail and passenger service between Mafeking and Salisbury necessitated and required a reorganization and extension of the previous services. During early 1893, the Cape Colony took over responsibility for the British Bechuanaland postal service and also for the Mashonaland mail. As part of a contract renewal with the mail carrier, the end-station of the Bechuanaland mail was shifted from Macloutsie and Tub to Bulawayo. This mover was most likely politically determined in an attempt to avoid the more direct route via Pretoria and the Transvaal. In 1895, the Crown Colony of British Bechuanaland was annexed by the Cape of Good Hope. The remaining stock of stamps and postal stationery was used in the Protectorate.

The most important factor shaping the modern postal history of the Bechuanalands was no doubt the construction of the railway that reached Vryburg in December 1890. Three years later, in October 1894, the line between Vryburg and Mafeking was officially opened. In 1897, Bulawayo was finally reached and the rail then transected Bechuanaland Protectorate linking the Cape with Rhodesia. The telegraph line was relocated to the rail line as this was constructed. The rail soon became the main artery for mail transport and the economic development of Bechuanaland Protectorate. Only a few main towns were located far off the rail line (Serowe, Molopo, Maun, Kasane) and connected to the rail by other means of transportation. Although airmail service was offered as early as 1932, transportation by rail to Johannesburg was the primary mode. The first direct and permanent airmail service was offered as late as 1966 between Gaborone and Johannesburg.

All stamps and most postal stationery issued up until 1932 were overprinted Cape and Great Britain issues. In 1932, the first stamps

inscribed "Bechuanaland" appeared and showed a design with baobab trees and drinking cattle. This design was to be used during the regency of three different monarchs until it was finally replaced in 1961 by the QEII second definitive issue.

The post-war period has seen steady growth with a marked increase in postal offices, agencies, and services provided, e.g., postal and money orders, savings bank, airmail services. This development has, in particular, accelerated since independence of Botswana in 1966. In 1962, the Bechuanaland government finally took over full responsibility for its own postal services that, since 1893, had been administered by the South African postal services (first the Cape and then the Union).

In this regular column, we will attempt to cover all possible and, in particular, impossible subjects of the postal history and philately of the Bechuanalands - from the early history of Stellaland to the current developments in Botswana. The stamps, postal stationery, booklets, postal and money orders, savings bank, picture post cards, telegraph and railway stamps. The development of the railway, postal routes, offices, telegraph and telephone services, parcel post, airmail, printed matter, just to name a few. We close this inaugural installment with a photocopy of a sketch map of British Bechuanaland, dated May, 1887 (see Ill. next page).

We will cover any Bechuanalands related subject that you, our reader, may suggest or write about. Specifically, we invite suggestions, contributions, and comments. Contact the Editor of the Bechuanalands column by writing to Peter Thy, P.O. Box 73112, Davis, CA 95616.

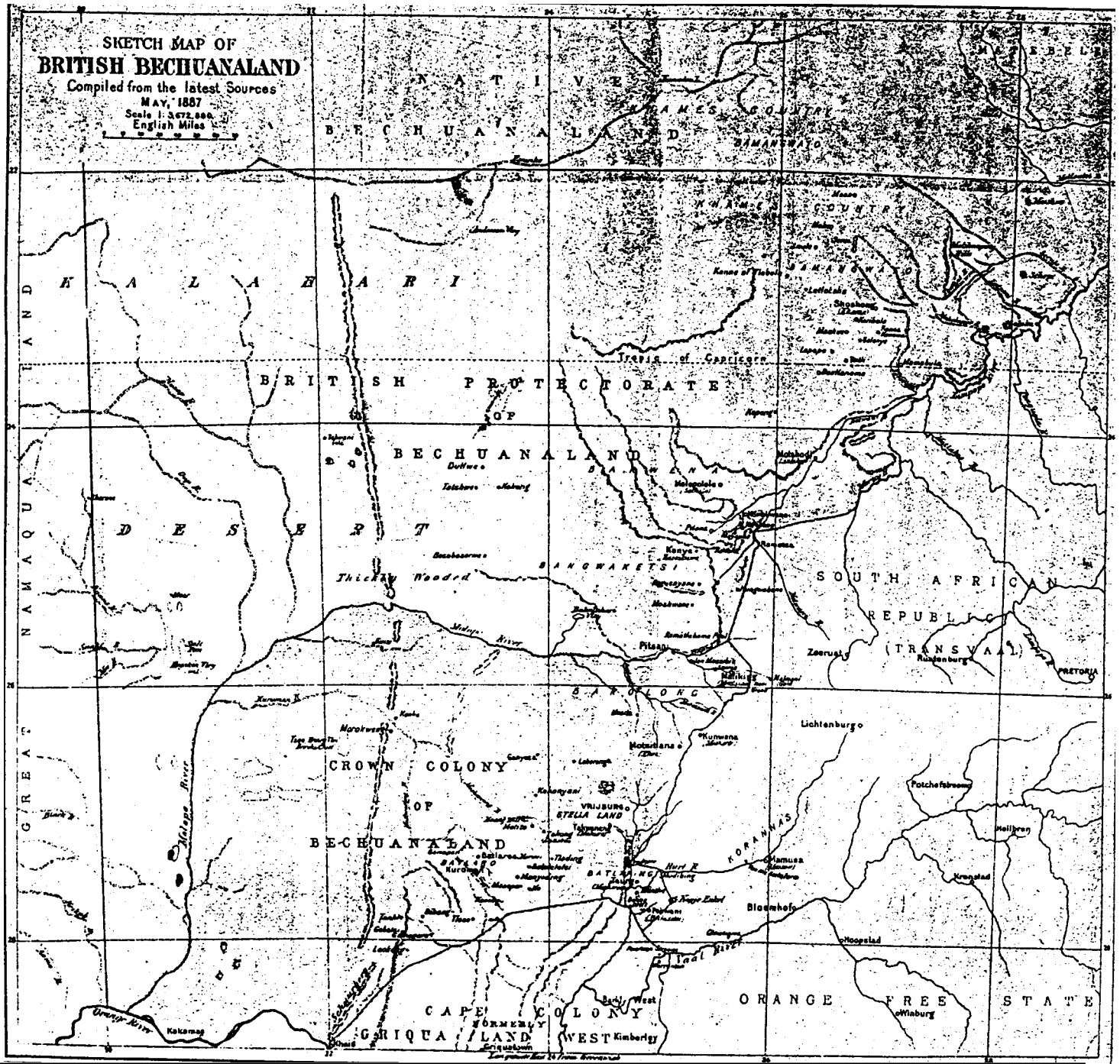
Editor(s) Sought

Bill Wallace has retired as Editor for "The Rhodesias" specialty column. *Forerunners* is now seeking one or more readers to "take over the reins". Installments should be in the 1-2 page range. Editorial assistance available. Contact: Bill Brooks, Editor, 200 E. 30th - #144, San Bernardino, CA 92404-2302.

Readers - Editorial Policy Change - Please Review!

Some of you have an entry in the "Works In Progress" and/or a free member adlet in "The Classifieds". As mentioned in "Editorial Notes", **a written request must be submitted by May 15th to renew** your entry as it appears in this issue. Entries will now run for three consecutive issues rather than indefinitely. You may wish to reword or substitute something new. Only those responding by May 15th will continue to appear herein. All others will be removed. Please contact The Editor as to your entry.

Illustration. Sketch map of the "Bechuanalands" from John Mackenzie, *Austral Africa*, first published in 1887.



Society Volunteers Sought

As we approach the new millennium, PSGSA is seeking members who would be interested and willing to volunteer in a number of areas. There are vacant Board and Panel of Expert vacancies just waiting for your steady hand. We also need a "Modern Era" column editor. In addition, if there is any specific area not discussed for which you have an interest in helping out, by all means contact our President, Frederick P. Lawrence, 5016 So. Kenneth Place, Tempe, AZ 85282.

Zulu Notes

Tony Davis, Editor

The Revenue Stamp Issues of Zululand

There are eight revenue stamp values used in Zululand during the 1888-1898 period. These are: 1d lilac, 1d lilac and red, 5d lilac and red, 9d lilac and red, 11 green, 11 lilac and blue, £5 green and red, .120 green and black (Fig.1).

Figure 1. The revenue stamps of Zululand, 1888-1898.



The values are Natal revenue stamps, overprinted "ZULULAND", with Crown CA watermark and perf 14. The revenue stamps were printed from Plate 2 of the De La Rue colonial plates. All of them are Die I.

The stamps are also known overprinted "SPECIMEN" (Fig. 2) and there are as well recorded values with a "SPECIMEN" handstamp (Fig. 3). The latter is known on UPU presentation strips of five.

Figure 2. "SPECIMEN" overprints of the Zululand revenue stamps.



Figure 3. Examples of handstamped "SPECIMEN" overprint.

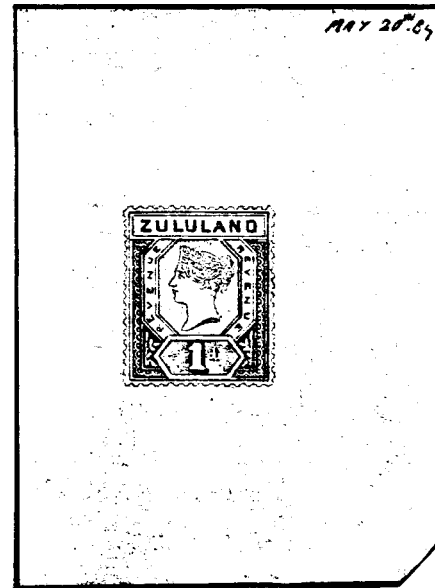


In addition to revenue stamps, the high values of the second Zululand definitive series - .1 and 1.5 - are primarily found used for revenue purposes.

Listings for these values are found in two philatelic revenue publications: Barefoot & Hall's *British Commonwealth Revenues* and Sherwood's *South African Revenue Stamps Catalogue*

A revenue essay for Zululand exists on tracing paper - 60mm x 70mm, and is handpainted in mauve, green and white for a proposed issue. A date May 20, 1889, is included. The item is from the De La Rue archives (Fig. 4).

Figure 4. Handpainted revenue essay dated May 20, 1889.



The 1d value stamp was also issued for provisional postal purposes (*Forerunners* #15) by official proclamation in June 1891. A total of 120,224 copies of the 1d were sold, although it is unknown how many were sold postally or fiscally.

The revenue stamps were withdrawn from sale on June 30, 1898, as were the postage stamp issues.

For many years, a 3s revenue value was listed in catalogs, on the basis of some reports. However, it has since been determined that no such value was issued.

Multiples of the revenue values in mint condition are very uncommon and have come up from time-to-time in auctions. A very scarce pair of the high value, 220, came up for auction in 1971 in Robson Lowe's

"Danson" sale, with a catalog value at that time of 11700. Revenue multiples are also recorded imperforated. The Danson sale boasted imperfs of the one shilling and one pound values.

The values are more easily accessible to collectors in used condition. Examples are usually with manuscript pen markings, with the date of use and initials of the signing official.

Revenue values were applied to all manner of documentation (recall the British colonial civil servants were in the business of generating local revenue) such as: Registration of Trade Marks, Power of Attorney, Authorization of Agents, Memoranda of Agreements, Marriage Licenses and Trading Licenses. Examples of these include, first, an 1891 Trading License for a Mr. Boyce to operate a store in the Nqutu region for one year (Fig. 5). There is a 56s revenue fee, - 5

payment for which was paid for by 5 x 9s and 11 x is revenue issues, tied by Rorke's Drift violet strikes (ex-Joseph, ex-Wong collections).

Figure 6 illustrates an 1894 Marriage License for "April, a native man" and "Dora, a native woman" at Eshowe. As shown the fee of .£4 was paid for with 3 x 21 and 4 x 2s6d - all postage values.

Figure 7 shows a Trade Mark Registration for a scotch whiskey supplier. The 11 and is fee is shown by the used of 1 x .C1 and 1 x is revenue values.

Figure 8 is a photocopy of a Trade Mark Registration, "Form of Authorization", 1892. Revenue stamps - 4 x is and a 6d postage stamp cover the 4s6d fee.

Figure 5. An 1891 Trading License franked by a 56s in revenue issues to cover the required fee.

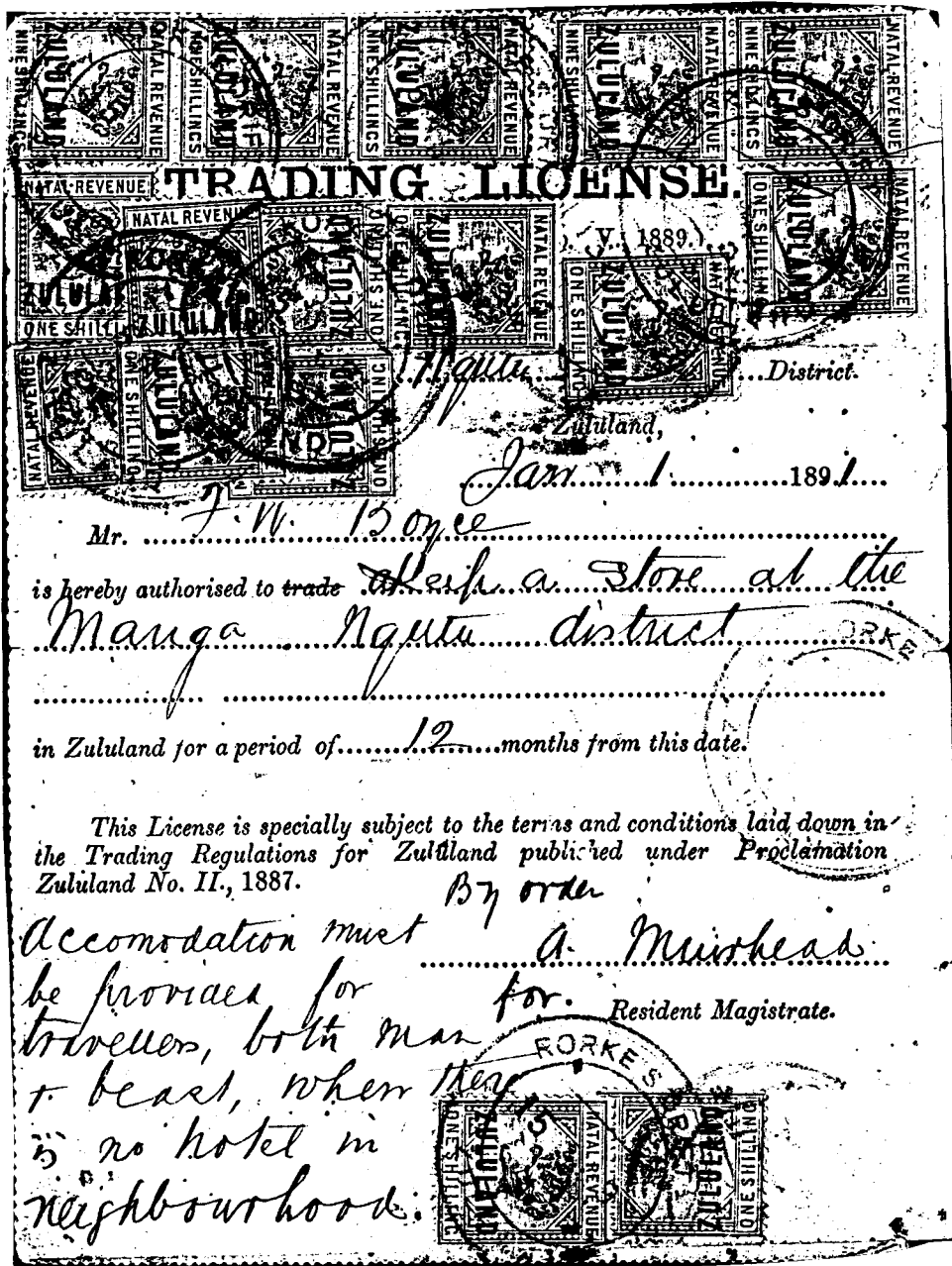


Figure 9 is an 1896 Authorization to act as Agents . The 4s6d fee is covered by the 1 x 4s and 2 x 1s. An additional .12, 2s lev (2 x £2 and 2 x is postage stamps) appears together with the notation "2.2.0. Through an omission these stamps were not affixed to the Certificate of registration with the Trade Mark."

Figure 10 illustrates an example of a Power of Attorney of 1897. It involves the Royal Baking Company of New York USA and the appointment of a Zululand agent in Eshowe. The is fee is paid for by a postage stamp.

Figure 11 illustrates a Special Power of Attorney (1891). In this case an agent is appointed to act on behalf of a Natalian who is seeking damages from the Zululand authorities for losses sustained during unrest in 1888.

Finally we have Figure 12 which shows two Zululand high value postage stamps used for revenue purposes.

Editorial note: The author is presently working on a Handbook For Zululand Philately. Reader reactions to this and previous installments would be greatly appreciated.

Please send your comments and suggestions to Tony Davis at 41 Karen Street, Thornhill, Ontario, Canada £4J 5L5.

Figure 6. An 1894 Marriage License for "April, a native man" and "Dora, a native woman" at Eschowe.

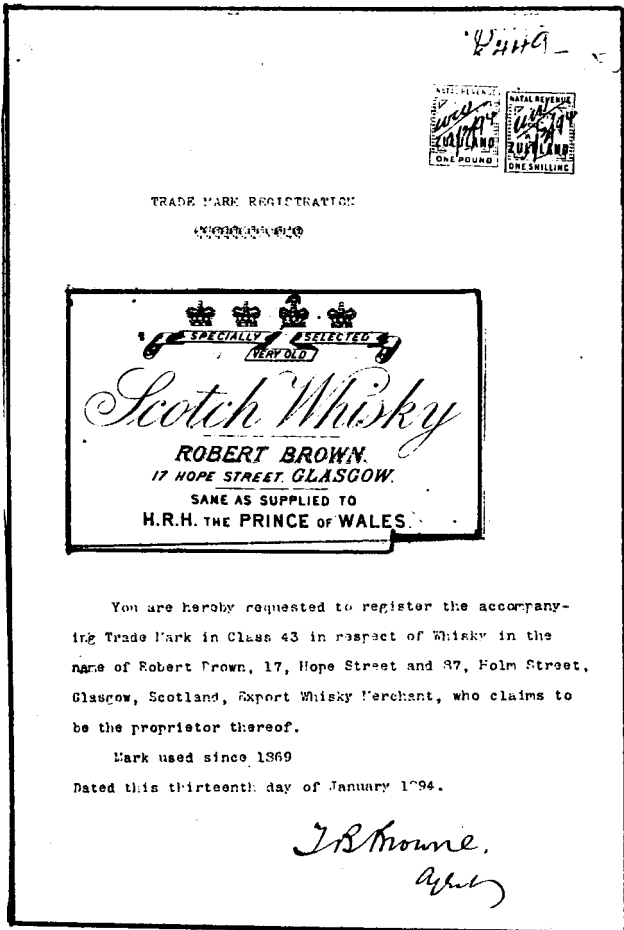
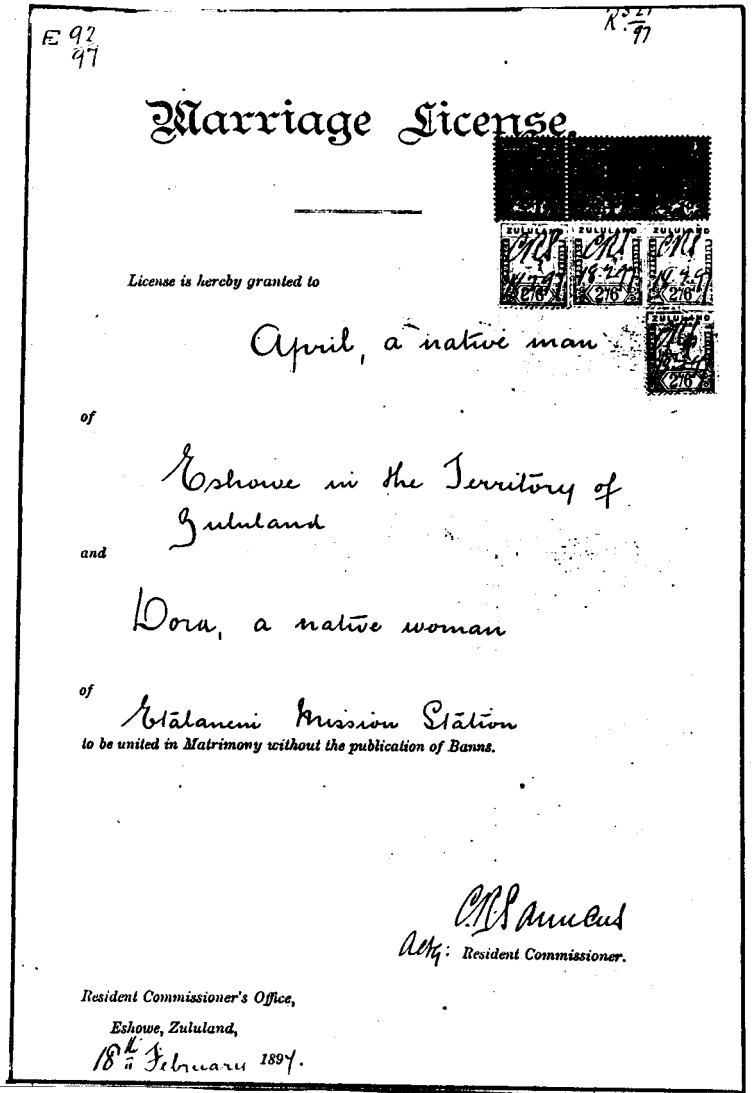



Figure 7. A Trade Mark Registration of 1894 for a scotch whiskey supplier.

K 1116
1892



REGISTRATION OF TRADE MARKS.

FORM OF AUTHORISATION.

To Mr. THOMAS BROOKS BROWNE,
163, Queen Victoria Street, London, E.C.


We hereby withdraw all previous authorities and constitute and appoint you our Agent, on our behalf, to make Applications for the Registration of Trade Marks belonging to us; to make and conduct all Communications with the Registrar in connection with Trade Marks, in which we may be interested, and generally to represent us with reference to such Marks.

Dated this twenty first day of May 1892
 Name Thomas Brooks Browne
 by Mr. [Signature] a member of the Firm
 Address Darlington, England & at Seithe
 Description Wine & Whisky Merchants

To The registrar of Trade Marks,
Registrar's Office, Eskowe,
Zululand.

Figure 8. An 1892 Trade Mark Registration, "Form of Authorisation"

2898 15487




AUTHORISATION

We hereby appoint T.B.Browne, Limited, of 163, Queen Victoria Street, London, England, to act as our Agents in securing registration of our Trade Marks in Zululand, giving them full powers of substitution and if necessary election of domicile in such Colony.

Peek Bros. & Winch, Ltd.,
trading also as "Peeks"

by *F. S. G. Drury*
Director

20, Cheapside, London
No. 22nd 1896



2-2-0. Through an omission these stamps were not affixed to the duplicate of registration in connection with the Trade Mark "Peeks"

16 Dec. 1896
by [Signature] of Trade Marks

Figure 9. An 1896 "Authorisation" to act as "Agents".

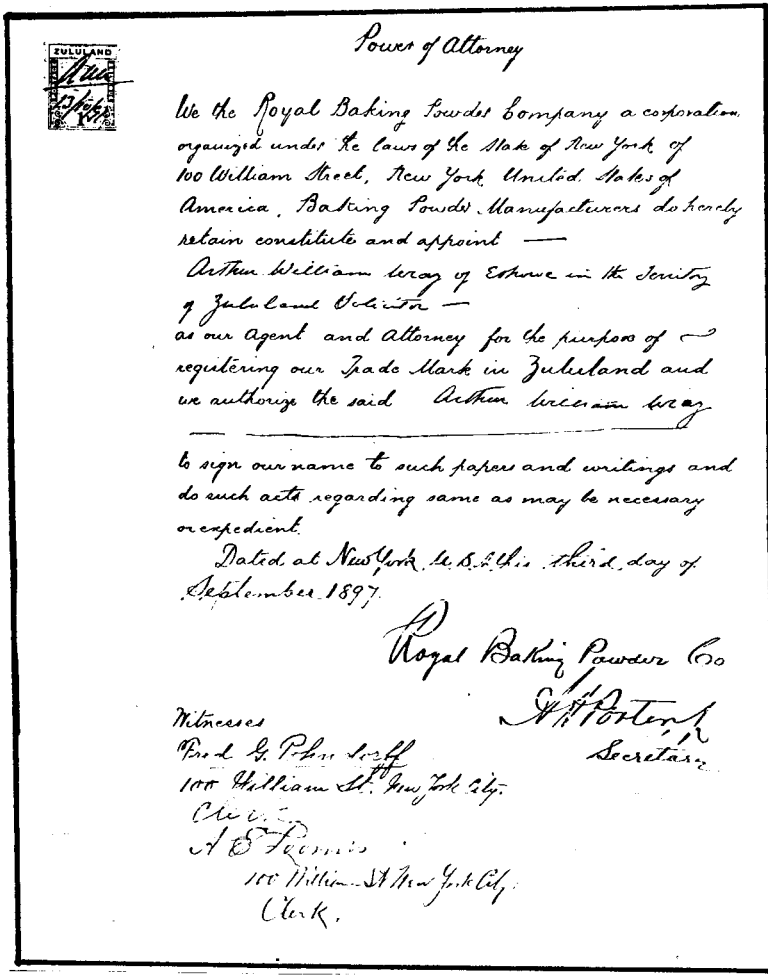
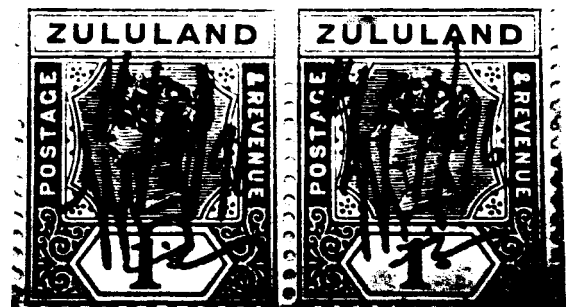
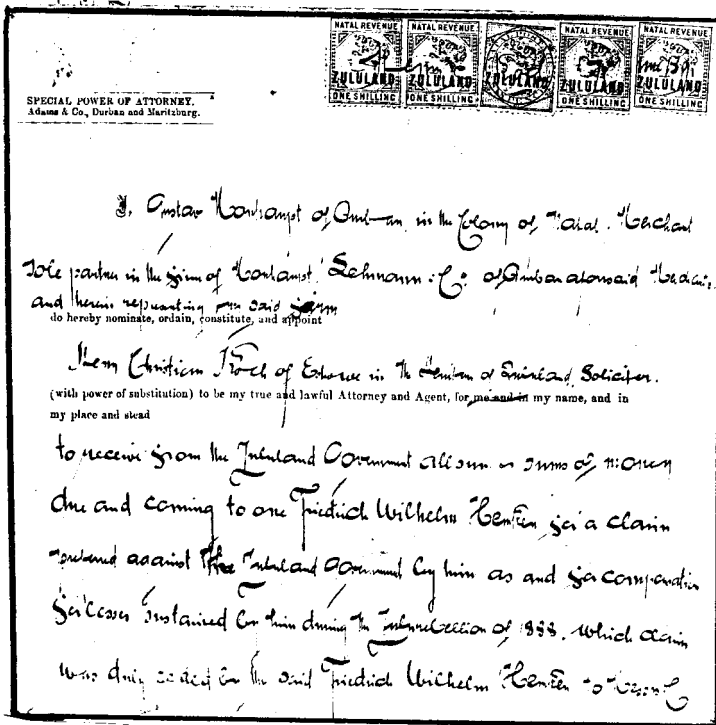


Figure 10. An example of a Power of Attorney, 1897.

Figure 12. Examples of Zululand high value postage stamps used for revenue purposes.



Figure 11. An illustration of a Special Power of Attorney, 1891.



COVER WITH A STORY

Feature Editor(s) for this popular specialty column **sought.** The vacancy is due to the passing of the late Alec Page, FRPSL, inaugural Feature Editor of "Cover..." Editorial assistance always available. Interested readers contact the Journal Editor, Bill Brooks, 200 East 30th - Apt. 144, San Bernardino, CA 92404-2302 USA.

Cover With A Story

Bill Brooks, *acting* Feature Editor

Editorial Note: The late Alec Page, FRPSE, was inaugural Editor of this feature. To quote Alec, the following describes the nature of this column: "It is our wish to make this a regular column in each issue. Many covers, entires and cards have interesting background stories - sometimes even unique. The intention is to devote one or two pages for this feature with members being invited to submit their own stories. The text should be brief with submission of clear illustrations in full size. Variety is the spice of life to coin an old cliché! Thus, the only restriction is that any item put forward should be confined to our areas of coverage which provides more than adequate scope for searching out those interesting items. So, please get those pens, typewriters and word processors busy ... "

There is one additional installment for "Cover. .." in the journal archives. Therefore, we need a feature Editor for this column to begin with the Jul/Oct '98 issue. Interested parties please contact me as soon as possible. This can be a shared responsibility if more than one reader expresses an interest.

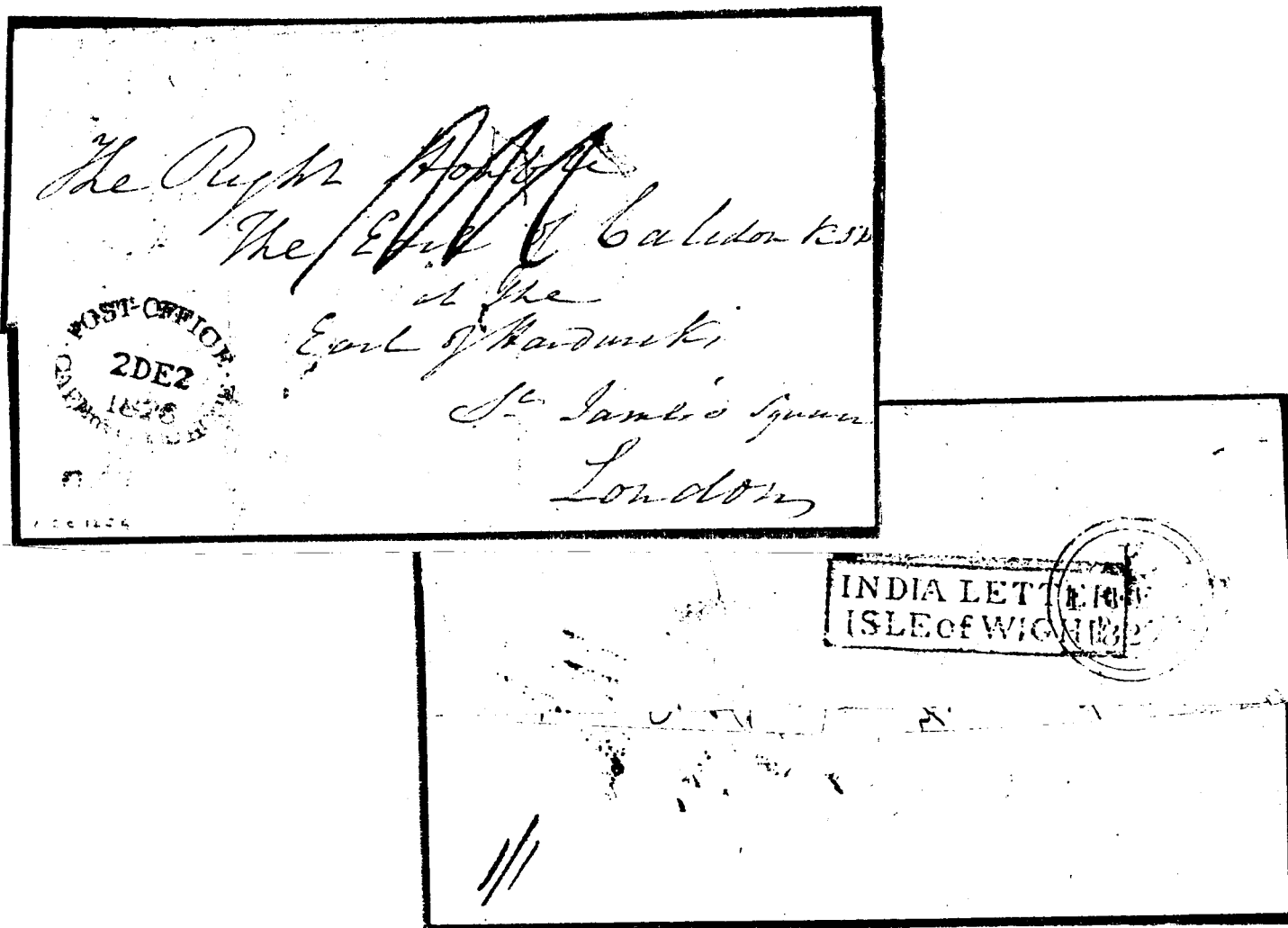
An Early 1800's Crozier Cover
 Alan Drysdall

to parliament and I have also been informed that many of the Cafer inhabitants have signed it who were always of a quiet disposition before. This memorial I understand embraces a great many points and states a number of

Illustrated below, courtesy of John Taylor, is a very attractive cover - grievances, such as high taxation, a reduction in wine and all export duty, a the outer sheet of a letter (111.1) - addressed to the Right Honorable representation of? trial by jury, independent judges, and above all the high the Earl of Caledon, in London by the Cape Postmaster-General, salaries of the civil functionaries to be reduced. Many complain of the number Robert Crozier (111. 2). The final page of the letter reads as follows:

of persons who are sent out from England in Civil ? with high salaries by

Illustration 1. Front/back of letter sheet from Cape Postmaster-General Crozier to the Earl of Caledon.



which the old Tenants of Government are overlooked and fresh burdens added to the expenditure. It appears from the books of the Lombard Bank that 500,000 of the million, then opened for loans in 1810 and the ? ? ? was not freed in circulation before 1812 and 1813. The last half million was to defray the expenses of the Water? and Public Buildings. When I first had charge of the Post Office my salary was reduced by the Governor to 2500 Rix D (rix dollars) and the Genl Post Office in London allowed me about 1300 annually for collecting the postage for that office and doing other business for the Department. When the India Packet Act was repealed my salary from the office in London was withdrawn, after that the Governor added to by income 2500 more which made the Post Office income 5000 Rix D, now 2375 and before the Rix D was fixed at 18d it (did) not exceed 1350. My predecessor had 1500 and little to do, besides he had ld from the Genl Post Office for every letter he sent to England, which amounted to 1100. I receive little more than one half and ten times more to do. I have spoken to Mr. Bigge on the subject but in respect to which he has done on it I am in lowly ignorants (ignorance). I ? ? ? apply to them (?) again.

"I remain with great esteem,

"Your Lordship's?

R. Crozier"

Illustration 2. The Earl of Caledon.



In 1806, at the age of 29, du Pre Alexander, Earl of Caledon (114. 12.1777 0 8.4.1839), was appointed the first civilian Governor of Cape Colony, which earlier that year had become a British possession for the second time.

The Earl arrived in Cape Town on the 21st May, 1807. During his tenure of office he was responsible for many administrative and judicial reforms. (The District of Caledon was named after him by his successor, Sir. John Cradock.) He was also responsible for the Hottentot Proclamation, which restricted the movement of the

Hottentots, but provided for the introduction of the formal contracts between employers and employees. Among a number of financial reforms was the reorganization of the Lombard Bank, and it was at this insistence the British Government authorized the issue of an additional 1,000,000 rix dollars to reinforce the loan fund of the bank and finance new government buildings. But it was his indecisive policy with regard to Bantu incursions along the eastern border of the Cape that ultimately led to the Frontier Wars. This was, however, hardly his fault, as he was well aware that he would get little support for an aggressive policy from the British Government, whose major preoccupation at this time was the Napoleonic Wars. He left the Cape to return to the UK on the 4th July, 1811, but as is evident from the above letter maintained an interest in the affairs of the Colony - and contact with his protege, Robert Crozier - until his death in 1839. (Field Marshal Alexander of Tunis was one of his great grandsons.)

Robert Crozier (c.1785 - 11.3.1852), who was born in Caledon, County Tyrone, was only 22 when he accompanied the Earl of Caledon to the Cape. For a month he copied despatches at Government House, but he was soon promoted Cashier of the Discount (Government) Bank, and commissioned to run it on English principles. His annual salary was then 1225. (By 1829, .£29,000,000 had passed through his hands without an error at any time in his balances.) On the 28th November, 1815, he was in addition appointed Postmaster-General at an annual salary of 2375. He gave up his Bank appointment with effect from the 1st June, 1928, but continued full-time as Postmaster-General with an annual salary of 2600. However, this was reduced by the new Whig government to 1400. Although Crozier wrote a memorial dated the 20th June, 1834, requesting that his salary be restored This request was only granted when the Tories returned to power in 1844. Crozier remained Postmaster-General until 1852, the year of his death.

In January 1823, Earl Bathurst appointed John Thomas Bigge (8.3.1780- 22.12.1843), together with W.M.G. Colebrooke, a Commissioner to undertake an official enquiry into the affairs of Ceylon, Mauritius and Cape Colony. His wide-ranging brief included reform of the Cape judicial administration, examining the possibility of granting a measure of local autonomy and making recommendations regarding the treatment of slaves and Hottentots. Bigge arrived in the Cape on the 12 July, 1823, sailed for Mauritius in June 1827, the year in which the Cape judicial system was remodelled - largely in accordance with his views - returned to the Cape in 1828 and to Britain the following year. He never married, and died as a result of an accident in the Grosvenor Hotel, London, in December 1843.

The postal history associated with this cover is as fascinating as the social history. The strike of the oval Cape Town datestamp at bottom-left records that the letter was posted on "2DEC2 / 1826". This datestamp, Goldblatt DLS 1, was introduced by Crozier in 1822. The backstamps are a framed rectangular mark inscribed "INDIA LETTER / ISLE OF WIGHT" and a London arrival datestamp coded "F" and set at "1 FE 1 / 1827". The total transit time was thus 61

days. Robertson (1993 reprint, v. 2, p.E. 134/A) illustrates two India Letter handstamps of this type, one with the word "OF" in upper case letters, which was used at Cowes, and the other with the same word in lower case letters, which was used at Ryde. The mark on this letter is evidently of the latter type. Ryde was not a commercial port, but it had the advantage of overlooking Spithead and it was sheltered by the Isle of Wight. Spithead was protected by the nearby naval base at Portsmouth, and convoys of merchant ships assembled there during times of war. Agents and owners established offices in Ryde, and it became a regular port of call. Ships' captains were required by law to off-load mail at the first port of call, hence the existence of letters, for the most part dated between 1825 and 1840, bearing Ryde markings.

An India letter would have been charged 4d, unless it was exceptional and weighed more than three ounces, and the inland postage from Ryde to London, rated as 85 miles, would have been charged at 9d, i.e., the addressee would have been required to pay 1d. The annotation on the face of the cover, which vaguely resembles an elaborate "W", records that this was in fact the amount charged. This is further confirmed by the annotation "1/1" on the reverse. (This second annotation may have been made by whoever took delivery of

and paid for the letter on behalf of Lord Caledon as a record of what he was owed.)

What is missing from the cover is any record that the sender paid the Cape Town port charge, but as the sender was the Postmaster-General that is hardly surprising.

References

de Kock, W.J. Kruger, D.W., and Beyers, C.J., (Editors-in-Chief), 1968-87, *Dictionary of South African Biography*. Tafelberg-Uitgewers, Cape Town, for The Human Sciences Research Council, Pretoria, v. 1, p. 74-6, v. 3, p. 12-14, v. 5, p. 158

Goldblatt, R., 1984, *Postmarks of the Cape of Good Hope*: Reijger Publishers, Cape Town

Potgieter, D.J. (Editor-in-Chief), *Standard encyclopedia of southern Africa*:

NASOU, Cape Town, v. 2, p. 656-7

Robertson, A.W., 1993, *A history of the ship letters of the British Isles*: James Bendon, Limassol (facsimile reprint of the book originally published by the author in 1955-64)

The Bookie Reports

Readers are invited to submit bibliographies, reviews of books, journals, monographs, articles, etc., for inclusion in this feature. Besides greater southern Africa, the majority of Society members collect general British Africa. Therefore, entries are accepted in the following categories: greater southern Africa (including German South West Africa), general British Africa and tangential areas, e.g., border mail, aerophilately, polar and so on.

Send your entries to The Editor, 200 E. 30th - Apt. #144, San Bernardino, CA 92404-2302.

The Macloutsie Post Office and its Postmaster, Bechuanaland Protectorate, 1892, by J.E. Symons, Krone Publications, 30 pp, 1997. Submitted by member Peter Thy, an editor and publisher in his own right, sent in a complimentary copy of this work. As Peter writes this amply illustrated monograph provides an important source text to the early postal history of Bechuanaland and Mashonaland. The central part of this work is a reprint of the contemporaneous writings of the Macloutsie post office's last postmaster, detailing his duties and travels. The Editor has provided a general introduction placing the Post Office into a postal history context. The information will appeal to the specialist as well as the general interest postal history collector. Additional copies can be obtained by writing to Editor, Krone Publications, P.O. Box 73112, Davis, CA 95616, USA. The price is \$5US and includes surface mailing worldwide' checks made payable to the Editor, Peter Thy, and drawn on US or Botswana banks.

* * *

World War II - East Africa . . . Submitted by the late Alec Page. Collectors of South African military mail from WWII will be aware of the South African involvement in the East African Campaign. Much has already been written on the subject worldwide. However, a new book has recently been published, compiled by Harry Henning of the East Africa Study Circle. The contents include an assembly of a great deal of previously written material, together with additional information into a very comprehensive handbook. The compiler describes the book as "as an assessment of date stamps, cancellations, censor marks and tapes relating to East Africa and East African Forces during World War II." The well illustrated publication comprises 122 pages and covers both the military and civilian aspects of the period, conveniently presented in three sections - Forces Mail, POW & Internee Mail and Civilian Mail. For collectors and researchers alike, to have such a wealth of information in one volume is certainly a bonus. Similarly the bibliographies in each section lead the reader back to the earlier published material, e.g., 18 references to the Forces Mail section. Additionally there are around 30 tables summarizing cancellation types, censor marks, etc., and recording earliest and latest known dates of usage. The Foreword of the book acknowledges that the work does not cover every philatelic aspect of the war years. Completeness is likewise disclaimed coupled with a request for additional information. All-in-all an excellent publication and a "must" for collectors of WWII postal history of southern/eastern Africa. Priced post paid: UK - A7, Europe - 117.50, Zone 1 countries - 120, Zone 2 countries - 221. Checks, bank drafts, etc., to be made payable to "East Africa Study Circle".

INTRODUCING COMBI-MAIL - Aeropostal History, by Frans J. van Beveren. Published by Detail Topical Stamp Catalogues, Groningen, Holland, 1997, 256 pp, A5 size. ISBN 90-75536-13-5. Hard cover. Price is 49.90 Dutch Guilders or \$33US plus postage. Available from AEROPHIL, 5 Maison du Vigneron, CH-1266 Duillier (Vaud), Switzerland. Reviewed by Kendall C. Sanford: The author is well-known in aerophilatelic circles for his articles and promotion of the concept of "Combi-Mail". Much of his research and articles have been compiled in this book on combi-mail covers which have been carried partly by air and partly by surface. Combi-mail is about postal markings, which are usually only found on commercials or private airmail, markings showing special postal service treatment. Part I covers added postal markings indicating airmail service for the entire route not possible, or no connecting flight available (surface transport faster), and many other variations, such as: obliterated airmails labels, missed connections, mail showing dual modes of transportation, insufficient prepaid postage, surface air-lifted, propaganda for airmail, and "Air Transit" markings. There is a useful Appendix of illustrations of covers by country. At the back is Supplement 1, "An Indonesian Combi-Mail Adventure", which shows many varieties of combi-mail covers to and from the former Dutch colony. And, finally there is Supplement 2 which shows many combi covers in color, so one can see those used for cancellation bars across the airmail labels and stamps. As printed on the contents page, the subjects not covered in this volume are: interrupted or suspended service due to unforeseen circumstances' censored, including currency control' mail between warring factions directed through neutral channels' and miscellaneous markings. However it is not explained if these will be covered by a future volume or why they have been left out of the book. One or two covers are shown on each page. Each includes a short explanation of the markings shown. This book is an interesting study of this growing and popular aspect of aerophilately.

"The Bookie" has received two bibliographical listings updating the British Africa bibliography - Appendix I, as published in THE Celebration Special Edition of *Forerunners* (Nos. 28 & 29 combined).

Union-Castle Line - submitted by Dudley Blascheck, Canada.

Union-Castle Chronicle 1853-1953, Marischal Murray. Longmans, Green and Co. Ltd., 1953

British Maritime Postal History Vol. 3, The Union Castle Ocean Post Office, Philip Cattell, Proud-Bailey Co. Ltd.

The U.K.-South Africa Sea Post Office 1913-14, Bryan Hunt. "The Philatelic Journal of Great Britain, September 1974

South Africa and How to Reach it by the Castle Line, Edward P. Mathers. Simpkin, Marshall & Co. 1889

The Union-Castle Postcard Study Circle, correspondence with Roland Jacques. *Merchants Fleets in Profile 3: The ships of the Union, Castle, Union-Castle, Allan and Canadian Pacific Lines*, D. Haws. P. Stephens Ltd, Cambridge 1979

Merchant Fleets: Union, Castle and Union-Castle Lines, Duncan Haws, TCL Publications, Travel Creatours Ltd., Hereford, 1990

Mid-ocean Mail delivery, reported by Mrs. Eve Colquhoun, "The South African Philatelist", June 1981 - extracted from the "Eastern Province Herald" of Friday 28, February 1908

Postmarks of the Cape of Good Hope, Robert Goldblatt. Reijger Publishers (Pty) Ltd., Cape Town, 1984

The following listings for each island was submitted by Michael Mueller, President of the St. Helena, Ascension and Tristan da Cunha Philatelic Society.

For all three islands

South Atlantic Chronicle, journal of the St. Helena, Ascension and Tristan da Cunha Philatelic Society. For further information: John Havill, 205 No. Murray, #221, Colorado Springs, CO 80906

20th Anniversary Anthology of the St. Helena, Ascension, and Tristan da Cunha Philatelic Society. Contact John Havill as above.

The St. Helena & Ascension Supplement an annual publication produced by The West Africa Study Circle and distributed with the Circle's journal, "Cameo". Does not include Tristan da Cunha. For further information, contact Bernard Mabbett, 34 Veronica Green, Gorleston, Gt. Yarmouth, Norfolk, UK NR31 8LE.

Ascension

Ascension: The Stamps and Postal History, J.H. Attwood. London: The Pall Mall Stamp Company, Ltd. (for Robson Lowe), 1981

St. Helena

St. Helena Postal History and Stamps, Edward Hibbert. London: Robson Lowe, Ltd., 1979

Monograph No. 1, St. Helena, Ascension, and Tristan da Cunha Philatelic Society. Contact John Havill as above.

Tristan da Cunha

The History and Postal History of Tristan da Cunha, George Crabb. Epsom, Surrey, UK: Published by the author, 1980

The Ships of Tristan da Cunha (history and mail), Rozell Smith. Vol. I and Vol. II; compilation of articles appearing in "Ice Cap News".

Ice Cap News, quarterly of the American Society of Polar Philatelists. Includes a regular column about Tristan da Cunha by Rozell Smith. For further information contact: Arthur A. DuMont, 901 Lake Shore Drive, Apt. 114, Lake Park, FL 33403.

Transvaal - Railway Stamps and Travelling Post Offices, Alan R. Drysdall, 7x10 inches, hardbound, 166 pages, published by James Bendon Ltd., P.O. Box 6484, 3307 Limassol, Cyprus. Price UK228.50/US48.50 postpaid. Order from the publisher. VISA,

MasterCard and Eurocard accepted. Reviewed by Guy R. Dillaway: This is the third volume in the Transvaal Study Circle Handbook Series and includes both stamps produced for the payment receipt for parcels and those produced especially for use by the Railway Administration. The postal history details the handstamps used to identify the station name, those used by stations and post offices at the stations, and those used by the travelling post offices operating within and to/from the Transvaal. The book is well illustrated. Each chapter

deals with the stamps, stationery and handstamps of a particular railway company. Three chapters are devoted to the CSAR alone. The travelling post offices are covered in depth. Alan Drysdall's style shows very good organization and easy to follow text. Concluding with Corrigenda and Additions to Volumes 1 and 2, this book is an excellent addition to any South African collector's library. My highest recommendation... GRD

Society Affairs

THE PRESIDENT'S CORNER

Since the last regular issue of *Forerunners* prior to the "Special Edition: An Anthology of British Africa Philately", issued in conjunction with PACIFIC 97, there have been several important changes in society organization and operation. In my first "President's Corner" column, I would like to bring you up to date on society happenings: The Society is moving forward with an application for non-profit organization status with the Internal Revenue Service (IRS). When this status is achieved, the Society will be able to significantly reduce its mailing costs for the journal. Will Ross, an attorney, is spearheading this effort. A tip o' the hat to Will for his support of this important objective!

As part of the process to qualify for non-profit status, the Board of Officers made certain changes to the Constitution and By-Laws earlier this year, and we held our first officer elections at the 1997 international meeting at PACIFIC 97. Elected for two-year terms, our new officers include myself as President, Robert Hisey as Treasurer, Jan Stolk as Director/International Relations, Tim Bartshe as Director/ Archives, Marc Milzman as Director/Marketing and Bob Taylor as Director/ Programs. Bill Brooks continues to serve as our Journal Editor. No candidates stood for election to Vice President, Director/Publications, and Secretary and those positions are presently vacant. For the time being, Robert Hisey has agreed to serve also as our *Acting* Secretary. Since the elections, Marc Milzman has stepped down as Director/Marketing for personal and professional reasons. If you are interested in serving as either Vice President, Director/ Marketing, Director/Publications, or Secretary, please contact me or any member of the Board of Officers for information on the duties of the position. Volunteers are needed! The society operates through the combined volunteer efforts of its officers and members. We will only be able to continue society activities at current levels for a short period of time unless these officer positions are filled by members willing to give something back to the hobby for many hours of enjoyment they have experienced with southern Africa philately. If you are unable to serve in an officer position just now, then why don't you send a note of appreciation to one or more of the current officers, without whose volunteer support PSGSA could not continue as the premier society for southern Africa philately?

This issue of *Forerunners* appears much later than usual because of a number of problems the Editor experienced with the production of the special Anthology issue, as well as personal and business related matters over the past few months. I wrote about the production problems in a letter which accompanied the Anthology mailing, so I'll not repeat them here. You will see some small changes in journal format, but not content, beginning with this issue. These changes are necessary to control journal production costs. We are using a commercial printer now, and the costs are higher than what the Cardinal Spellman Museum charged us. (Our former President, Dr. Guy Dillaway, withdrew from all participation in the society earlier this year, so access to the Cardinal Spellman's publication facility is no longer available to us.) Look at the Editor's column for explanation of the changes.

With the recent change to a commercial printer for the journal, the Editor needed assistance of a volunteer to help with journal distribution - addressing, stamping, stuffing and posting the mailing envelopes. Our heartfelt thanks to Will Ross for stepping forward! PACIFIC 97, the site of the society's 1997 international meeting, now appears not to have been especially well-managed. The US philatelic press has reported that the exhibition experienced a deficit estimated to be somewhere in a range from US\$250,000 to upwards of US\$642,000! At press time of this issue of *Forerunners*, the PACIFIC 97 organizing committee and the United States Postal Service (USPS), the principal sponsor of the exhibition, were publicly feuding over the exact amount of the deficit. Whatever the final figure turns out to be, both the US\$100,000 in seed money, that was contributed to PACIFIC 97, from the surpluses of previous world and international philatelic exhibitions held in the US, and the US\$130,000 pledged in shares of US\$5,000 each by 26 patrons, has been lost. This does not bode well for the next world philatelic exhibition to be held in the US, in Washington, DC, in 2006. During PACIFIC 97, there were signs that the show management was not running a tight ship. PSGSA was one of a number of societies which had been accepted to display a one-frame exhibit at its society table. The PSGSA one-frame exhibit, last shown at the World Columbian Stamp Expo in 1992, was reassembled and updated, under the coordination of David Wessely. When PACIFIC 97 opened, there

were no frames for society exhibits at or near society tables. The back-up plan was for society exhibits to have been shown during society meetings held during the exhibition. However, on opening day all exhibit frames were removed from the meeting rooms on the mezzanine level of the Moscone Center, for reasons which the PACIFIC 97 organizing committee never publicly disclosed. All society one-frame exhibits remained locked in the bin room and inaccessible during the show. Because of the financial deficit, the organizing committee has declined to reimburse societies for costs incurred in assembling and transporting their one-frame exhibits to/from PACIFIC 97. David Wessely and the PSGSA members who contributed material to the exhibit have since generously donated all costs they incurred, so the society's only expense for the exhibit was the transportation fee charged by the US commissioner who hand-carried it. A tip o' the hat to David and all the contributors! A photocopy record of the exhibit was made by David before it was disassembled and materials returned to their contributors, and this photocopy is now in the hands of the journal editor. I've asked the Editor to showcase the exhibit over the upcoming issues of the journal. I know that you will be impressed by the strength and depth of material content and the quality of presentation, and will be as disappointed as I was that this exhibit was denied an opportunity to shine at PACIFIC 97.

Despite its problems, PACIFIC 97 was a southern Africa collector's paradise, with nearly a hundred frames of international-level stamps and covers. Since not all society members were able to attend PACIFIC 97, elsewhere in this issue is a report on all the exhibits mounted by members of societies participating in "THE Celebration of British Africa Philately." An even greater assembly of southern Africa philately is expected next October in Johannesburg at the international philatelic exhibition ILSAPEX 98, which will be the site of the society's 1998 international meeting. There is also an ILSAPEX 98 update elsewhere in this issue.

The Board of Officers met at PACIFIC 97 after the 1997 international meeting. The focuses were some current the society is experiencing due to a budget shortfall resulting from declining membership renewals and auction revenues. The Board set into motion some near-term actions to overcome these problems. I will not burden society members with the details of current operations, unless the Board is unable to carry out its continuing responsibilities in the face of unusual or extraordinary circumstances. However if you are interested in the inner-workings of your society, information is always available to whatever levels of detail you desire. Contact me at 5015 So. Kenneth Pl., Tempe, AZ 85282-7265 USA, telephone/fax +1-602-839-8796, Email "Flawrence@pria.com" or "u.edu", or any of the other officers at their addresses on the masthead.

Once the above-mentioned operational problems are behind us, the Board will focus on future directions, activities and services of the society. While the officers have ideas, both individually and collectively, ultimately the society and its current and future forms

belong to you, the members who comprise it. The society exists to be what you want it to be, and to do what you want it to do. Please let me and other officers know how you want us to steer the ship-of-the-society.

PSGSA ANNUAL AUCTION #10 - CALL FOR VENDORS

The 10th Annual Society Auction Catalog will be included with the next issue of the journal. All members interested in submitting material for the next auction should send it to Tim Bartshe, 13955 W. 30th Ave., Golden, CO 80401. As in the past, only 10% will be deducted as commission from the sale price. Stamps should be identified by Scott and (if possible) SG number. Covers should be submitted with appropriate descriptions by the vendor if possible. The auctioneer has access to most literature pertaining to our Society coverage, but owners will generally have a more intimate knowledge of their material. Estimates or minimum bids should be included for all material. Auctioneer will place estimates where not included and vendor assumes the responsibility for auctioneer's discretion of value. Material is always needed. Suitable material includes stamps, covers, postal stationery, revenues, telegraphs, from stampless to modern, post cards and any related peripheral items. All countries relating to British southern Africa are appropriate. No Portuguese Colonies or East Africa, please. Please try to make up lots that have a minimum estimated value of \$3US. Lots of less than \$3US will be combined. Send your submissions to me no later than May 31, 1998. If you feel your lots may arrive late, you may FAX your descriptions to me at (303) 987-8671 or Email at IMBARTSHE@AOL.COM.

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SCOTT CATALOG SOCIETY INPUT FOR 2000

Scott Catalog is accepting input for annual catalog updates. In the past, we as a Society, have been less than successful in altering the editorial course of the Scott Publishing Co. Recent events, however, indicate that valid content changes CAN be accomplished and I would strongly encourage fellow members to submit recommendations. President Frederick Lawrence was successful in altering the Mafeking issues recently, so it can be done. Gary Clark, our Society liaison with Scott has had to bow out this year due to professional commitments. Tim Bartshe, address above, will assume his responsibilities until he is able to resume them.

We regret that this announcement appears too late for the 1999 catalog input period. However, Tim has established the following deadlines for the 2000 edition:

Griqualand West - 2 January 1999' **Lesotho through Orange Free State** - 10 February 1999' **Rhodesia** - 10 March 1999' **South Africa through Zululand.**

Gary Clark has been in communication with me recently and he will not be able to continue as Society Liaison due to a job opportunity. He was unable to get much response from the membership regarding

From The Archives

Tim Bartshe, Editor

Some notes and jottings about what has been going on regarding the Archives. Not a lot of new material to report on except for a new addition of a member's collection expanding your library's "Collection Archive". It is now available for future member's study and reference. The latest in a slowly growing list of collections is that of Forerunner Post History of Basutoland. I believe this is from a four-frame exhibit displayed at Benoni '94, south Africa. It displays some wonderful material ranging from stampless "On Active Service" mail of the Moirosi Campaign and Basuto Rebellion (1879-81) through Union usages. The copy quality is quite good and should reproduce nicely.

I have also been busy attempting to make items residing within our library more "user friendly". By that I refer to taking the widely scattered article sand organizing them into specific subjects. A recent inquiry about plating articles regarding the Union Ship Penny stamps prompted me to go through *The Springbok* and pull out all of the relevant material. While doing that I also extract many other groups of articles from the near complete run of Volumes 10 through 43. (Note: This publication was edited by our late fellow members, Alec Page.) What follows is a short list of some of the series available:

*2d "Union Buildings" unhiphenated, plates 1-13 *1d
"Ship" unhyphenated, issues 1-2, 11 *-/d "
Springbok" issues 9, 10, 15-22 *De la Rue
Georgians, excerpts from H.E. Lobdell's work

Fellow member, Martin Nicholson, has been busy recently cataloging the delatological side of our hobby. For those of you new to the universe of collectable material from southern Africa, delatology deals with picture post cards. There are a tremendous number of these delightful and often candid cards that give us a glimpse of yesteryear when horses and railways were the mode of travel. Literally thousands of these post cards were published beginning around the turn of the century or so, reaching an apex during early Union times. He has finished cataloging a few of the major publishers: *Postcard Catalogue of Southern Africa - Volume 1 (Sallo Epstein)* and *Volume 2 (Braune and Levy, PS & C, Rittenburg)*. Future volumes dealing with Barnett, Fusslein, G.B. & Co., Hallis & Co., Newman Art Publishing Co. and SAPSCO are in the "works". Volumes 1 and 2 are ready for purchase and delivery now. If you are interested, please contact him at the following addresses: Martin Nicholson, Philatelist - Postal Historian - Publisher, 3 Grovelands, Daventry, Northants NN11 4DH, England, Email - Martin@crozel.demon.co.uk, Custodian of UK Stamps and Postal History WWW site - <http://ourworld.compuserve.com/homepages/MartinNicholson>

Martin also authored *The Post Offices of the Orange Free State to 1910*. In this 45-page booklet, he lists all of the Post Offices up to

Union in alphabetical order with an assigned number and then proceeds to list as many letter combinations as feasible to help identify any partial cancels. It is a useful little book that I won and should prove worthwhile to the Free State postmark collector.

One last entry in the "new listing" arena is that of Alan Drysdall, the much-authored editor of the *Transvaal Philatelist, periodical of the Transvaal Study Circle*. This hard-bound, 180+ page book is the second in the series dealing with South African Republic/Transvaal philately in detail. As with the first volume, *Transvaal Revenue and Telegraph Stamps*, is another clean book from James Bendon Publications of Cyprus. In all there are 118 B&W illustrations (two of which are in color on the dust jacket) and eight color plates. Not only are the curious Customs Permit and Pass stamps dealt with here, but two sections dealing with Transvaal items used in Swaziland and Basutoland. Not cheap by any means at \$52.50, but an absolute must for Transvaal or revenue collector and I personally have referred to it many times already.

Study Group Updates

Members are encouraged to establish communications with others who have similar collecting interest with an eye towards forming a study group/circle. Any member wishing to form one on an informal or formal basis, is invited to send a short entry to that effect for appearance in "...Updates".

Homelands Study Group - Will Ross is interested in this area and would like to hear from like-minded members. Write him at 4120 Schuyllkill Dr., Calabasas, CA 91302.

Cape of Good Hope - It is curious that the Cape is the one pre-Union entity of significant challenge and interest has yet to have a specialty group singularly dedicated to its study. A sizable number of Society members collect this area. Step forward, get things started and send a notice for appearance in "...Updates"

* * *

Society Translation Service

Members willing to provide translation assistance to members, please contact the Editor. The following members have graciously volunteered to provide translations:

- **Afrikaans & German to English** - Bob Hisey, 7337 Sparta Road, Sebring, FL 33872
- * **Afrikaans & German to English** - Dr. H.U. Bantz, P.O. Box 6913, Westgate 1734, South Africa
- **Dutch to English** - Piet Mulder, Ruimzicht 300, 1068 CA Amsterdam, Holland
- **Dutch to/from English, French & German** Jac W. Versantvoort, P.O. Box 59, 4660 AB Hasteren, Holland * * *

The International Scene

Editor's Note: After this issue the appearance of the "Reciprocal Listings Exchange", as well as the "Events of Note" listing of international shows and exhibitions will occur once per year in the Jul/Oct 'jumbo' edition. However, "Show Reports" and information releases from our sister specialty groups will continue to appear in the nearest issue after received. Those groups with whom we exchange publications should forward the copy of their's directly to Tim Bartshe, Director/Archives, 13955 West 30th St., Golden, CO 80401.

ILSAPEX 98 Update

The International Philatelic Exhibition ILSAPEX 98 will be held in Johannesburg, South Africa, 20-25 October 1998, under the support of the International Federation of Philately (FIP). The show venue is the Gallagher's Estate Exhibition Center, within 20 minutes proximity of Johannesburg and Pretoria's numerous hotels. The exhibition is being jointly sponsored by the Society of Israel Philately (Johannesburg) and the South African Philatelic Dealers Association (SADPA).

ILSAPEX 98 will be the first international exhibition to be held in South Africa under the dispensation of the black majority government and the sponsorship of the Philatelic Federation of South Africa (PFSA). The exhibition will feature 2,000 competitive frames with a comprehensive set of exhibit classes, including traditional philately, postal history, aerophilately, thematic, revenues, youth and literature. The court of honor will include selected pages from the collection of Queen Elizabeth II and the official archives of the state of Israel, as well as those of South Africa. The "Natal" of the Royal Philatelic Society of London (RPSL) has been promised from the show.

PSGSA will hold its 1998 international meeting at ILSAPEX 98. The exact date, time and place have yet to be announced by the organizing committee. Additionally, the Society has requested a society table at the exhibition and the opportunity to display its one-frame exhibit. Mr. Henk de Lange, Vice-Chairman, has been named coordinator of society participation by Mr. David Stern, FRPSL, RDPSA, Chairman of the exhibition. At presstime, PSGSA was awaiting confirmation of the Society's participation from Mr. de Lange.

In June the organizing committee announced that frame fees for exhibits have been finalized at Rand 150 per frame (approximately US\$33 at the current exchange rate). This is a significant reduction from the preliminary fee level of US\$40 in Bulletin #1, and brings the frame fee in line with other recent and upcoming FIP exhibitions.

The organizing committee has already received a heavy subscription for exhibit frames and expects to be oversubscribed. As is the case now with almost every FIP world or international exhibition, competition will be keen, and a strong track record at previous world and international exhibitions is no longer a guarantee of selection. The Commissioner General, Mr. Danny Swart, recently wrote to national commissioners, "We have a substantial number of entries to hand already with the promise of some very fine exhibits from across the globe and all augurs well for an overall high standard for the show." Applications closed 31 October 1997. At presstime, national

commissioners were preparing to send final submissions of provisional entry forms to the Commissioner General. A large number of applications were submitted to the two US commissioners, and a majority of these exhibitors are members of PSGSA. Applicants are expected to be notified early in 1998 through their national commissioners whether or not they were selected to exhibit.

The American Philatelic Society (APS) recently revised the schedule for US commissioner's fees, and some were increased. The US commissioner's standard fee remains at US\$20 per exhibit (US\$5 paid with the provisional entry form, and US\$15 paid with the final entry form for an accepted exhibit). However, the US commissioner's hand carry service fee is now US\$15 per frame, except for exhibitions in high-cost venues, where the fee is now US\$20 per frame. If the rate of exchange of the Rand against the dollar remains favorable, the US commissioners hope to hold the hand carry service to the US\$15 per frame. National commissioner's fees in other countries follow closely US fees, but there may be country-to-country differences.

Bulletin #2, which was originally expected in the fall/winter of 1996, was not released until near the end of 1997. Along with *Bulletin #2* will be information from Inside Track in Sandton, South Africa, the official corporate event management company for ILSAPEX 98, on various options for hotels and pre- and/or post-exhibition in-country touring. Eleven hotels, ranging from 5 stars down to 2 stars, are offering special rates for the exhibition. At least nine multiple-day pre- and/or post-exhibition tour packages and 5 day trips from Johannesburg will be offered by Inside Track.

The Western US Commissioner was successful in making arrangements with South African Airways (SAA), the official air carrier for ILSAPEX 98, for discounted round-trip air fares to Johannesburg, departing from either JFK/New York or Miami, Florida. These special fares vary by the length of stay in South Africa. The most expensive fare is for a 7-day minimum stay, while the least expensive fare is for a 13-day minimum stay' intermediate-level fares are available for stays between 7 and 13 days. These special fares are available ONLY from the Corporation for Professional Conferences, Inc. (CPC), which is SAA's exclusive North American booking agency. Contact CPC at 800-621-4414 or FAX 516-661-6914 and request the "ILSAPEX 98 special fares." If you use a commercial travel agent, he/she must contact CPC by phone or FAX' these special fares are not posted on any of the airline/travel agency networks. Exhibitors/participants who desire to connect with SAA in London should call Ms. Katherine Monaco at CPC concerning their specific requirements.

Exhibition information is available from ILSAPEX 98, Box 1916, Houghton, Johannesburg 2041, South Africa, telephone 2711784-8312, FAX 2711-784-8315, and from the national commissioners. The Eastern US Commissioner is Colin Fraser, Stamp Department, Spink America, 55 E. 59th St., New York, NY 10022, telephone 212-546-1088, FAX 212-750-5874. The Western US Commissioner is Frederick P. Lawrence, Ph.D., 5016 So. Kenneth Pl., Tempe, AZ 85282-7265, telephone/FAX 602-839-8796.

PSGSA members in the US who are planning to attend ILSAPEX 98 but not to exhibit, and who would like to receive further exhibition bulletins and travel information, should send US\$5 (check or mint US postage) to defray postage expenses to the US commissioner closer to them. Submitted by Frederick P. Lawrence, Ph.D.

The Reciprocal Listings Exchange

Editorial Note: As mentioned earlier, the general list of sister societies, study groups and circles will appear once per year in the Jul/Oct 'jumbo' issue. However, any information releases received during the course of the year will appear in the closest issue being published following the releases receipt by the Editor.

Any specialty group whose focus includes British Africa is invited to participate in the publications and information exchange. Information releases about a fellow specialty group, its activities and special events, is welcomed for publication in this feature. All that is required is that PSGSA be provided the same courtesy on a reciprocal basis.

Exchange of publications between participating groups for their respective libraries is encouraged. **ADDRESS CHANGE: Those groups exchanging their publications with PSGSA are now to send copies to Tim Bartshe, Director/Archives, 13955 W. 30th, Golden, CO 80401.**

Aerophilatelic Society of Southern Africa - Contact: Ronald Mephius, P. O. Box 335, Germiston 1400, South Africa.

Anglo-Boer War Philatelic Society - Contact: Peter Prime, 56 Mount Way, Waverton, Cheshire CH3 7QF, England

Bechuanalands and Botswana Society - Contact: Jim Catterall, Membership Secretary, Treveasa, Upper Castle Road, St. Mawes, Truro TR2 5BZ, England

East Africa Study Circle - Contact: John Harvey, Hon. Secy., 22 High Street, Mepal, CAMBS CG6 2AW, England

Filatelisten Vereniging Zuidelijk Africa - Contact: J. Stolk, Secretary, P. O. Box 33223, 3005 EE Rotterdam, Netherlands

Natal and Zululand Study Circle - Contact: John Dickson, Hon. Secy., Lismore House, Shepton Beauchamp, Ilminster, Somerset TA19 0LJ, England

Orange Free State - Contact: Hon. Secy., J.R. Stroud, 28 Oxford Street, Bumham-on-Sea, Somerset TA18 1LQ, England

Philatelic Society for Greater Southern Africa - Contact: Bob Hisey, Acting Secy., 7227 Sparta Road, Sebring, FL 33872

Postmark and Postal History Society of Southern Africa - Contact: Mrs. Marge Viljoen, Hon. Secy., P.O., Box 835, Groenkloof 0027, South Africa

St. Helena, Ascension, and Tristan da Cunha Philatelic Society - Contact: Michael D. Mueller, 3201 Wisconsin Ave. NW, Suite 401, Washington, DC 20016

South African Collectors Society/GB - Contact: Membership Secy., A.R. Chilton, 56 Framfield Road, Mitcham, Surrey CR4 1AL, UK

D.W. Painter has stepped down as Hon. Ed., of *The Springbok* His replacement is Professor F. Heymann, Sunnybank, Gayle, HAWES North Yorkshire S051 8EB, England

The Society's next meeting will take place at Idawstone Hall, Kennington Road, London - 10 minutes from Waterloo Station - on Saturday, June 6, 1998 from 1:30 to 4:30 pm. The scheduled program is "World War Censored and Military Mail."

South West Africa Stamp Study Group - Contact: Dr. H.U. Bantz, P.O. Box 6913, Westgate 1734, South Africa

Transvaal Study Circle - Contact: Jeff Woolgar, Hon. Secy./ Treasurer, 132 Dale St., Chatham, Kent ME4 6QH, England

West Africa Study Circle - Contact: Membership Secy., John Mills, 70 Salisbury Road, Canterbury CT1 7HH, England **

Events of Note

Editorial Note: As mentioned elsewhere, the "Events..." listing of International and World Exhibitions will appear once per year in the Jul/Oct "jumbo" issue. Readers are encouraged to send entries for significant philatelic events to the Editor

ISRAEL 98 - May 12-21 - Tel Aviv, [Israel. FIP. US](#) Commissioner, Joseph D. Schwartz, 3230 Fieldcrest Dr., Sacramento, CA 95821

JUVALUX 98 - June 18-21 - Luxembourg. FIP. Youth and Postal History themes. Organizing Committee, Halls of the "Foire Internationale", Luxembourg-Kircher. Data from Marian Bowman, 3459 Township Ave., Simi Valley, CA 93063

STAMPSHOW 98 - August 27-30 - Santa Clara Convention Center, 5001 Great American Parkway, Santa Clara, California. APS annual convention. Champion of Champions exhibit competition and literature exhibition. Data from APS, P.O. Box 8000, State College, PA 16803. FAX 814-237-6128.

PORTUGAL 98 - September 4-13 - Lisbon, Portugal. FIP World Exhibition. Contact: General Secretariat, Av. Praia da Vitoria, No. 48, 30 Esq. 1050 Lisboa, Portugal' FAX 022-352-2-324-7114.

PRAGA 98 - September 10-13 - Trade Fair Palace, Prague, Czechoslovakia. Includes literature exhibition. Data from U.S. Commissioner Jaroslav J. Verner, 8602 Ewing Dr., Bethesda, MD 20817-3846; 301-530-2610.

STAMPEX 98 - September 30-October 4 - London, England. Data from the British Philatelic Centre, 107 Charterhouse St., London EC1M 6PT, England' 011-171-490-1005, FAX 011-171-253-0414

SESCAL 98 - October 2-4 - APS Champion of Champions qualifying event. Includes literature exhibition. Wyndham Los Angeles Airport Hotel, 622 W. Century Blvd., Los Angeles. **PSGSA Fall Regional meeting!** Contact Will Ross, Meeting Coordinator, 4120 Schuykill Dr., Calabasas, CA 91302

NORDIA 98 - October 16-16 - Danmarks Filatelist Forbund, Odense Congress Ctr., Odense. Data from Paul A. Nelson, P.O. Box 310, Claremont, CA 91711.

ILSAPEX 98 - October 20-25 - Johannesburg, South Africa. **International meeting of PSGSA!** See earlier entry in the beginning of "The International Scene".

ITALIA 98 - October 23-November 1 - FIP World Stamp Exhibition. Milan Fair, Milan. Data from ITALIA 98, Viale Europa, 190-00144 Rome, Italy. U.S. Commissioner Roger P. Quinby, P.O. Box 738, Clifton Park, NY 12065.

Australia 1999 World Stamp Expo - FIP recognition, Australia Post, Melbourne Exhibition Centre, Melbourne. Data from US Commissioner Stephen Schumann, 2417 Cabrillo Dr., Hayward, CA 94545.

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Aerogramme Group Forms

Member Kendall C. Sanford of Switzerland reports the recent formation of the Aerogramme Society. The group's first "Press Release" reads as follows:

Australasian Aerogramme Society goes global. Name change to the Aerogramme Society name change to enhance world-wide focus. The provisional committee of office bearers has decided to make several changes to the setup of the Society... The adoption of a new name for the Society reflects the growing membership from around the world. We always intended the Society to be a global society and to achieve this end the name was considered to be an important part of achieving this goal. We encourage membership from anywhere in the world and we also encourage active participation in the Society. Major reasons for the change are to: (1) remove confusion that the word 'Australasian' may have caused in relation to the scope of the society; and (2) make clear that we intend to be the truly global society for the AEROGRAMME collector.

The office bearers also agreed to change the name of the society newsletter from the less than original 'Australasian Aerogramme Society Newsletter' to the slightly more appealing 'AerogrammeR'. The major reason behind this decision was to have no doubt as to the

subject matter of the publication.

The aims of the Society are to: (1) foster the study, collecting and enjoyment of aerogrammes; (2) provide a forum for Society members to exchange ideas, information, knowledge and of course aerogrammes; (3) produce a world class publication in the form of the newsletter; and (4) be the logical point of contact for all matters relating to aerogrammes.

Contacts: Tom Adami, P.O. Box 380, Mitchell ACT 2911 Australia and Jerry Kasper, 1754 Westwood Blvd, Los Angeles, CA 90024.

South Africa Group Promotes Int'l Friendship

Since 1957 the Africa Club has promoted international friendship for philately. This non-profit organization, based in Cape Town, South Africa, was the first non-racial correspondence medium there, enabling hobbyists of all races to meet others worldwide in pursuance of friendly exchange of stamps, post cards, FDC's, etc.

The biannual bulletins contain personal data and specific listings of exchangers, as per expressed wishes with regard to the age, language and collector's wants.

Friendly correspondence follows, enabling hobbyists to learn more about each other and establish contact in some far away country with a person with similar interest.

The yearly membership is \$10 or 12 IRCs, which maybe sent with personal particulars to Africa Club, Box 3573, Cape Town 8000, South Africa, by registered mail. In the United States, the Club's representative is Zola Shuman, 134 Anson Rd., Newton, MA 02149.

The Philatelic Federation of Southern Africa

Founded in 1928 and affiliated with the FIP, PFSA acts an umbrella body for 50 philatelic societies and stamp clubs throughout the Southern African subcontinent, as well as 12 specialist societies headquartered in Southern Africa, the United Kingdom, Netherlands and the United states. The Federation's journal, *The South African Philatelist* is one of the oldest running stamp magazines (established 1923) and is published bimonthly.

PFSA services and activities include: the holding of a National exhibition' an annual philatelic congress, expert committee, audio-visual service/library (over 100 slide/tape stamp presentations available), your promotion, National Stamp Day outreach and recruitment effort

The highest award which the Federation can bestow, is election to sign the Roll of Honor of Distinguished Southern African Philatelists, which was instituted in 1932.

Further membership information available from: The Philatelic Federation of Southern Africa, Secretary George van den Hurk RDPSA, P.O. Box 375, Johannesburg 2000, South Africa.

Back of YOUR Book

R. Timothy Bartshe, Editor

Editor's Note: Reactions comments and entries for this feature are most welcome. Write me at at 13955 West 30th, Golden, CO 80401.

Trains, Tunnels and Stamps

Bill Wallace's recent articles on the railway parcel stamps of the Rhodesias led me to look into the similar issued of South Africa and the pre-Union States. The only parcel post stamps issued by either Boer Republic were those printed for the NAZSM (Nederlandsche Zuid Afrikaansche Spoorweg Maatschaapij) or Netherlands/South African Railway Company. This company was founded in Amsterdam in 1887 to build and operate the rail system in the South African Republic. Initial economic successes in the booming gold fields of the Witwatersrand fueled the extensions of the lines to the southwest to Klerksdorp, southeast beyond Heidelberg and Standerton and then ultimately to the east. This eastern line, from Pretoria to Komaati Poort, realized the ultimate Boer dream of an opening to the sea and successfully linked this landlocked republic to the Indian Ocean via

Figure 1. Author's photograph of the Elands Falls as they are seen today.



Lorenzo Marques (Maputo) in Delagoa Bay. The purpose of the short feature in this issue's installment is to mix as many different and peripheral parts of our hobby together as possible to highlight an important part of Transvaal history.

As an introductory anecdote, last spring my wife and I visited South Africa. While touring, we drove through Waterval Boven and Waterval Onder on our way back to Johannesburg from Eastern Transvaal. Highway 4, connecting Pretoria to Mozambique, follows the Crocodile and Elands Rivers until just east of Belfast. This lovely river valley was anything but scenic to the railroad construction engineers, particularly around the natural obstruction of the Elands Waterfall. This precipice, posing a barrier of some 600 feet in vertical relief in less than 5 miles, forced the NAZSM to build a tunnel and use a rack-railway system. We visited the tunnel site, now a national historical monument and nature preserve. You pull off the main highway (not a simple task) and park where you can. If you either

Figure 2. Post card showing Elands Waterfall some ninety years ago.



have a flashlight (we didn't) or faith that you WILL soon see the light at the end of the tunnel (an old mine rat like myself laughs at the underground!) by venturing through the tunnel, one emerges to see the lovely sight of the Elands Waterfall. The falls as they are seen today (Fig. 1) can be contrasted from a post card printed some 90 years ago as shown in Figures 2 on the previous page.

How does this all tie into a back of the book discussion? Well, to begin with, the South African Republic issued a stamp commemorating the initiation of a uniform penny post for all letters under ½ ounce on 6 September 1895. The design of this first commemorative of southern Africa (Fig. 3) shows a picture of the rack- or cog-rail train emerging from the eastern side of the tunnel mention above.

(Note: A cog-rail system has a central "third" rail that a cogged drive wheel on the special locomotives used to increase power on steep sections of track. The need for this system was alleviated earlier this century after the completion of two tunnels that decreased the grade of the track.) The same portal as seen today is shown by my photograph (Fig. 4). This tunnel, completed in late 1894, was opened for service on 1 January 1895 some nine months earlier, hence doing dual service as a commemorative issue.

Expanding upon this common stamp and helping to make a display come alive with a story, one digs deep and looks for those items not found within the main stream of philately. As you have already seen in Figure 2, my picture post card collection has come into play. I was able to find a wonderful view of the train exiting the western portal shown in Figure 5 (cow catcher just visible in the tunnel portal). You can see the "third" rail very plainly located in the middle of the track. If you look closely at the stamp you can see the accurate rendering of

Figure 3. Penny Post commemorative, Scott 165.

Figure 4. Eastern Portal Waterval Boven, NZASM RR, 1996



the same rail. This portal looks much as it did 90 years ago in my modern photo (Fig. 6). Another post card of the valley east of the tunnel clearly shows the steep and curvy route the railway had to take in order to make the vertical climb in such a short distance (Fig. 7).

I then scoured my postmark collection to find an item relating to the railway, not just the post office of Waterval Boven or Waterval Onder. Many railway stations utilized their very own unique canceling devices quite dissimilar to the double-circle date stamps. I discovered two such cancellers, one seen defacing the

Figure 5. Western Portal Waterval Boven, ca. 1905

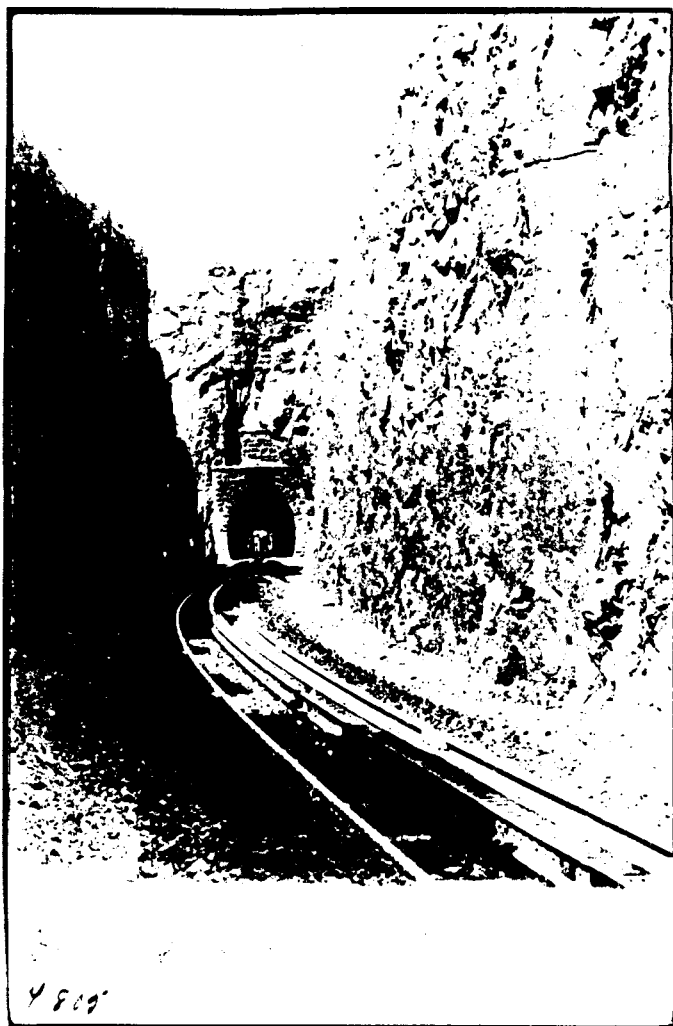
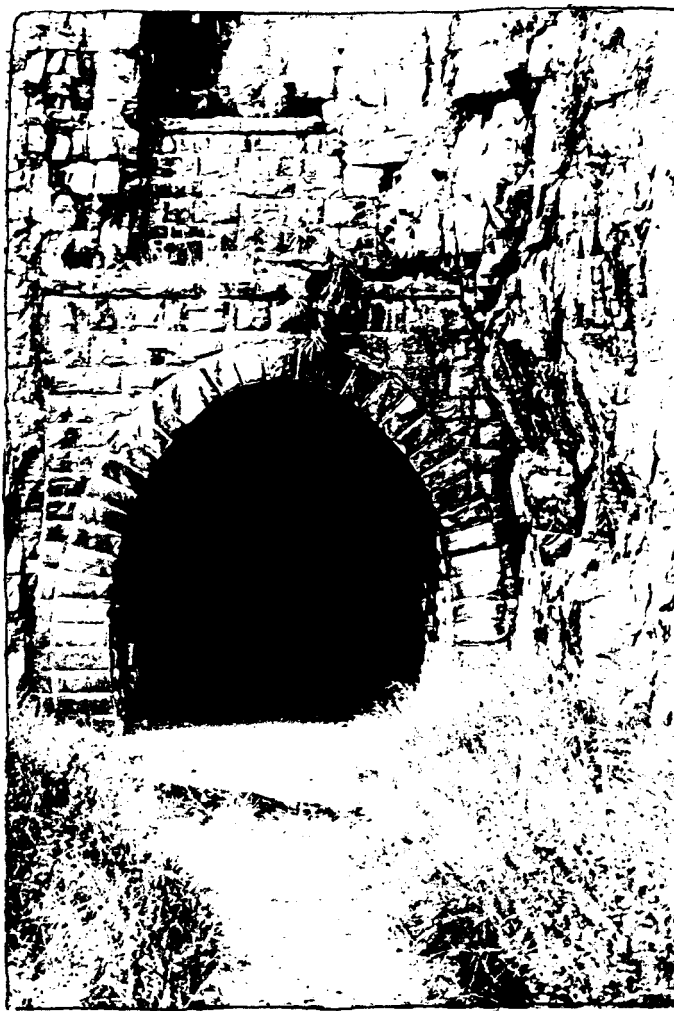


Figure 6. Western Portal Waterval Boven, 1996.



three 1d stamps still on piece (Fig. 8). This cancel appears to be a rubber stamp measuring approximately 39mm in length and 6mm high, e.g., "WATERVAL BOVEN". A metal date stamp of "21 NOV. 97" was also used. Both hand stamps are in violet ink. The other example in blue ink is an entirely different canceler, being a metal hand stamp. Although incomplete, it appears to be at least 46mm in length and 5mm high within a box 10mm high, e.g., "WATERVAL BOVEN." The cancel is on a pair of 1d Vurtheim stamps. These cancels are typical of railway cancels during this time period. Others are known from Johannesburg, Braamfontein, Badzijnloop, Elansfontien, Paardekop, Avoca, Pan and Krokodilpoort, the latter being on the line from Pretoria to Delagoa Bay.

The last item to add to a mini-display might be the railway stamps printed by the NZASM. As mentioned earlier, they were used to account for fees collected in the transport of parcels. These stamps were issued in four denominations: 1d green, 3d violet rose, 6d ultramarine and 1sh red (Fig. 9). These stamps are not too common by any means with Mathews estimating less than 3,000 copies each, copies in good condition being rare. It is unknown how many of them were printed and exactly when they were issued and first used,

anceled examples are extremely scarce and without cancel dates. Mathews (1986) quotes a *Transvaal Philatelist* article as saying they were issued in 1890. However, in van den Hurk's (1992) paper, he describes a letter from the then Chief of Operations proposing the idea for these stamps to his seniors in Amsterdam in mid-1891. By estimating the delay of the original design idea and the printing, they were probably first used in late in 1891 or early 1892 and continued in usage until the British took over operations of the rail system in 1900.

Certainly, the search for peripheral items dealing with this tunnel and railway could expand further into special cachets, postal cancels, cinderellas and the like. I just wanted to create an example to show how non-postage items can be used to embellish a rather plain stamp. I also wanted to touch on a subject that has great topical interest to some and much historical interest to me, and that is the railway system of southern Africa. Not only did the rail system bring the postal services into the modern era, but also allowed for the expansion of the companion service of the telegraph lines. More about that in later columns.

Figure 7. Railway approach to tunnel, Waterval Onder, ea. 1905



Figure 8. Waterval Boven railway cancel, 1897.



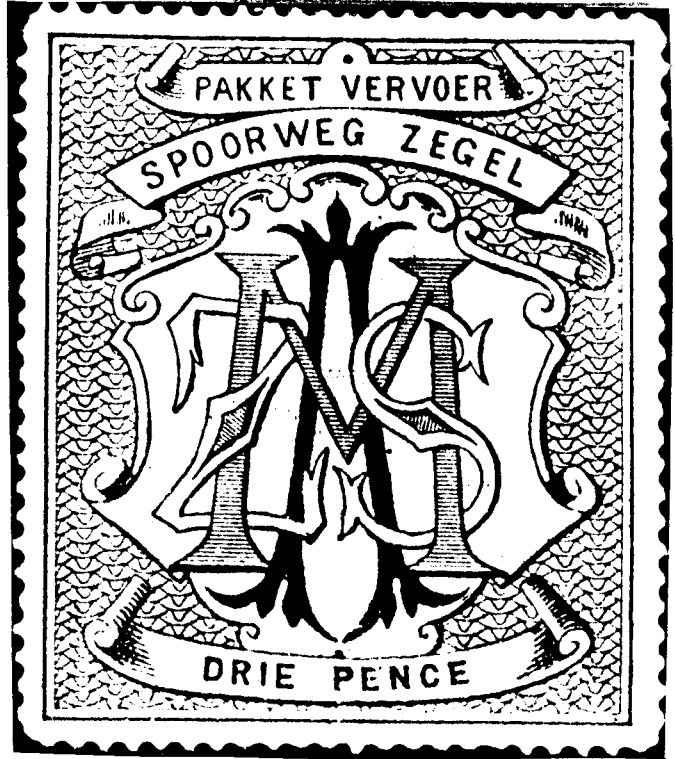
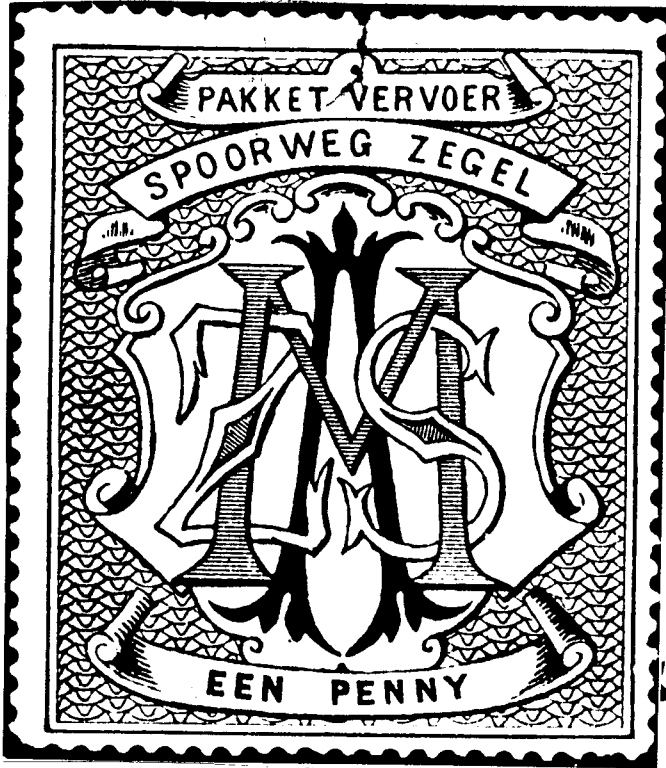
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Putzel, Ralph F., 1990, *The Encyclopaedia of South African Post Offices and Postal Agencies, Volume 4*, pub. Ralph F. Putzel, 291p.

van den Hurk, George, 1992, *The Netherlands South African Railway Company and the Postal Service of the South African Republic*, pub. Philatelic Federation of Southern Africa, 15p.

Figure 9. The NZASM parcel stamps, ca 1891: 1d green/upper left, 3d violet-rose/upper right, 6d ultramarine/lower left and 1sh red/lower right.



The Classifieds

Editorial Note: As you may have read earlier, there has been a change in the policy regarding duration of the running of free member adlets. Up to this issue, placement has been on an indefinite basis. Free member adlets will now appear for three consecutive issues or a year's worth of entries. This will be the final appearance of those in this issue. Readers who are currently running an adlet must notify the Editor if they wish to continue running their entry as is, or reword their current entry, or send in a completely different replacement ad. The deadline is May 31, 1998 for the next issue which will be distributed during the latter part of June '98. If we don't hear from you your adlet will be removed. The same limit of appearance applies to "Trading Box" adlets. Adlets have proven to a very productive way to buy, sell and/or trade material. Why not give it a try.

The ad submission deadlines are the 15th of January, May and September. The placement guidelines are:

- Brief ads are free to **NON-DEALER** members and run for three consecutive issues.
- Ads may be run by individuals not belonging to the Society. The commercial ad rates apply in these instances.
- The rate schedule for commercial ads (EXCLUSIVE of the inside cover and inside/back cover pages) is:

Ad Size	Single Issue Rate	Annual Rate
1/8 page	\$10	\$25
1/4 page	\$15	\$40
1/3 page	\$20	\$50
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* **Payment must accompany ad copy**, mailed to The Editor, 200 E. 30th St., San Bernardino, CA 92406-2302

Revenues - Rhodesia, Nyasaland, Bechuanaland, Basutoland. Fiscal cancels on all stamps wanted. Richard Peck, P.O. Box 199, Drummoyne NSW, Australia 2047.

Instructional markings. Want any such material on cover, any era but only South Africa related please. Approvals or photocopies with price required. Also, **Transvaal Postmark collections to 1910.** Want postmarks on loose stamps (not covers) to further expand my reference collection. Martin Nicholson, 3 Grovelands, Daventry, Northants NN11 4DH, England.

Help for handicapped children. In the world there are many differently handicapped children. In various types of schools their sad and hard destiny is made easier by various hobbies. Such children live in many countries at a different stage of development, but their feelings are the same. You can help them by sending stamps, covers, kiloware, etc., to Special School Manager, U Trojice 2 104, 580 01 Havl. Brod, Czech Republic. Telephone/FAX 00420-451-422220.

Wolmaranstad I am a buyer of any high value copies. I am missing a used 6d, mint 4d and used/mint 1/-. Barry P. Fletcher, 18 Valley Rd., Kenilworth 7700, South Africa.

South Africa cigarette advertising labels on cover. Looking for covers with cigarette ad attached to stamp as margin label. Scott #s 45c or 48j - marginal ads on 1d Ship. Pre-JIPEX best bet. Please include a photocopy. Anita Beach, P.O. Box 15481, Cincinnati, OH 45215.

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Steven Gardiner, 15 Barrydale Rd., P.O. Box 15294, Miramar 6070, S. Africa.

British Africa Collection. Breaking-up extensive collection mostly complete through KGV. Send want list to Tim Bartshe, 13955 W. 30th, Golden, CO 80401 USA.

Need back issues of South African Philatelist, April 1993 through December 1991. Will photocopy needed information and return quickly. Postage costs reimbursed. Larry Standridge, 4365 Rolling Hills Dr., Nacogdoches, TX 75961 USA.

Bakkers Express. Local of 1887 for sale. Pretoria Id, Te Betalen ½d, \$10 each. Blocks available. Dr. Victor Berkovich, 3544 Chamblee-Tucker Road, Suite D, Chamblee, GA 30341.

Military covers wanted. WWII military covers used in Africa with various cancels: Indian FPOs, EA/APs, APO-I-MKs, Egypt, Sudan, British Somaliland (1938-40 censors, Italian Posta Militaire, German Feldpost, etc. Walter Bjork, 54 West 84th St., New York, NY 10024.

1/- GNUS. Scott #43/SG #48 needed for study of issues I and II. Wish to acquire/borrow material, or photocopies of information and/or stamps - especially Issue II. Morgan T. Farrell, P.O. Box 1064, Hamilton, MT 59840.

South African Air Force Museum Commemorative covers. Museum has issued a series of commemorating SAAF events in both world wars and current squadrons and current squadrons/units. Attractive cacheted covers price list. SAAF Museum, AFB Swartkop, Post Office Valhalla 1037, South Africa.

Postal Orders and Postal Notes sought Want to purchase all countries, all reigns, any condition, single items or quantities. Jack Harwood, Post Office Box 32015-Midtown Station, Sarasota, FL 34239.

Rhodesian Town Postmarks Desired for the 1890-1989 period; also any B-O-B items. Bill Wallace, P.O. Box 16381, San Francisco, CA 94116 USA.

South West Africa postal stationery. Pre-1961 wanted. Send offers to J. Stolk, P.O. Box 33223, 3005 EE Rotterdam, Netherlands.

Mafeking covers Want to purchase covers to/from/through Mafeking 1885-present. Send photocopies and prices to Frederick Lawrence, Ph.D., 5016 So. Kenneth Pl., Tempe, AZ 85282.

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Journal Index needed. Assistance sought to compile and maintain an index for *Forerunners* Contact Index Coordinator, Gary J. Anemaet, 5904 Merkel Road, Dexter, MI 48130 USA.

Articles and "Covers With a Story" needed for *Forerunners* Send your entries to The Editor.

The Trading Box

This service is reserved for members only. An ad placed in The Trading Box must either include greater southern Africa material one is looking for or desiring to trade away from some other area. *Those with entries below must contact The Editor by May 31, 1998 if they desire to continue their appearance for another three issues.*

Postal Orders and Postal Notes. Desire to trade for all countries, reigns, any condition, singles or quantities. Have philatelic material of all sorts for exchange. Jack Harwood, P.O. Box 32016 Midtown Station, Sarasota, FL 34239 USA.

* *

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* * *

Bophuthatswana used. Want to trade for on/off cover, including revenues and postal stationery. Have all Homelands used, some mint and older general worldwide to trade. Will Ross, 4120 Schuykill Dr., Calabasas, CA 91302 USA.

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Lesotho, Malawi, Mozambique, Rhodesia and Zambia Have large selection of Cuba, 1961-91 to trade for these entities. Also have extensive RSA, SWA/Namibia, Homelands, Zimbabwe to trade for Jersey, Guernsey, Pitcaims, Tristan, plus selected Vatican, Israel, China, Taiwan, Iceland and Greenland. Gerry York, Box 151512, Altamonte Springs, FL 32715-1512 USA.

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USED CGH, Natal, OFS/ORC, Danzig, Wurttemberg; pre-1953 Antigua, Barbados; and Commonwealth Omnibus issues used: 1935 Silver Jubilee, 1937 Coronation, 1946 Peace, 1948 Silver Wedding and 1949 UPU material sought. Have US plate number coils (PNCs) used on commercial covers to exchange for these areas. Bill Brooks, 200 E. 30th., Apt. #144, San Bernardino, CA 92404-2302 USA.

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