



******FORERUNNERS*

JOURNAL OF THE PHILATELIC SOCIETY FOR GREATER SOUTHERN AFRICA

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

Volume XXVIII, Number 2, Whole No. 81

November 2014-February 2015



Miniature sheet with insects issued in 1981 by Botswana Post.
See article by Otto Peetoom in this issue.

Highlights

Cape Travelling Post Office
Botswana Miniature Sheets
Southern Africa Adhesive Spider Web

*PSGSA Convention in Denver
African Philately Seminar*

Publications of the PSGSA

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Edited by R.W. Hisey

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One stamp of a set of 40, together with a miniature sheet, issued in 2007 by Lesotho showing orchids. The M15 stamp depicts epidendrum radicans. Printed by BDT International Security Printer.

Front Illustration:

Botswana Post issued in 1981 (Feb. 23) a set of six stamps and one miniature sheet featuring common insects. The stamps and sheet were designed by M. Bryan and printed by the Government printer in Pretoria.

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Silver at CHICAGOPEX 2014; Silver-Bronze at CHICAGOPEX 2013; Vermeil at STAMPSHOW 2013, Milwaukee; Large Silvers at the New Zealand National Philatelic Literature Exhibitions 2012 & 2013; Vermeil at JOBURG, 2010; Vermeil at STAMPSHOW 2010, Richmond; Vermeil at CHICAGOPEX 2009; Silver at STAMPSHOW 2007, Portland; Large Silver at WASHINGTON 2006; Vermeils in 2005 at STAMPSHOW and C7NPLE, Toronto; Silver at CHICAGOPEX 2005; Silver-Bronze at LONDON 2000; Silvers at JOPEX 99, STAMPSHOW 99, and COLOPEX 99; Silver-Bronze at PACIFIC 97; Vermeil/Certificate of Merit at OKPEX 96; Large Silver at New Zealand National Philatelic Exhibition 96; Silvers at SESCAL 95, CAPEX 96, WAPEX 93, and HAFNIA 94; Silver-Bronze at ESPAMER 96, SINGAPORE 95, and PHILAKOREA 94.

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Editorial Notes

This issue of Forerunners came very close to vanish into a diffuse cloud of electrons. More than halfway through its preparation, my office table collapsed and the old trusted computer with a spinning, completely stuffed, hard disk slid down hitting a bookshelf. Needless to say, the hard disk forever stopped its spin and died. Two weeks later, I was still working on restoring order to a new professionally installed hard disk. What saved me and the Forerunners were a timed backup system. This despite that I was still faced with the issue of how to restore a computer that did no longer exist. To make the story shorter, mainly because I am not sure how, I ended up with a folder on my new hard disk containing, so I hope, all the files from the previous computer. Unfortunately, I was still missing much of the functionality of the old system, such like the email and address book, and several types of software that had to be reinstalled.

But now, as you probably can guess, it is back in function. However, if you recently have send me emails and/or believe that you have send me in the past material for the Forerunners that still have not been used, please let me know about it. The take home lesson of this malady is always to back up your computer with regular intervals and if you use a time backup system, as I did, make sure you understand how it works and what to do if disaster strikes (and it will - trust me).

This issue contains a rather large article on the Cape Traveling Post Offices by Franco Frescura. I am aware that it reduces the diversity of the issue, but hope that most of our members will get something useful out of it. The fact is that few collecting areas of southern Africa is not somehow affected by the TPO. Another important excuse is obviously that there were no alternative article in the Editors inbox at this point.

An important event is coming up in May. The PSGSA will convene during RMSS in May in Denver. There will be a pre-show symposium on Africa Philately and we will also conduct our annual general meeting.

Hope to see you in Denver.

Peter Thy

Society Auction

An auction is being planned for early 2015. If you have any items you want included that can be valued in excess of \$25, please send them to the Society Auction Manager, Moody Tidwell, 912 Memorial Drive, Sturgeon Bay, WI 54235, rudolph912@gmail.com.

The deadline for the next issue will be June 15, 2015. Please let the Editor have your contributions - small or large - as soon as possible.

Changes of address or email should be reported to the Secretary-Treasurer David McNamee at dmcnamee@aol.com.
Contact David McNamee if you wish to reach another member.



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If sending in dues by mail, please provide funds in US\$ either in US currency or a check on a USA bank account made out to "PSGSA." Paypal payments must be sent to "dmcnamee@aol.com" plus US\$1 extra to cover fees.

For some, it might be more advantageous to send in dues for two or more years to avoid the annual conversion hassle.

Payment by mail to:
David McNamee
P.O. Box 37
Alamo, CA 94507, USA

Society Affairs

The Forerunners is the official journal of the Philatelic Society for Greater Southern Africa and is published three times per year for the periods July/October, November/February, and March/June. Subscription to the Forerunners is included in the membership fees to the Philatelic Society for Greater Southern Africa (PSGSA). Membership fees are US\$25 for USA mailing addresses and US\$30 for all other addresses. Those that join before July 1st will receive the complete back issues for that year. Thereafter annual renewals occur in August and are due by September 1st. A sample copy of Forerunners is available from the Editor for \$6. A sample issue can be freely downloaded together with application form from psgsa.thestampweb.com. Advertising rates can be found in the Market Place section. Payment options are (1) check drawn on a US bank and made payable to PSGSA, (2) US \$ or £ Sterling bank notes at the current exchange rates and mailed at the sender's own risk, or (3) PayPal plus \$1 fee to the Society Treasurer at dmcnamee@aol.com. All membership fees and other payments should be mailed directly to the Treasurer. All communications about membership, subscriptions, publications, activities, and services of the Society should be sent to the Secretary.

Instructions for Manuscript Submissions

Manuscripts should be sent to the appropriate member of the Editorial Board or directly to one of the Editors. Electronic versions of submissions are preferred either embedded in an email message, email attachments or on a floppy disk or CD. MS Word files are preferred. Avoid complex tables, unless in text format. Illustrations should be in color and scanned at least at 150 dpi and submitted in pdf, tiff, gif, or jpg formats. Illustrations should not be embedded in manuscript files. Contact the Editors if you have any questions and your submission requires special attention. Needless to say, good old fashioned typed or hand written manuscripts and photocopies can still be submitted and are most welcome.

President's Corner

Greetings to all PSGSA members and any other collectors who plan on attending RMSS in Denver, May 15-17. The PSGSA is the headline society for the show, but participation from other societies and dealers has been somewhat undermined by the fact that an international show (LONDON 2015) is being held on the same weekend. However, the folks in Denver certainly put on a good show and I have attended several over the years and had planned to be there this year. However, my wife is disabled and cannot travel. My daughter, who was to look after Barbara while I was at the show, has just taken on a full-time position and I have no substitute! I shall at least be with you in spirit. I think congratulations should be in order for our Editor, Peter Thy for maintaining a very high standard in our journal and also for the other Officers, who give their best efforts in keeping us afloat.

2015 will bring another auction and I hope it will be as successful as the previous effort. In Journal # 80, Bas Payne offered some very useful comments, including one that we should get news of the auction distributed more widely. If anyone has any ideas on this, please contact any member of the Executive.

In Forerunners No 77, a Swaziland new issue of four stamps showed locusts and grasshoppers (illustration on page 1) and then in # 80, a Zimbabwe new issue of six stamps showed ants and termites (again with an illustration on page 1). This was most interesting for me, since I had formed a large collection of insect-related material over a fairly lengthy period of time which resulted in numerous exhibits, culminating in a couple of gold medals at ATA shows. Since I had been working on disposing of a deceased friend's collection, whose children had no interest, I decided to do the same thing for some of my material. So, the bugs together with Southern and Northern Rhodesia and later pre-Zimbabwe material ended up in some dealers stocks here in Canada and the U.S. This is something which faces us all as we age, but in my opinion is best carried out before we are "carried off".

Until next time...

Alan J. Hanks

Mark Your Calendar

Several important stamp shows and exhibitions are fast approaching. It is now time for making a decision about to attend and to mark your calendar.

LONDON 2015 on the occasion of the 175th anniversary of the first postage stamps is an international exhibition in London 13-16 May 2015. Go to <http://www.london2015.net/welcome-to-london-2015/> for the details. The deadline for exhibiting has now passed.

Rocky Mountain Stamp Show 2015 (May 14-17) will feature southern Africa with participations of national and international specialist societies. Updates when available will be posted on <http://www.rockymountainstampshow.com/> as well as the following pages.

World Stamp Show NY 2016 is an international show to be staged in New York from May 28 to June 4, 2016. Go to <http://www.ny2016.org/> for all the details.

APS Stampshow 2015 in Grand Rapids, Michigan, August 20-23, 2015. Exhibits are now being accepted.



TBVC Studiegroep/Study Group

The Transkei, Bophuthatswana, Venda, and Ciskei Study Group has started a comprehensive study of the stamp issues of the South Africa Homelands. TBVC stands for. So far 29 summaries of the stamp issues have been distributed:

- No. T1: Summary; 1963 Transkei Legislative Assembly; 1976 independence series (8 pages).
- No. T2: 1976-84 First definitive series (12 pages).
- No. T3: 1977 Transkei Airways; 1977 medical plants; 1977 Radio Transkei (8 pages).
- No. T4: 1977 Help of the blind; 1978 pipes, weaving, and wild fruits (9 pages).
- No. T5: 1978 Cripples; 1979 initiation, water resources (8 pages).
- No. T6: 1979 Year of the child (4 pages).
- No. T7: 1980 Fishing flies; 1980 Rotary International; 1980 cycads (9 pages).
- No. T8: 1981 Medical plants (4 pages).
- No. T9: 1980 Birds (4 pages).
- No. T10: 1980 Tourism (4 pages).
- No. B1: Summary, 1977 independence issue (8 pages).
- No. B2: 1977 First definitive series (12 pages).
- No. B3: 1978 World hypertension month; Taung stone works; Wright brothers (8 pages).
- No. B4: 1978-9 First year independence; boxing; road safety (8 pages).
- No. B5: 1979 Sorghum beer, platinum, and agriculture (8 pages).
- No. B6: 1979 Year of the child (4 pages).
- No. B7: 1980 Anti-smoking; 1980 Mafeking (4 pages).
- No. B8: 1980 Birds (4 pages).
- No. B9: 1980 Edible wild fruits; World title fight; Tourism & Sun City (8 pages).
- No. B10: 1981 Year disabled (4 pages).
- No. V1: Summary; 1979 independence (4 pages).
- No. V2: 1979 First definitive series (7 pages).
- No. V3: 1980 Wood carvings; 1981 tea and sunbirds (8 pages).
- No. V4: 1981 Orchids; 1980 bananas (8 pages).
- No. V5: 1981 Sunbirds; Lakes Waterfalls (4 pages).
- No. V6: 1981-1982 Music instruments, frogs (8 pages).
- No. C1: Summary; 1981 Independence (8 pages).
- No. C2: 1981-1991 definitive Birds (18 pages).
- No. C3: 1982 Cecilia Makiwane (4 pages).

Each stamp description gives a detailed summary of the philatelic knowledge as well as the special cancellations and covers. If your interest is the homelands, this is definitely something that you will want to see and a project you must get involved in. The group invites comments and input to the project. Contact Connie Liebenberg at jacoli@mweb.co.za to get on the mailing list for the TBVC annexes and to offer your help. Visit <http://tbvcstudygroup.co.za/>.

Closed Albums



Wim Quik -2014

Wim Quik health had been fast deteriorating the recent years until he eventually passed away on August 12, 2014. He lived the last couple of years in a nursing home, suffering from Alzheimer's disease. His wife passed away just six weeks earlier.

Quik was a strong pillar of southern Africa philately. He became a member of the FVZA, together with G.H. Jonkers, in 1988 and proceeded by collaborating on publishing Jonkers' work on "The New Republic". Later, he again with Jonkers worked in the archives of Joh Enschede printers researching the stamps of Transvaal. This work eventually was published as the "Remainders of Transvaal", an important publication that revealed many then unknown facts about the reprinting of the Transvaal stamps after the Anglo Boer war by Joh Enschede. The book was published after Jonkers passed away and dedicated to Jonkers.

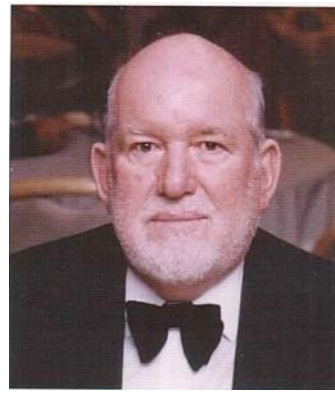
Wim's professional background was of a great benefit to philately, as he worked with one of the big Dutch newspapers as head of their printing works. He started this profession as an apprentice. He thus had a deep knowledge of the ways of printing of the past and the present.

Later on, together with Jan Stolk, he published three standard works on the postal stationary of South West Africa, pre-Union South African states, and the Union and Republic of South Africa. After these publications, his last book was a "Handbook on South West Africa and Namibia Philately".

He was a Board member of the FVZA and after running the exchange services for a couple of years he became editor of the Bartelomeu Dias and published many interesting articles on South African philately and the South African printing works. For these services he was appointed Member of Merit of the FVZA.

Wim Quik will be missed by philatelists interested in southern Africa. But his life's work will be with us to stay.

Jan Stolk



David Graham Crocker (1937-2015)

Hailed as a doyen of philatelic judging in South Africa, David Crocker RDPSA (77) passed away on 9 January 2015 after an illustrious philatelic career spanning sixty years. David had many roles in philately – stamp collector, postal historian, dealer, judge, member of a range of Philatelic Federation committees, expert, mentor, friend – and is mourned by members of the philatelic fraternity throughout South Africa. He loved stamps, collecting from age 7. In 1953, he joined the youth section of the Afrikaanse Filatelistevereniging, where Fanie Vermaak RDPSA introduced him to the technicalities of the hobby. Soon David met the famous Ernest Hunt RDPSA, who stimulated his interest in the philately of Transvaal. David tackled this difficult terrain and twice formed collections of Transvaal, his local gold medals culminating in a vermeil award at London 1980.

At the time of the centenary of the first Transvaal stamps (ZAR 100, 1969) David, who was an accountant, started part-time dealing. A few years later he became a full-fledged dealer, with his former tutor Fanie Vermaak working for him. David was a founder member of the South African Philatelic Dealers' Association (1976) and was its chairman for many years intermittently. In 2013, SAPDA elected him as its honorary life president. In professional philately he was the South African associate of the legendary Robson Lowe, the father of postal history in the United Kingdom.

During 1988, David and Rose Marie relocated to Montagu in the Western Cape, where, in season, a philatelic visitor would be treated to a gift of freshly picked apricots !

Meanwhile he was invited to join the jury for the 1976 national philatelic exhibition (East London) as a learner. His depth of knowledge was quickly recognized, and he became a regular juror, serving on 31 juries. By 1982, he was invited to chair the national jury (Port Elizabeth) – in fact, he chaired South African juries a record 11 times, including the 1986 and 1998 internationals.

Michael Wigmore RDPSA, his son-in-law, recalls that in 2010 a survey of accredited South African philatelic judges revealed that every one of them had been an apprentice juror under the chairmanship of David. Another Transvaal milestone stands out in the philatelic career of David Crocker. In 1986, at the philatelic congress coinciding with the centenary of the golden city Johannesburg, he was elected to be a signatory of the Roll of Honour of Distinguished South African Philatelists.

David participated in many national exhibitions either by invitation or as a competitor. His collections reflect a remarkably varied interest and included Tibet, Greece Large Hermes Heads, Rhodesia Double Heads and Great Britain line-engraved issues. His expertise was widely acknowledged. He was elected chairman of the Expert Committee of the Philatelic Federation in 1983, an exacting task which he performed for 22 years. He at times held various positions in the Federation, being president in 1991.

People will remember David for many things. For instance, he was the first – and only – dealer to issue a price list of philatelic literature, in itself a source of reference. David leaves Rose Marie, daughters Jennifer and Anne Marie, five grandchildren – and a wide-ranging legacy in the mosaic of South African philatelic life. (From the South African Philatelist February 2015.)

Joh Groenewald

I am devastated to learn of David Crocker's passing. He passed in a hospital on Friday 9 January in Worcester South Africa. We were such good friends for over 30 years that it is hard to imagine South African philately without him. I met David first, I believe, in 1982 and he was integral to my becoming an international exhibitor and judge. He stayed with my wife and I on numerous occasions on his tours to America. It was during his first visit in the late 90's that he convinced me to begin exhibiting. Twice visiting South Africa, I stayed with the

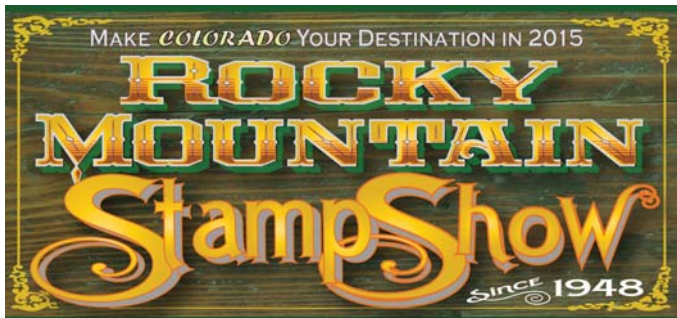
family in Montague and along with judging the Port Elizabeth show we traveled to SWA for a week or more. It was at the show that I was surprised and honored to be awarded the Alfred Weinstein Memorial Medallion. His philatelic knowledge was nearly bottomless and his love of the hobby and of philately in South Africa had no bounds. It was with him that I got to see Bloemfontein and spend so much quality time at the museum and with Mr. Frick and absorb things that I was so blessed to visit. The dealer and collector community has lost a champion of South African philately. He will be remembered with great respect and fondness. Again, my condolences to the family and to all of South Africa for your loss.

Tim Bartshe



Downtown Denver in May.

PSGSA Annual National Convention 2015



PSGSA's 'Annual' National Convention is fast approaching. We will convene in May on the 14th to 17th in Denver during the Rocky Mountain Stamp Show.

The time has come for planning your trip and to secure accommodation in Denver. The show hotel, Crowne Plaza Hotel, Denver International Airport, has some very modest room prices still available (go to <http://www.rockymountainstampshow.com/> for a link to reservation).

There is several good reasons why you should attend the convention and the RMSS:

- * Enter your exhibit at the show and compete for PSGSA's Award for the Best Southern Africa Exhibit.

- * Attend our Annual General Meeting to discuss current society affairs and perhaps bring selected pages from your collec-

tion to show and discuss. An impromptu dinner will be arranged after the AGM.

- * Meet other society members that you rarely have a chance to see in person.

- * Listening to the Editor's presentation during the AGM, if time permits, on highlights and lowlights of his Bechuanaland Collection.

- * Attend all the other opportunities offered by the show (auction, bourse, exhibits, awards banquet (tickets required), or simply enjoy strolling and shopping in Denver).

- * But most important, attend the pre-show full day, seminar organized by Tim Bartshe and Colin Fraser covering a number of themes relating to African Philately. The seminar will be held on 14 May, 2015, the day prior to the opening of the show. There will be about 12 presentations, each lasting half an hour. In the evening, there will be a no-host dinner with a noted philatelist as the guest speaker. See the program and details about the presenters on the next pages.

The show is still accepting exhibits whether related to southern Africa or not. Go to <http://www.rockymountainstampshow.com/> to download Prospectus and Entry Form. Details of the exhibits and bourse can also be seen on the show website as soon as available.

Welcome to Denver in May.

Seminar on African Philately

Convened by Colin Fraser and Tim Barthse

Thursday, 14 May 2015 at The Crowne Plaza Hotel
Denver International Airport, 15500 E 40th Av., Denver, CO 80239
In Association with the Rocky Mountain Stamp Show

- 9:30 Welcome and introduction by Tim Bartshe (Moderator)
- 9:45-10:15 South West Africa Essays and Proofs from the Archives
by *Otto Peetoom (UK)*
- 10:15-10:45 1940-1946: The Global Diaspora and Communications of Italian Prisoners
of War - When Italy Awaited Mail with True Trepidation
by *Giorgio Migliavacca (British Virgin Islands)*
- 10:45-11:15 The Natal Rebellion of 1906
by *David McNamee (California, USA)*
- 11:15-11:45 The Era of the French Colonial Allegorical Group Type: Madagascar &
Dependencies
by *Dr. Edward Grabowski (New Jersey, USA)*
- 11:45-12:15 Ethiopia – an overview
by *Patrick Dowling (Colorado, USA)*
- 12:15-12:45 The Postage Dues of Zanzibar: The Stamps, the Covers and their Story
by *John Griffith-Jones (UK)*
- 12:45-1:45 *Lunch available at the venue*
- 1:45-2:15 Evolution of the Gambian Postal System from Victoria to George VI
by *Gary Loew (New Jersey, USA)*
- 2:15-2:45 Using Postal Traffic Data in Philatelic Research
by *Dr. Richard Maisel (New York, USA)*
- 2:45-3:15 South Africa's Centennial Celebrations 1936-1940
by *Steve Zwillinger (Maryland, USA)*
- 3:15-3:45 *Break for tea*
- 3:45-4:15 The Revenues of Bechuanaland Protectorate
by *David Wessely (Ohio, USA)*
- 4:15-4:45 Mail Service To, From and Within German Colonies
and Post Offices Abroad in Africa after the Start of WWI
by *A. Lavar Taylor (California, USA)*
- 4:45-5:15 The Boer War Prisoner of War Camps In Bermuda
by *Bill Gompel (Florida, USA)*
- 5:15-5:45 The Rhodesia Double Head Issues
by *Steve Reah-Johnson (Ohio, USA)*
- 5:45-6:15 Closing comments by Tim Bartshe followed by discussion
- 7:00 *No host dinner at venue with Speaker / Guest of Honor*

Seminar Presenters

Patrick Dowling

Patrick is a theoretical physicist who has been a stamp collector for over seventy years, collecting broadly, but with particular interest in Belgian Colonies and Ethiopia. He retired to turn his hobby into a business, 20th Century Classics, participating in the show circuit for many years, promoting stamp shows in the Colorado-Kansas-New Mexico region and, in recent years, selling through the Internet. Pat is a member of the ASDA, NSDA, Belgian Congo Study Circle and the Ethiopian Philatelic Society and is, as well, a life member of the APS.

Bill Gompel

Bill has been an active collector for over forty years and is a member of several societies, including the RPSL, RPSC, APS, and AAPE. He has held various positions, including President, of the Bermuda Collectors Society and is currently the VP of the BCPSG. His specialties include all things Bermuda, WWI British Commonwealth censorship, unusual origin/destination covers of the British Commonwealth prior to the QEII period, and mixed franking covers, among others. He is a native Floridian and, professionally, he is an accountant that has been a Controller or CFO for various companies for almost thirty years.

Dr. Edward Grabowski

As a chemist at the Merck Research Labs for 39 years, Edward collects French Colonies Postal History, particularly Guadeloupe (all periods) and the French Colonial Allegorical Group Type (all colonies); Philately and International Mail Order Fraud (new collecting area). Member of Collectors Club New York City (President 2013-2014); Academie Française (Associate Member); and European Academy of Philately. Received the Grand Prix d'Honneur Washington 2006 for Guadeloupe Postal History; and APS Luff Award for Philatelic Research 2014. Served as chair and ANPHILEX '96 One Frame Exhibition - 150 One Frame Exhibits - the largest one frame exhibition in philately.

John Griffith-Jones

Based in London, John has been an East Africa collector for over 30 years, with special interest in the postage dues of Zanzibar, the 1895/96 Zanzibar provisionals and the missionary stamps of Uganda. He is a Fellow of the Royal Philatelic Society London, where he has also displayed, and a leading member of the East Africa Study Circle. His collection of Zanzibar postage dues, considered to be the best ever formed, was awarded an international gold medal at Washington DC in 2008 and is the foundation for his book "The Postage Dues of Zanzibar 1875-1964", published by the BPA Expertizing Educational Charity in September 2014.

Gary Wayne Loew

As a stamp collector for six decades, Gary's interest include Gambia and the stamps of the King George V silver jubilee. Specializations include postal history, marcophily and philatelic ephemera. Philatelic library incorporates several hundred volumes as well as numerous journals and seemingly endless auction catalogs. Member of numerous philatelic societies including the APS/APRL (life members), Collectors Club of New York (IT Chairman), Westfield Stamp Club (Treasurer), Hamilton Township Philatelic Society, the Postal History Society (Treasurer), the US Philatelic Classics Society, the Postal Label Study Group, the King George V Silver Jubilee Study Group, and the West Africa Study Circle. Applied professional document management experience for the benefit of philately. Managed the development of the Web Chronicle digital archive for the US Philatelic Classics Society. Converted the complete run of the US Postal Bulletin from microfilm to pdf files (see www.USPostalBulletins.com website). Provided scanning services for the US Stamp Society's The Specialist journal. Also digitized complete runs of the Flagstaff (for the KGVSIJSC) and The Postal Label Bulletin (for the PLSG) as well as many 18th and 19th century US Post Office documents that were contributed to the APRL.

Dr. Richard Maisel

A statistician with a PhD from Columbia University, Richard is currently professor at New York University and Past President of American Association for Public Opinion Research. Author of How Sampling Works and articles and papers on sampling procedures and public opinion research. Fellow of Royal Philatelic Society London, Member of Collectors Club (NY), British West Indian Study Circle and British Caribbean Philatelic Study Group, author of British Guiana: The Provisional Issue of 1882 and numerous Philatelic articles, exhibitor of International Gold Award Exhibit on Cayman Islands

David McNamee

For nearly 20 years, David has collected and written about the postal history of the Anglo-Zulu War and its aftermath, the period 1877-1906. He is a keen student of sub-Saharan African history of the colonial period. He has been a Fellow of the RPSL since 1991 and lives in California.

Giorgio Migliavacca

Giorgio is the editor of Fil-Italia, and the author of books and articles on the postal history of the Italian area, British Virgin Islands, Ethiopia and Iran. He is the president of the British Virgin Islands Philatelic Society since 1985, and a member of the British Virgin Islands Stamp Advisory Committee since 1987. His most recent book "Simon Taxis and the Renaissance Posts of the State of Milan" has won gold medals in Pittsburgh and Chicago (2009) and at Napex 2009 (Washington, Grand Reserve) and the Apollonio Award from the Philatelic Journalists Guild at Italia 2009 in Rome for best Postal History book of the Year.

Otto Peetoom

As a keen lifelong philatelist, Otto has constantly research many aspects of South and Central African Philately and since 1993 he has published his own magazine entitled The Rhodesian Philatelist. He has written numerous articles that have been published in several journals which include Gibbons Stamp Monthly, The South African Philatelist, The Rhodesian Study Circle journal, The Springbok, Forerunners, as well as posted on websites. In April 1979, he became a full time stamp dealer with a stamp shop in Ormskirk, England. In 1983 he closed it in order to develop a postal only operation specializing in South and Central Africa. He is currently developing a theme on the internet named Collect Southern Africa. Progress with this project may be viewed at <http://www.southafricancollector.com/> and <http://www.bechuanalandphilately.com/>

Steve Reah-Johnson

Steve is the expert collector of Rhodesian double-heads and the bi-colored Admirals. He has written extensively in the Journal of the Rhodesian Study Circle. Some of the articles on the Admirals has most recently been published as a monograph by the Rhodesian Study Circle.

A. Lavar Taylor

Lavar has been collecting all aspects of the former German Colonies and Post Offices Abroad for over 35 years. He is a long-time columnist for Vorlauffer, the quarterly journal of the US based German Colonies Collector's Group. When not engaging in philatelic pursuits, he is an attorney who specializes in litigating with the IRS and is also a professional miscreant.

David Wessely

Of Elyria, Ohio David is a retired math teacher. He was a Peace Corps volunteer (1966-1970) in the first PC group to go to Botswana and is currently a postal history dealer using the name of A One Coverz, specializing in 20th century U.S. He exhibits the PH of the 1940 Famous Americans, and Registered usages of the Prexie Series (1938-1954).

Steve Zwillinger

Steve began collecting stamps when he was eight years old and has spent a great many years studying the stamps of India and South Africa. He writes exhibiting columns for The Philatelic Exhibitor and The American Stamp Dealer & Collector and is a member of the Board of Directors of the American Philatelic Society. He exhibits in a variety of areas: traditional, stationery, revenue, illustrated mail and First Day Covers. In January he received accreditation as an APS judge. His grandfather was both a Royal South African Mounted Policeman and an advance man for the circus in South Africa and Southwest Africa and covered more towns than you can imagine. He was a large factor in my interest in South African philately. He collected stamps and it was his sister - my great aunt, who lived in Colombo before she lived with us - who started me in stamp collecting. His nephew, my great aunt's son, was a camera man in WWII who entered Singapore early to film the invasion. The Japanese were eager to surrender and when they saw an officer of the Royal Indian Navy they surrendered. My cousin accepted the surrender, went to the post office, took two sheets of every stamp and burned the rest.

Colin Frazer

Untangling the Postage Stamp Web of Southern Africa

by Peter Thy

Dedicated collectors of British southern Africa rightly point out that their specialty is one of, if not, the most complex tasks facing any philatelist. The story forms a complex philatelic and postal history spider-web that it can be difficult to untangle.

The first postage stamps to appear were two triangular adhesives issued by the British colony of **Cape of Good Hope** in 1853. **Griqualand West** was the diamond field, including the Kimberley open pit mines. Cape stamps was used in this district overprinted from 1877-1880 with 'G.W.' or 'G.' Eventually, the Cape obtained full control over Griqualand West despite objections from the Orange Free State. **Stellaland** was a small rebellious, short-lived Boer republic that in 1885 was incorporated into the British Crown Colony of **British Bechuanaland** as a result of the British military Warren Expedition. British Bechuanaland was in turn in 1895 annexed to the Cape.

Another British Colony to issue stamps was **Natal** in 1857, first as embossed stamps on colored paper. **Zululand** was a Zulu stronghold bordering to Natal. The frictions with the British Empire culminated in the war of 1879 with massive losses on both sides (the Zulu War included the massacre at Isandhlwana and the defense of Rorke's Drift) and eventually with the annexation to the British Empire and the issue of stamps in 1888. Ten years later, the territory was included into Natal.

South African Republic (or First Republic) was an Afrikaans speaking Boer government developed around the Rand gold deposits. The first adhesive stamps were issued in 1869. Between 1877 and 1880, the British occupied the territory and the stamps were overprinted 'V.I. Transvaal' (First British Occupation). In 1880, the Boers revolted against the British intervention and formed what is known as the Second Republic. This status lasted until the end of the Anglo-Boer War with the Second British Occupation and the overprinting of the stamps with 'V.R.I.' (Victoria Regina Imperatrix). After this second occupation, the territory became more widely known as **Transvaal**, being the British preferred name. The **New (Nieuwe) Republic** was

a stamp issuing territory near Zululand that was ceded to a local Boer group by the Zulu king in appreciation of their help in the suppression of a Zulu rebellion. In 1887, the New Republic was included in the South African Republic as the Vryheid district.

Orange Free State was likewise an Afrikaans speaking Boer Republic that issued its first stamps in 1856, just a couple of years after the Cape. The stamps were as for the South African Republic overprinted with 'V.R.I.' when occupied by the British forces at the end of the Anglo-Boer War. The territory was reborn after the war as the British **Orange River Colony**.

The Anglo-Boer War brought ravage and uncertainty to the postal services of southern Africa. It also made the opportunity for many local stamps issues and overprints to appear in connection to advancements of British or Boer forces and sieges of smaller towns. A total count amounts to about ten different stamp issues of various degrees of legitimacy of which **Mafeking** is the most widely known. The Boer siege of Mafeking resulted in the overprinting of Bechuanaland stamps and of new local produced stamps.

With the end of the Boer war and the defeat of the South African Republic and the Orange Free State, the political climate had changes easily

allowing for the now British controlled colonies to unify in 1910. The result was the **Union of South Africa** composed of the provinces of Cape, Natal, Transvaal, and the Orange River Colony. The union issued bilingual stamps (English and Afrikaans) and as a member of the British Commonwealth used the British currency. The original stamps were valid until 1937 (interprovincial usage). In 1961, friction arose mainly due to the South African apartheid policy and eventually with South Africa left the British Commonwealth. The result was the **Republic of South Africa** that continued the bilingual stamp program, but now adopted the local currency.



The **Homelands of South Africa** were a manifestation of the apartheid policy that attempted at isolating the various tribes or tribal affiliations at geographical less attractive parts of the country. There were five different locations (**Bophuthatswana, Ciskei, Transkei, and Venda**) that were given independence status, including postal services and stamp issuing programs. Although the stamps of the homelands were never internationally accepted, their stamps were nevertheless widely used within South Africa and abroad. With the fall of the apartheid regime in 1994, as a result of the first general elections, the homelands were officially returned to South Africa and the individual stamp programs terminated.

German South West Africa was one of several German colonies in South and East Africa. German South West Africa used initially from 1888 German stamps, but from 1897 overprinted German stamps, and eventually in 1900 its own stamps as part of the German Colonies omnibus yacht series. During WWI, South African and British forces occupied the territory and introduced South African stamps. After the war, **South West Africa** resumed control mandated by the League of Nations. This status lasted until 1990 when forced to withdraw and granting the territory independence as **Namibia**. During the South African period, union stamps were overprinted until 1953 and thereafter stamps inscribed South West Africa were introduced.

A special group of territories is the High Commission Territories protected from South African take-over by their status as British protectorates. The oldest of these is the **Bechuanaland Protectorate** that issued its first stamps in 1888 and became independent in 1966 as **Botswana**. **Basutoland** started its own stamp program in 1933 and also became independent in 1966 as **Lesotho**. **Swaziland** is the third of the territories commencing an independent stamp program in 1933, but issued already in 1887 overprinted South African Republic stamps. Swaziland became independent in 1966 without changing name.

The northward expansion of the British interests was channeled by the chartered **British South Africa Company** spearheaded by Cecil Rhodes of the Cape. The company issued

stamps from 1890 to 1909 inscribed British South Africa Company. In 1909, the previous stamps are overprinted **Rhodesia** and in 1910 the first stamps inscribed both British South Africa Company and Rhodesia appeared (the double-heads). In 1924, the large Rhodesian territory was split into **Southern Rhodesia** and **Northern Rhodesia** that became independent in 1980 as **Zimbabwe** and in 1964 as **Zambia**, respectively. White Southern Rhodesia unilaterally declared itself independent in 1965 as Rhodesia and issued stamps only inscribed Rhodesia in an effort to retain white control over the territory. The attempt finally failed in 1980 due to British and international protests and sanctions, but thus in effect delayed the independence of Zimbabwe.

The **Federation of Rhodesia and Nyasaland** was a short-lived federation of the two Rhodesians and the **Nyasaland Protectorate** that issued stamps from 1954, replacing those of the original three countries until 1964 when the federation was dissolved and each territory resumed their own stamp programs.

British Central Africa included the area around Lake Nyasa. The first stamps were issued in 1891 as overprinted British South Africa Company stamps in 1895 and finally stamps inscribed British Central Africa and sometime Protectorate added. In 1907, the official name was changed to **Nyasaland** that later in 1964 became independent as **Malawi**.

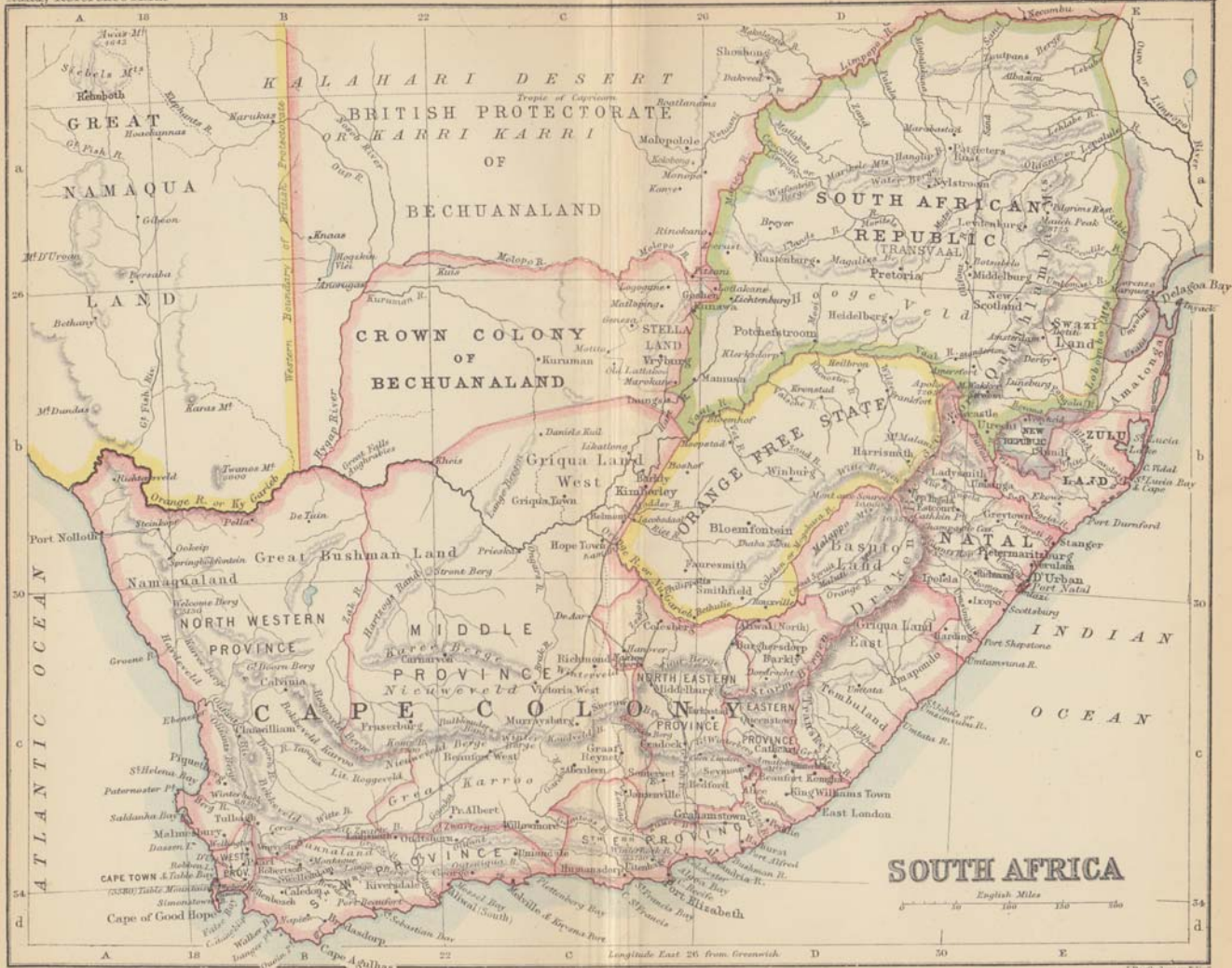
The former Portuguese colony of **Mozambique** forms the eastern territories of southern Africa along the Indian Ocean. The history of Mozambique is closely intertwined with that of southern Africa. The Portuguese colony issued stamps since 1876 until independence in 1975. Mozambique joined the British Commonwealth in 1995.

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- South African Stamp Colour Catalogue, 33rd Edition, 2014.
- Stanley Gibbons, *Commonwealth Stamp Catalogue*. Southern and Central Africa. 1st Edition 2011.
- Wellsted, W. Raife, Rossiter, Stuart, and Flower, John, 1986. *The Stamp Atlas*. Facts On File Publications and Macdonald Books, New York.

Summary of Southern African Postage Stamps Issuing Entities

Cape of Good Hope	1853	1910	Union of South Africa	1910	1961	British South Africa Company	1890	1909
Griqualand West	1877	1880	Republic of South Africa	1961	present	Rhodesia	1909	1924
Stellaland	1884	1885	Bophuthatswana	1977	1994	Southern Rhodesia	1924	1954
British Bechuanaland	1884	1895	Ciskei	1981	1994	Rhodesia & Nyasaland	1954	1964
			Transkei	1976	1994	Independent Rhodesia	1965	1980
Natal	1857	1910	Venda	1979	1994	Zimbabwe	1980	present
Zululand	1888	1898				Northern Rhodesia	1924	1954
			German South West Africa	1886	1923	Zambia	1964	present
South African Republic	1869	1900	South West Africa	1923	1990			
New Republic	1886	1887	Namibia	1990	present	British Central Africa	1891	1908
Transvaal	1900	1910				Nyasaland	1908	1954
			Bechuanaland Protectorate	1888	1966	Rhodesia & Nyasaland	1954	1964
Orange Free State	1856	1900	Botswana	1966	present	Malawi	1964	present
Orange River Colony	1900	1910	Basutoland	1933	1966			
			Lesotho	1966	present	Portuguese Mozambique	1876	1975
			Swaziland	1933	present	Mozambique	1975	1995
						British Commonwealth member	1995	present



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Bechuanaland Commemorative Stamps and Botswana Miniature Sheets

by Otto Pectoom

The Bechuanaland Protectorate

Their stamp issuing policy was essentially under the control of the Crown Agents who included Bechuanaland in the various Commonwealth Omnibus issues starting with the 1935 King George V Silver Jubilee.

During the Reign of King George VI it included the 1937 Coronation, 1945 Victory (Not the standard Crown Colonies design, but overprinted on the South African issue), 1948 Royal Silver Wedding and 1949 75th Anniversary of the Universal Postal Union.

In addition Bechuanaland issued a set of four stamps to commemorate the 1947 Royal Visit and used the same designs adopted by Basutoland and Swaziland. South Africa produced its own designs and the stamps were overprinted S.W.A. for use in South West Africa.

Starting with the Reign of Queen Elizabeth the country issued the various Crown Agent Omnibus stamps which are the 1953 Coronation, 1963 Freedom from Hunger, 1963 Red Cross Centenary, 1964 400th Birth Anniversary of William Shakespeare, 1965 I.T.U. Centenary, 1965 International Co-Operative Year and the 1966 Churchill Commemoration.



1960 Anniversary



1965 New Constitution

Bechuanaland's first exclusive commemorative stamps was a single design in a set of three values issued on 21 January 1960 to commemorate the 75th Anniversary of the Bechuanaland Protectorate that came into being in 1885.

Before Independence, two further commemorative issues followed, a set of four using a common design for the New Constitution on 1 March 1965. Finally four different designs honouring the men who fought in World War II as the Bechuanaland Royal Pioneer Corps, issued on 1 June 1966.

Botswana Commemorative Issues

Following Independence, in 1966 only one set of four stamps was issued to celebrate the Independence of the country. A conservative policy was adopted that avoided a flood of

unnecessary issues that is the hallmark of many Independent African States that started with Ghana in 1957 and is mirrored by a relatively close neighbouring country being Independent Lesotho.

Miniature Sheets

Issuing Miniature sheets to accompany a set of commemorative stamps became a Universal Philatelic gimmick that was an innovation boosting the income of Philatelic Bureaus. Miniature sheets essentially have no postal use and are simply an instrument to ensure that a stamp collector buys the same set of stamps twice.

The miniature sheets steadily evolved into a philatelic curse of today and at first they only included the same values that were issued in sheet format. Then they either included some of the values of a set or a totally different design to the rest of the set. Another gimmick was to use the same designs but each stamp has a much higher denomination. Over the years the sheetlets steadily grew in size and from initially being square or rectangular, larger and strange shapes were introduced.

Botswana Miniature Sheets

Although Botswana Post indulged itself with the miniature sheet market, they extended a conservative policy that avoided the overkill that other African states resorted to. Since Independence in 1966 Botswana issued 49 miniature sheets which is an average of one a year. In reality the numbers ranged from one a year to as many as four in 2001. There were several years in which no miniature sheets appeared.

On 30 September 1968 the first Botswana miniature sheet made its debut to commemorate the opening of the National Museum and Art Gallery.

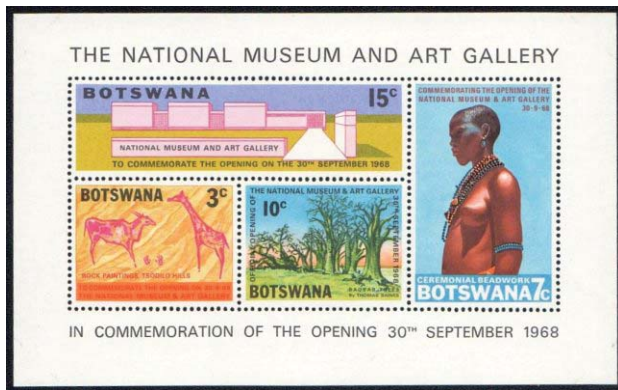
The Botswana National Museum, also known as the National Museum and Art Gallery, is located in the capital Gaborone and is a multi-disciplinary institution that includes the National Art Gallery and Octagon Gallery. It displays traditional Botswana crafts and paintings and aims to celebrate the work of local artists.

The museum was established in 1967 via an Act of Parliament and it officially opened to the public in 1968. The museum celebrated a year-long 40th anniversary in 2008 under the banner of Museum as Agents of Social Change and Development,



1966 Bechuanaland Royal Pioneer Corps

mirroring that used by the International Council of Museums.
The museum is also involved with the preservation of Tso-



dilo, the country's first world heritage area, among other efforts. It is the caretaker of Tsholofelo Park, the burial place of the Negro of Banyoles, known as El Negro in Botswana, following the body's return from the Darder Museum of Banyoles, in Spain.

Christmas stamps accompanied by a min-



1970 Christmas Miniature Sheet

ature sheet Botswana introduced an annual set of Christmas stamps that was usually issued during November, but in some instances in late October or in early December. The first set made its debut on 11 November 1968 and the first miniature sheet followed with the second Christmas issue on 6 November 1969.

The designs of the Christmas stamps slowly evolved from local people observing the Christmas star to Nativity scenes and from 1974 the annual set depicted the Flora of Botswana. From 1978 the Christmas issues always included a symbolic emblem representing the Christmas star. Three exceptions to the flora theme are 1983 Dragonflies, 1984 Butterflies and 2005 Doves and Pigeons.

The Annual Christmas stamp policy includes six miniature sheets for 1969, 1970, 1971, 1972, 1974 and 1987. The last annual Christmas set has a plant theme and was issued on 30 November 1998. A few erratic sets followed in 2004, 2005 and 2006 and no Christmas stamps have been seen since.

Review of Pictorial and Interesting Miniature sheets

MS No 3 1970 Death Centenary of Charles Dickens, this subject somehow does not really tally with Botswana, however the accompanying miniature sheet is enhanced by various 'Dickens' scenes around the margins of the sheetlet.

MS No 6 1972 Mafeking - Gubulawayo Runner Post- This sheetlet reflects the entire historical route and includes images of the Mafeking 638 Barred oval numeral canceller (BONC). A revised version of the foregoing sheetlet based on new information was issued in 1988 to mark the Centenary of that Runner Post (MS No 21)

MS No 10 1975 Rock Paintings in the Tsodilo Hills, a rather oversized six inches square sheetlet (150 cm) which portrays the rock painting designs of the stamps with the hills as a background on the selvedge plus a small map of the country which indicates its location.

MS No 11 1976 First National Currency, the selvedge of the miniature sheet offers an informative description and explanation of the new Pula (rain) and Thebe (shields) currency.



1986 20th Anniversary of Independence

MS No 19 1986 20th Anniversary of Independence, the miniature sheet includes four 20t values and was only issued in this format.

MS No 30 1999 Southern Africa Community Day, one value and only issued as a miniature sheet.

MS No 32 2000 Moths - The first oddly shaped miniature sheet which represents a giant moth that includes all five values.

2000-03 Wetlands Series

MS No 33 2000 Series 1 - Okavango Delta

MS No 37 2001 Series 2 - Chobe River

MS No 38 2002 Series 3 - Makgadikgadi Pans

MS No 40 2003 Series 4 - Limpopo River

These colourful miniature sheets paint a complete picture of the stamps and selvedge to an extent whereby the individual stamps are more or less surplus to requirement.



The 1995 Endangered Species - the Brown Hyena signaled a change of policy for Miniature sheets or sheetlets. The four stamps were printed in sheets of fifty and in addition se-tenant strips of four were arranged in a sheetlet of 16 with pictorial selvedge. The foregoing is not regarded as being a miniature sheet.

Botswana Post thus joins the trait of exploiting the stamp collector as the connoisseur who desires all the available permutations requires a set of single stamps, a se-tenant strip plus a complete sheetlet. It requires the purchase of six sets at a cost of 15 Pula instead of one set at P2.50t.



MS No 27 1997 Golden wedding of Queen Elizabeth and Prince Philip, for the first time the miniature sheet depicts a different design with a top value of ten Pula.



MS No 28 1998 Diana, Princess of Wales Commemoration, a set of four cost P5.85t and the miniature sheet includes the same designs, but each with a face value of P2.50t costing ten Pula in total.

MS No 29 1998 Botswana Weavers, a miniature sheet with a different design and face value of P2.50t.

MS No 35 2001 Kgalagadi Transfrontier Wildlife Park, this miniature sheet only includes two of the four values.

MS No 42 2005 Endangered Species black-footed cat, two se-tenant sets of four incorporated into a large miniature sheet, thus one had to



1992 Deluxe Railway Service

buy two additional sets instead of one.

MS No 47 2011 Endangered Species - White Rhino - A large miniature sheet with all four designs in the shape of a huge Rhinoceros.

2004 Southern Africa Postal Operators Association.

This marks the beginning of pictorial miniature sheets with unusual shaped stamps and the identical designs were issued by other African countries.

MS No 41 2004 First SAPOA National birds, eight hexagonal designs - Also issued by Angola, Malawi, Namibia, South Africa, Swaziland, Zambia and Zimbabwe.

MS No 44 2007 Second SAPOA National Animals, five square designs - Also issued by Malawi, Namibia, Zambia and Zimbabwe.

MS No 45 2010 Third SAPOA World Cup Football, nine circular designs. Also issued by Lesotho, Malawi, Mauritius, Namibia, South Africa, Swaziland, Zambia and Zimbabwe.

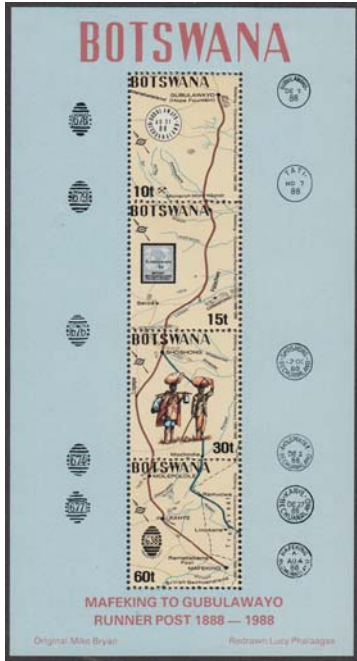
Miniature Sheet Printers

- De La Rue MS 1 - Walsall MS 3
- Harrison MS 2, 5, 22, 24, 25
- Questa MS 4, 7, 8, 10, 11, 13, 14, 27 A & M MS 6
- Enschede MS 9, 29, 36, 37, 38, 40, 41, 43, 44, 45, 47
- J. Waddington MS 12
- Govt. Printer, Pretoria MS 15, 19
- Mardon MS 16, 17, 18
- National Printing, Zimbabwe MS 20, 21, 23, 26, 30
- Cartor, France MS 28, 32, 33, 34, 35, 39, 42, 46
- Southern Colour MS 31, 48, 49

No	Year	SG - MS	Botswana Miniature Sheets - Details	Value
1	1968	248	Opening of National Museum and Art Gallery	£1.00
2	1969	260	Christmas	£1.00
3	1970	269	Death Centenary of Charles Dickens	£2.75
4		279	Christmas	£1.00
5	1971	289	Christmas	£1.00
6	1972	298	Mafeking - Gubulawayo Runner route	£11
7		303	Christmas	£1.25
8	1974	340	Christmas	£1.75
9	1975	345	Tenth Anniversary of Self Government	£1.00
10		350	Rock Paintings, Tsodilo Hills	£12
11	1976	366	First National Currency	£1.00
12	1977	405	Historical Monuments	£2.50
13	1978	434	Okavango Delta	£1.50
14	1979	448	Handicrafts	£1.00
15	1981	485	Insects	£2.50
16	1983	549	Traditional Artefacts	£3.75
17	1985	576	5 th Anniversary of SADC Conference	£7
18		594	Centenary of Bechuanaland Protectorate	£14
19	1986	603	20 th Anniversary of Independence	£3.75
20	1987	643	Christmas - Grasses and Sedges	£4.25
21	1988	656	Centenary of Mafeking - Gubulawayo Runner Post	£10
22	1989	677	Slaty Egrets	£3.25
23	1990	701	Traditional Dress	£9
24	1992	737	Deluxe Railway Service	£14
25		760	Olympic Games - Barcelona	£6
26	1993	775	Railway Centenary	£5
27	1997	876	Royal Golden Wedding	£4
28	1998	889	Diana, Princess of Wales Commemoration	£2.50
29		894	Botswana Weavers	£3
30	1999	903	South African Development Community Day	£4
31		910	Miss Universe	£11
32	2000	920	Moths	£7.50
33		938	Wetlands 1 st Okavango Delta	£7.50
34	2001	939	Hong Kong 2001 Exhibition Overprint on MS938	£7.50
35		948	Kgalagadi Wildlife Park	£3.50
36		953	Traditional Baskets	£2.75
37		963	Wetlands 2 nd Chobe River	£7
38	2002	999	Wetlands 3 rd Makgadikgadi Pans	£8.25
39	2003	1008	Beetles	£6
40		1014	Wetlands 4 th Limpopo River	£7
41	2004	1027	First SAPOA National birds	£13
42	2005	1044	Endangered Species Black-footed Cat	£8
43	2006	1061	40 th Anniversary of Independence	£8.50
44	2007	1079	Second SAPOA National Animals	£7
45	2010	1146	Third SAPOA World Cup Football	£13
46		1157	Night Animals	£10
47	2011	1174	Endangered Species White Rhinoceros	£5
48	2014	1210	Lions of the Chobe	£6
49		1217	Philkorea Stamp Exhibition Overprint on MS1210	£5



1972 Runner Route



1988 Runner Route



2000 Wetlands Series 1 - Okavango Delta

All Botswana stamp issues may be viewed at www.bechuana-landphilately.com

Sorting the Mails: The Cape Travelling Post Office, 1882-1910

by Franco Frescura

Introduction

During the colonial era South African country roads were seldom better than rough tracks, and the transport infrastructure of the Cape was heavily reliant upon the use of animal-drawn vehicles. For those who did not own their own transport, the fastest way to travel long distances was probably on a passenger coach or a mail cart, usually drawn by teams of horses or donkeys. Under ideal conditions, these could average about 10 km per hour or, at best, about 40-50 km per day. In about 1865 the mail cart could travel from Cape Town to George, a distance of 434 km, in 48 hours, or an average of 9 km per hour, stopping only to change teams of horses every 20 km. (Whiddicombe, 1865:75)

Consequently many of South Africa's early travel routes can be identified by the sequence of staging posts which marked their trail. Heavy transport, however, was left to the more ponderous forms of ox-drawn wagons, which could seldom cover more than 20 km per day and required stops, or outspans, where water and grazing were available. In time some of the more popular halts, began to attract traders, inn keepers and cartwrights, thus forming the core of future settlements.

Shipping did provide a useful alternative to slower forms of land travel, but a lack of suitable harbours along the southern and eastern coasts limited the movement of goods to and from the South African hinterland. Consequently when a railway system began to be developed in the Cape from 1876 onwards, its potential as a tool for the colonization and development of the subcontinent was immediately understood.

The first major routes to be opened were those linking Cape Town to De Aar, designated the Western System, and Port Elizabeth to De Aar, known as the Midland System. The lines were begun almost simultaneously in the 1870s and were both completed on 31 March 1884. Thereafter the Western line was pushed rapidly northwards, reaching the Griqualand diamond fields in 1885 and Mafeking in 1894. The eastern frontier was served by a line linking East London to Aliwal North, designated as the Eastern System, which was opened to traffic on 8 September 1885. The three systems were connected on 8 February 1892 when the Middelburg Road-Stormberg Junction line was inaugurated. For political reasons, the line linking the Cape's railway system to the Orange Free State and the Witwatersrand via Naauwpoort took a while longer to achieve, and only reached Bloemfontein on 17 December 1890, the KiGariëp on 17 May 1892, and Johannesburg on 15 September 1892. This was designated the Northern System.

Although the Colony of Natal had the distinction of opening the first railway line, in Durban in 1860, the development of a Natal railway infrastructure was comparatively slower, and was limited to servicing the needs of local trade and agriculture. It

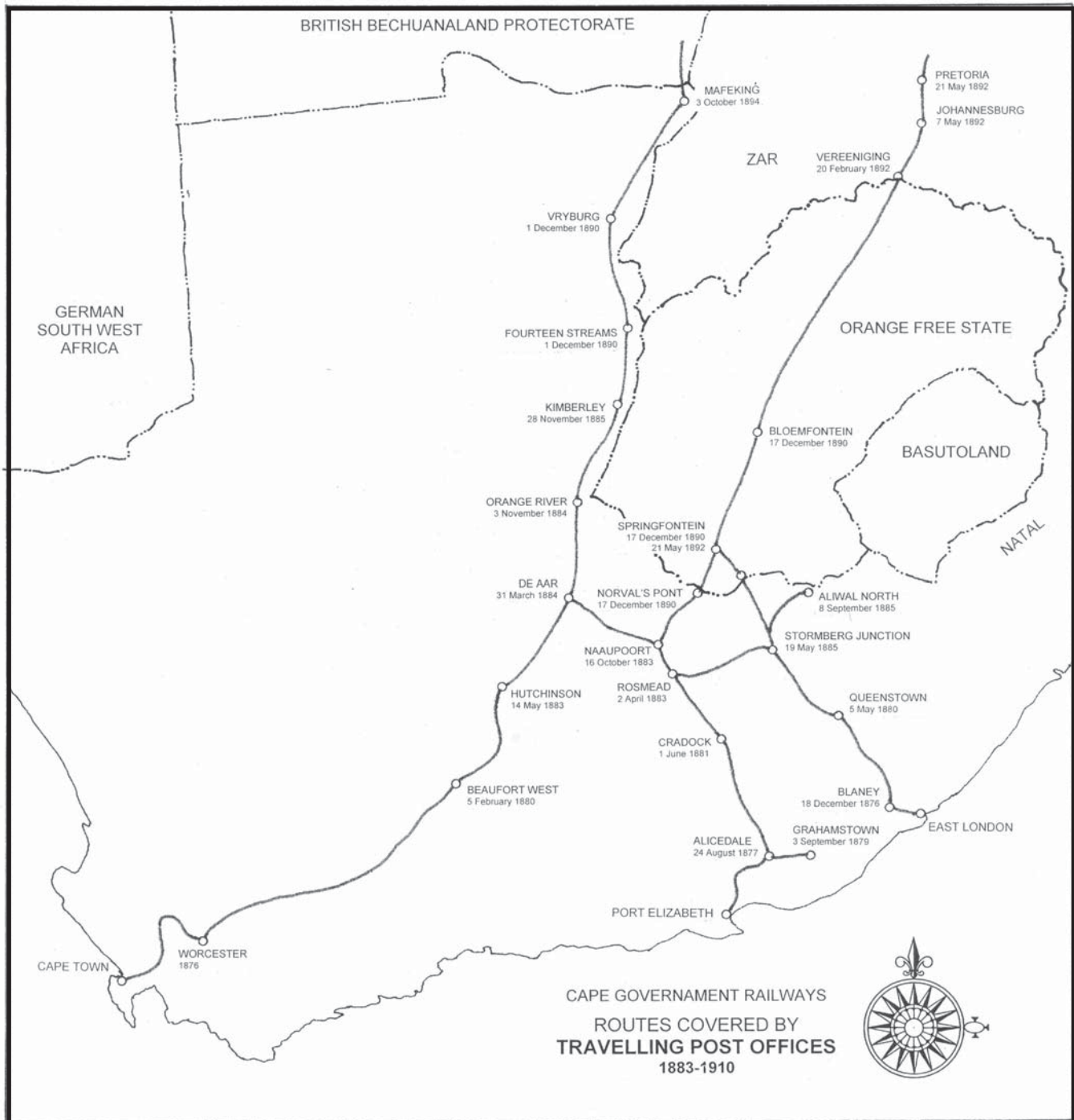
remained in private hands until 1 January 1877, and only became of national relevance after 16 December 1895, when the line from Durban and Ladysmith was finally linked to the Cape Railway at Johannesburg. Even then its transition into a southern African railway system remained slow, and although a more direct link from Natal to the Cape, via Harding and Kokstad to the railhead at Umtata, was surveyed in September 1905, this was never built.

The Travelling Post Office

The first travelling post office was inaugurated, on a trial basis, in 1882 under the personal supervision of the Post Master General, Richard Somerset French. Its purpose was: "to (lessen) the number of mail bags ... and to provide for the sorting of mails whilst in transit". To this end a sorting tender, termed "the Travelling Post Office", was attached to each of the daily mail trains travelling out of Cape Town. The first Superintendent of the service was Mr CCH Brown, whose offices were located in Cape Town (SA Railways Magazine 1911: 1138).

When it was instituted on a regular basis on 14 May 1883, it ran daily from Cape Town to Victoria West Road, later known as Hutchinson. After the railway line to Fourteen Streams was opened on 1 December 1890, the TPO service was extended to this point. At this stage the stretch from Cape Town to De Aar became formally known as the Western TPO, while the De Aar-Vryburg line was designated as the Northern TPO. Some confusion may have arisen in this regard as railway maps of the time followed their own nomenclature and designated the Noval's Pont-Pretoria link as the "Northern System". However, from a post office standpoint this was not correct and a distinction between the two needs to be made (Goldblatt 1983: 116).

In 1890 the Midland TPO was also opened, and initially its service was limited to a daily run between Port Elizabeth and Cradock. On 18 March 1891 its range was extended to De Aar Junction, thus allowing it to take transfer of mails from Cape Town destined for the Eastern Cape and the Orange Free State. Initially the OFS mails were dropped off at Naauwpoort Junction for conveyance by rail to Norval's Pont, where they were handed over to Orange Free State authorities. This process was speeded up in 1893 when the operations of the Midlands TPO were extended from Naauwpoort Junction to Norval's Pont. In May 1894 the Transvaal TPO, linking Johannesburg to Naauwpoort Junction, was put into service, and although the last leg of the journey lay in Cape territory, from December 1894 the service was run entirely by officials of the ZAR. At about the same time the Cape put into place a TPO known as the European Mail, which was designed for the rapid conveyance of mails from Europe to the South African interior and, more importantly, for the export of gold from the Witwatersrand. It ran



on a weekly basis from Cape Town to Norval's Pont.

When it was first opened in or about 1887 the Eastern TPO probably covered the De Aar Junction-Middelburg Junction line. In 1893 it was extended to Stormberg Junction, and on 1 February 1896 it reached Queenstown. The final leg between Queenstown and East London was only put into place on 1 May 1902. A significant pointer to the relative importance of the internal railway was that the Eastern TPO was developed as an extension of the Western TPO rather than as an independent service growing out of East London.

Other TPO services included the Albany TPO and the Zwartkops Sorting Tender, both of which started service in 1893 and were terminated in 1898. More important was the North-Eastern TPO, which was put into service on 1 February 1897 and travelled the De Aar-Middelburg Road line on a daily basis. Although it covered the same stretch of track as the Midlands TPO, it travelled with a later train.

Travelling post offices moving inland from Cape Town, Port Elizabeth and East London were designated as the DOWN train, while those travelling in the opposite direction were designated as the UP train. Postmasters were specifically advised to

be “careful in addressing bags for a TPO to see that the words “down” and “up”, “Western”, “Midland” and “Eastern” are correctly used, otherwise considerable delay to the correspondence will result”.

TPO Services to the Transvaal and OFS

In 1893 preliminary negotiations began between the Railway Department of the Cape Colony, the postal departments of the Cape, the Orange Free State, and the South African Republic (ZAR) in connection with the establishment of a travelling post office to run from Norval’s Pont to Bloemfontein and thence to Johannesburg and Pretoria. The agreement was ratified in January 1894, although the OFS strongly objected at the payment of £4 10s per open mile per annum it was expected to make. This included haulage charges for the distance between Norval’s Pont and Vereeniging, the additional costs incurred in the construction of new sorting tenders, and the payment of salaries and travelling allowances to postal officers working the vans. It argued, probably with some reason, that the major portion of the mails which the TPO could be expected to carry would be matter exchanged between the South African Republic, the Cape Colony and foreign countries.

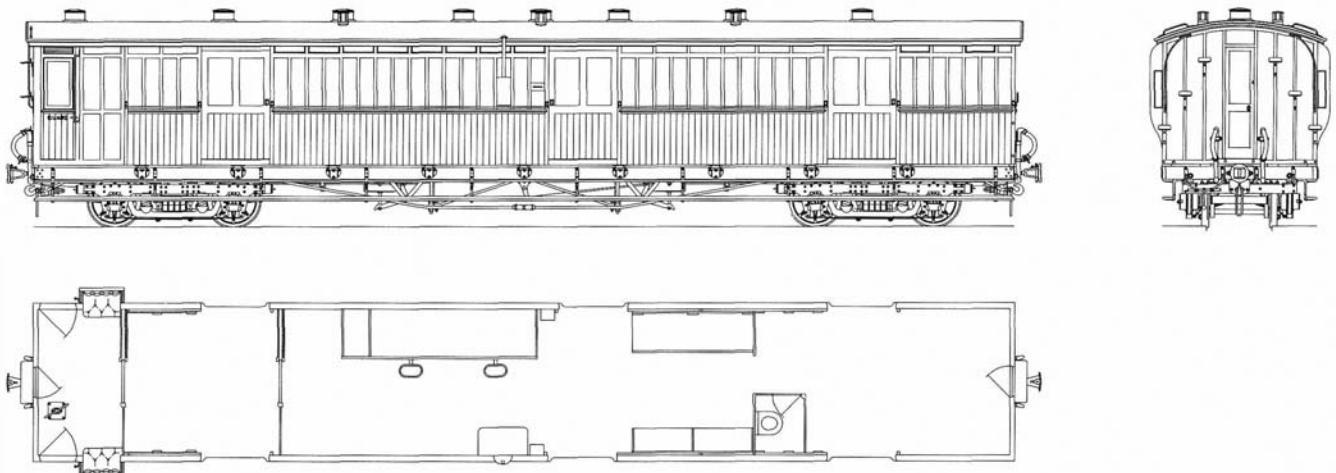
After discussion it was agreed that, as a compromise, the ZAR postal administration would take over the working of the service from Bloemfontein to Vereeniging, including all staff salaries and haulage costs involved. For its part the Cape agreed to work the section between Norval’s Pont and Bloemfontein, although all costs incurred in this regard would be charged to the OFS Post Office. Clearly this was not a satisfactory arrangement, especially since it involved the security of gold consignments from the Witwatersrand goldfields and, on 1 January 1895, responsibility for the entire trip from Johannesburg to Norval’s Pont was taken over by the postal administration of the ZAR. For the greater safety of the gold mail, an officer employed by the Transvaal Post Office accompanied the weekly mail train until Norval’s Pont, at which point the whole of the mails were taken over by officers of the Cape Post Office and the work of sorting them could begin.

Initially, during the course of 1894, the needs of this service were met by two surplus vans belonging to the Cape which had been refurbished to provide temporary premises for the Transvaal TPO. These were subsequently replaced by two specially constructed and well-appointed mail tenders. In 1895 the GPO entered into negotiations with the Railway Department regarding the provision of larger sorting tenders to travel the route between Cape Town and Johannesburg directly, thus freeing smaller vans for use on less important sections of the line. However this proved impractical as, by 1896, the volume of mails transported by the Transvaal TPO had grown to such a degree that the older tenders could not be spared for other uses.

In 1899 the Postmaster General of the ZAR gave notice that the Travelling Post Office Agreement entered into in 1894 between the Post Offices of the Cape, OFS, and the ZAR would be allowed to lapse on the 30 June of that year. In retrospect this might have been a portent of more serious things to come, had the Colonial Government chosen to heed the warning. Meanwhile the withdrawal of the ZAR from this arrangement threw the onus for running the service from Naauwpoort to Johannesburg entirely into the hands of the OFS administration, which it was ill-equipped to undertake. Consequently the Transvaal TPO ceased operating beyond Naauwpoort at the end of June.

Strangely, the termination of ordinary travelling postal services to the Transvaal did not affect arrangements for the European Mail service, and sorters from the ZAR’s Johannesburg office still travelled with the Weekly Fast Mail train as far as Norval’s Pont, where Cape officials took over, while in the opposite direction Transvaal postal officers met the special train conveying the mails from Europe at Beaufort West, where they were provided with two sorting tenders to carry out their duties. The exchange of mails between the Cape Colony and the Boer Republics ceased on 13 October 1899.

In 1901 Somerset French reported that mails from the Orange River Colony and the Transvaal were now being carried to and from Naauwpoort in ordinary railway vans under the charge of the Army Post Office Corps; but that no sorting of correspondence was taking place en route. The TPO service as a whole was resumed on 20 September 1902.



Cape Government Railway, Travelling Post Office Type T4. Drawn: L Paxton, 2011.

Working on the TPO Tender

Because of the discomfort that travel on an early colonial railway must have involved, and the hours that members of the post office staff were expected to keep, working in the TPO sorting tender must often have been arduous and physically taxing. The down mail train attached to the Western TPO, for example, left Cape Town at 21.00 and returned early the next morning, and its complement of “railway sorters”, as its staff was known, must have worked throughout the night with little relief. For those who could snatch a little sleep in-between stations, rudimentary bunks were provided, but probably gave workers little scope for rest. Postmaster General Somerset French was well aware of this when he wrote in 1895 that: *“The Travelling Post Office service is one which presents the greatest difficulties in the way of providing and keeping up an adequate trained staff to cope with the ever-reliant, in addition to possessing robust constitutions, and many months of training in the larger offices are necessary before an officer can be placed in charge of a Travelling Post Office, where he is for several days out of reach of control from his superior officers.”* (PMG 1895)

In the early days, also, post office staff was expected to personally manhandle the bags of mail aboard the sacks of mail awaiting them at every station, and it was only in 1896 that travelling mail porters to assist in this task were appointed: *“With a view to affording assistance to the Travelling Post Office staff in dealing with heavy mails ... for certain of the busier sections of the line, and to transfer the mails at the more important junctions. (They) have proved themselves so useful that their run has recently been extended, and the relief experienced by the sorters is very much appreciated.”* (PMG 1896)

In 1896 French instituted *“a school of instruction for Travelling Post Office assistants, and, so far, the juniors and learners who have gone through a course of instruction have been*

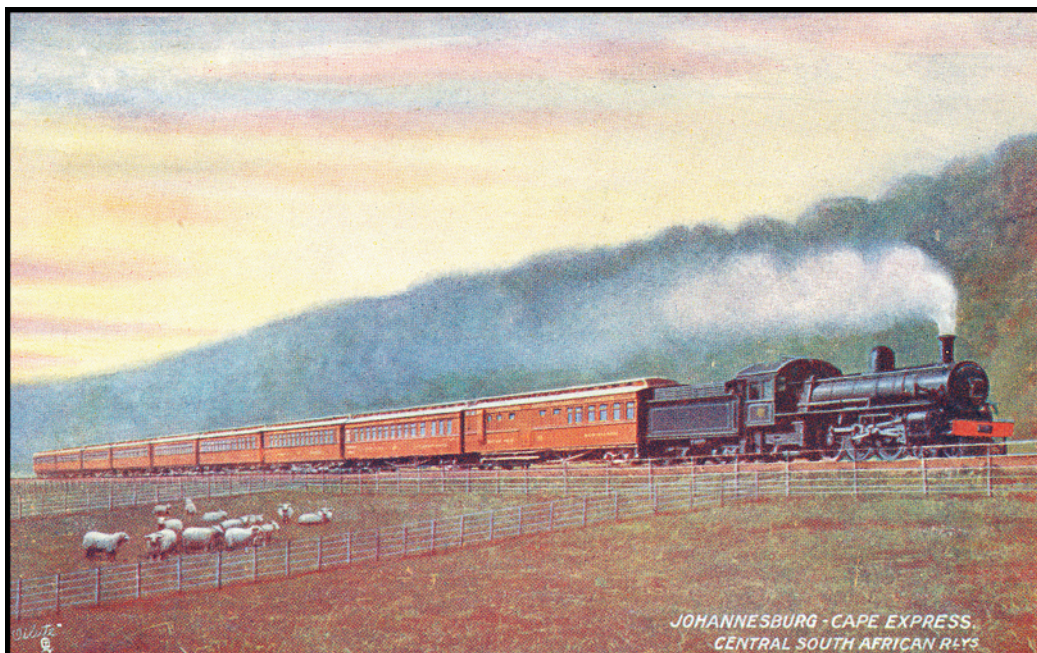
benefited. I am arranging for the entire travelling staff to take periodical course of instruction and undergo a written examination” (PMG 1896).

It would be fair to say, therefore that, with time, railway sorters must have gained in stature within the Post Office hierarchy, and it seems likely that a spell of service on the TPO must have become a prerequisite for any young and ambitious would-be postal administrator. The opportunity of working on the TPO was not limited to staff from any one specific region, and while postal vans travelling on the Western Section were manned by sorters from the Circulation Branch in Cape Town, the Port Elizabeth office supplied the men for the Midland Section, while the Queenstown staff worked the North-Eastern and Eastern routes.

Access to the interior of a sorting tender was limited to postal officials appointed to the TPO service, and although exceptions could be made, this was done only for persons provided with an order signed by either the Postmaster-General or another senior postal official. Bags of normal mail directed to Cape Town, Port Elizabeth and East London were opened on the train and were sorted en route into pigeon holes provided. Registered matter; on the other hand, was enclosed in a special sealed bag which, in all cases, was carried intact to its destination.

The officer in charge of the Travelling Post Office was supplied with a stock of stamps which could be purchased from him on the platform of any station along the route. Items of mail could be handed in to him at the station for an additional fee of 6d for each letter, 4d for books and parcels, and 2d for a newspaper. Later on, in about 1900, single newspapers were reduced to 1d, and books and newspapers were accepted in bulk from news agents and publishers at the same rates as at GPO.

He could also register letters, inland parcels and other matter on payment of a flat fee of one shilling per item. Passengers



Johannesburg- Cape Express. Central African Railways

travelling on the mail train were allowed to post letters onboard at the normal rate of postage, on condition that such letters had been written during the journey, and had been handed in to the conductor for mailing. Such regulations mirrored those in force on the Ocean Post Office service, which came into being on 1 October 1893.

However, this was but a small part of the work, as was stated by the PMG in 1892 when he pointed out to Parliament that *"This is ... in reality the largest circulating Post Office in South Africa" and that, without it, the postal system would be swamped with a large quantity of mailbags originating from "the terminal point of a Branch Line of Post"*. Thanks to the railway: *"... it is only necessary for Post Offices ... to put all their correspondence in one bag for the Travelling Post Office where the contents of the bags coming in at every station, are sorted into pigeon holes and distributed in direct bags for each place of destination, which are given off when the train reaches the point where the post diverges"*. (PMG 1892)

By 1892 the number of bags carried by the mail train during peak periods was in excess of 350 direct mails and upwards of 100 bags for en route processing by TPO staff. As a result the GPO found it necessary to commission the construction of four additional sorting tenders whose design was larger than the carriages originally brought into service in 1882. Two more were brought into service in 1893, bringing the total number to fourteen. Even then it was projected that a number of additional vans would be required to cater for increased traffic on the Norval's Pont-Johannesburg line, and in 1894 Somerset French complained that: *"The large and rapid increase of mail matter carried by the daily trains has proved that on certain nights of the week the vans built for this service some 10 years ago are fast becoming obsolete, and altogether too small and inconvenient for the increased work, and it will in the near future be absolutely necessary to withdraw them from the service and to introduce larger and more conveniently constructed sorting tenders."* (PMG 1894)

In 1895 the Post Office took delivery of another four sorting tenders *"built more particularly to meet the demands of the Transvaal traffic ... (which) have added much to the comfort and convenience of the staff"*. The following year the GPO commissioned the construction of another five vans of the larger type, but only three of these were designed to replace older and outdated carriages. The other two were needed to replace vans that had been lost through railway accidents. French proudly told Parliament that: *"The new vans are designed on the latest models, with all the known improvements for convenience in working, as well as for the comfort of the travelling officers, and are to be much larger than the vans now in the service. For the greater security of mails in transit, which cannot be placed in the Travelling Post Office vans, special vehicles have recently been fitted up in which the mails can be secured by means of padlocks of the special Post patterns"*. (PMG 1896)

The latter had become necessary because for some time *"the increase in the bulk of the mails has been so considerable that not infrequently it is found that one Post Office van is insufficient to carry the whole of the mail, and portions of other ve-*

hicles have to be used" (PMG 1896).

At least one of these tenders would have been attached to the European Mail train, which ran on a weekly basis from Cape Town to the Witwatersrand gold fields, and whose UP arrival in Cape Town was timed to coincide with the weekly sailing of the mail-ship to England. This van was specially fitted with a number of security features which allowed it to carry shipments of gold with greater safety. It also made allowance for the presence on the trip of two armed constables from the ZAR and one armed officer from the Transvaal Post Office, whose duty it was to guard the consignment from Johannesburg to Norval's Pont. At that point the train crossed into the Colony, and sorting staff as well as an armed escort employed by the Cape Post Office was taken on board to accompany the tender to Cape Town. It must be assumed that similar arrangements must have been made on the Western line to accommodate shipments of diamonds from the Griqualand Diamond Fields.

It is important to remember that while the sorting tenders were used by the Post Office, their actual ownership lay with the Cape Railways, and that they were only on lease to the GPO. This is indicative of the fact that, not only was the postal system subsidising, at least in part, the development of a colonial railway infrastructure, but that the postal, telegraph and railway reticulation systems were important and interactive partners in opening up the South African interior to European settlement.

An increase in the volume of mails would have had obvious staffing implications for the Post Office, and in 1893 the Post Office announced that *"the scale of pay to the travelling sorters ... was not altogether satisfactory"*, and that, as a result of representations to the Colonial Government *"the matter (had) now been placed upon a fair and satisfactory footing"* (PMG 1893). In 1896 the allowance to TPO officers was increased for all duties performed on a Sunday.

When war broke out between the Boer Republics and the British on 13 October 1899, the Cape Post Office had 21 vans in service. However four of these had been on lease to the Orange Free State and ZAR governments, and were only recovered from them in June 1900, while: *"... six were converted into ambulance carriages, and have proved of great assistance to the Military authorities in removing sick and wounded soldiers to the Base Hospitals. Within a few hours of the battles which took place in the line between the Orange River and Kimberley wounded men were being brought away in these vehicles."* (PMG 1899)

Following the British occupation of Pretoria on 5 June 1900, the new Postmaster General of the Transvaal placed an order with the Cape Government *"for the construction of four sorting tenders of the latest design"* in expectation of an early resumption of mail services from Naauwpoort to Bloemfontein and Johannesburg. The Transvaal and Orange River Colony Travelling Post Offices recommenced their run to Norval's Pont on 20 September 1902, with a railway guard on board.

Throughout 1900 and 1901 the military medical authorities continued to use the six sorting tenders loaned to them by the Cape Colonial Government to use as temporary hospital ambulances, and presumably only returned them to postal and rail-



Alice - A South African Station



Cape Town Railway Station



Vaal River Bridge, S.A.



Railway Station Beaufort, Cape Colony

way use after the signing of the Treaty of Vereeniging at Pretoria on 31 May 1902.

The Cape TPO Services

Albany TPO. The Albany TPO ran daily between Grahamstown and Alicedale. This service was started in 1893 but was abandoned early in 1898 as a result of changes to the train schedules. These dates do not seem to agree with those given by Somerset French who, in 1896, reported that: "It was found necessary, in order to relieve the local office at Graham's Town, to establish a Sorting Tender between Graham's Town and Alicedale daily, and this tender commenced running in October last, but it is anticipated that the projected new train service will enable it to be dispensed with. It will be worked by officers attached to the Graham's Town office, and is designated the Albany Travelling Post Office." (PMG 1896)

Eastern TPO. According to official records the railway line from Middelburg Road, subsequently renamed Rosmead, to Stormberg Junction was opened on 8 February 1892, and in 1893 the Western TPO was extended to provide a daily service over this section. On 1 February 1896 the TPO system was extended to run from Rosmead through Stormberg Junction to Queenstown, and for the first time this section was formally designated by the Post Office as the Eastern TPO. On 1 May 1902 the Eastern TPO system was extended from Queenstown to East London. Thus, from 1902 onwards, the Eastern TPO

system covered the line from East London to Rosmead.

However this information is not altogether supported by postal evidence, which shows that a canceller inscribed EASTERN TPO was already in use on or before 11 July 1887. This seems to indicate that by 1887 a section of the Cape's railway network had already been designated by the GPO as the Eastern TPO. Its exact route is not known, but it probably covered the section of railroad from De Aar Junction to Rosmead, which was completed on 31 March 1884.

All services on the Queenstown to De Aar line were suspended on 22 November 1899 at the onset of hostilities on the Cape-OFS border, and were resumed on 13 March 1900. However on about 15 September 1901 Republican commandos under General JC Smuts crossed the Stormberg Junction-Queenstown railway at Putters Kraal and, as a result, all traffic on this line was temporarily suspended on 16 September 1901.

European Mail. The European Mail, also known in some records as the 6 Up (Fast Mail), ran on a weekly basis from Cape Town to Norval's Pont. Its primary function was the rapid conveyance of mails from the southern African hinterland to Europe, its arrival in Cape Town coinciding with the weekly sailing of the Mail Ship to the United Kingdom. Although first mention of this TPO was only made in 1897, a Fast Mail service is known to have been in place almost as soon as the Cape's TPO network was extended to Johannesburg in May 1894. One of its major purposes, therefore, was also the transport of gold

mails from the Witwatersrand. Although the European Mail ran on lines already covered by the Western and the North-Eastern TPO services, it seems doubtful that it would have used the postal instruments of either. All services on this line were suspended on 13 October 1899 at the onset of the South African War, and it is not known from official records if they were resumed after 1902.

Midland TPO. The Midland TPO was established sometime in 1890, running as a daily service between Port Elizabeth and Cradock. In March 1891 its range was extended to De Aar Junction, where mails destined for the Eastern Cape and the OFS were transferred from the Western TPO, although the Midland TPO Sorting Tender only travelled as far as Cradock. In 1893 the Midland System was extended to run from Naauwpoort to Norvals Pont in expectation of the TPO network being extended into the Orange Free State. In May 1894 this section was incorporated into the Transvaal TPO, which ran from Johannesburg to Naauwpoort, although its administration remained in Cape hands. All services on the line between De Aar and Rosmead were suspended on 24 November 1899 at the onset of South African War. These were resumed in about March 1900 when the Midland TPO service was resumed on the line from Port Elizabeth to De Aar.

North Eastern TPO. In March 1891 the Midlands TPO was extended from Cradock, via Middelburg Road to De Aar, where it took charge of mails from the Western TPO destined for the Eastern Cape and the OFS. On 1 February 1897 the section between Middelburg Road and De Aar was established as a separate daily service, formally designated as the North Eastern TPO, which covered the same stretch of track as the Midlands TPO but on a later train. All services on the line between De Aar and Rosmead were suspended on 24 November 1899 at the onset of South African War.

Northern TPO. The Western TPO was placed into regular daily service on 14 May 1883, when it ran from Cape Town to Victoria West Road. On 1 December 1890 the Western Rail System reached Fourteen Streams, at which stage the TPO running from Cape Town to De Aar was designated the Western TPO, while the De Aar-Fourteen Streams line became known as the Northern TPO. On 3 October 1894 this was extended to Mafeking. The Northern TPO should not be confused with the railway line between Norval's Pont and Johannesburg, opened on 15 September 1892, which the Cape Railways designated as the Northern System. The services of the Northern TPO were suspended on 13 October 1899, when Republican forces invaded the northern Cape, and no evidence has been discovered to date to indicate that it was ever reopened after the cessation of hostilities in 1902.

Transvaal TPO. In 1893 the Midland TPO was extended to run from Naauwpoort to Norvals Pont in expectation of the TPO network being extended into the Orange Free State. The Transvaal TPO, linking Naauwpoort to Johannesburg on a daily basis, was opened in May 1894. Up to 31 December of that year the Cape Post Office was responsible for its running from Naauwpoort through Norvals Pont to Bloemfontein, while the Bloemfontein-Johannesburg leg of the journey was handled by

officials of the ZAR postal service. From 1 January 1895 the ZAR took over responsibility for the entire trip from Norvals Pont through to Johannesburg. On 30 June 1899 the ZAR withdrew from the TPO agreement it had entered into with the Cape and the OFS some five years previously, and the Transvaal TPO effectively ceased to exist. This breakdown however, did not affect the weekly European Mails until the outbreak of hostilities on 13 October 1899. The TPO service as a whole was resumed on 20 September 1902.

Western TPO. The first TPO in South Africa was inaugurated, on a trial basis, in 1882 under the personal supervision of the PMG, Mr (later Sir) Somerset French. When it was instituted on a regular basis, on about 14 May 1883, the Western TPO ran daily from Cape Town to Victoria West Road, later known as Hutchinson. The value of this service became evident almost immediately and, over the next few years, it became a cheap and efficient way of extending mail services into the southern African hinterland. On 31 March 1884 the railway line reached De Aar; on 3 November 1884 it was extended to Orange River Station; and by 1 December 1890 it had reached Fourteen Streams and Vryburg. In 1886 the number of vans in the TPO establishment was increased to six, with four proceeding as far as Beaufort West, and two to De Aar where mails for the Eastern Cape and the OFS were transferred to the Midlands TPO. However the TPO Sorting Tender only travelled as far as Beaufort West.

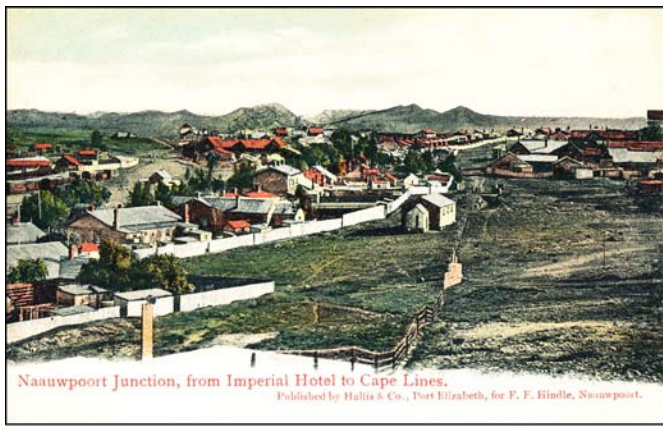
It seems likely that sometime in 1890 the De Aar to Fourteen Streams section of the Western TPO was reconstituted as the Northern TPO. Despite the fact that, during the course of the South African War, rail connections north and east of De Aar were cut at various times, the Western TPO does not appear to have ceased its operations, although a shortage of sorting vans probably curtailed its operations. After the conflict, in 1902, the Western TPO was once again operational on the Cape Town to De Aar line.

Zwartkops Sorting Tender. This ran on a daily basis between Zwartkops and Uitenhage, although, to begin with in 1893, the GPO also considered the possibility of extending its range of operations to Grahamstown. This service was abandoned early in 1898 as a result of changes to the train schedules.

The Limited Mail Train

In his Annual Report to Parliament for 1900, Somerset French made reference to what he termed "a Limited Mail Train". No further mention of such an establishment was found in subsequent reports, and its exact nature is therefore a matter of some conjecture. According to his report the train was: "... dispatched from Cape Town conveying mails to Kimberley, Port Elizabeth, Graham's Town, East London and intermediate places, including Natal (unless direct opportunity by Steamer offers from Table Bay), at 7.35 am, when the English mail steamer arrives between the hours of 10 pm, and 2 am, or between the hours of 2 am and 10 am at 1.55 pm. The mails arriving at other hours are despatched by ordinary train at 9 pm. Box closing at 6 am, noon, and 5.30 pm respectively."

This report was part of the more detailed section on Travelling Post Offices, so it must be assumed that this train was a



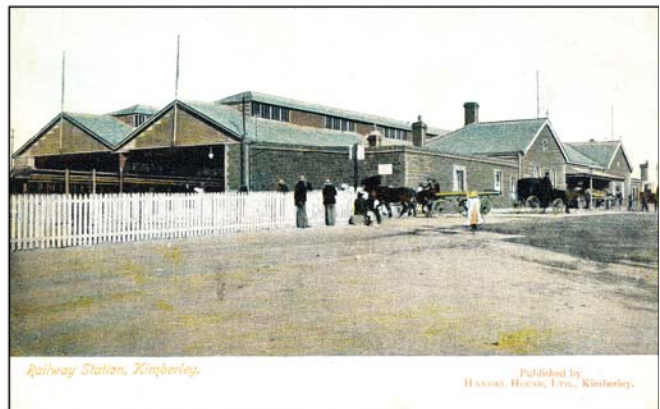
Naauwpoort Junction, from Imperial Hotel to Cape Lines



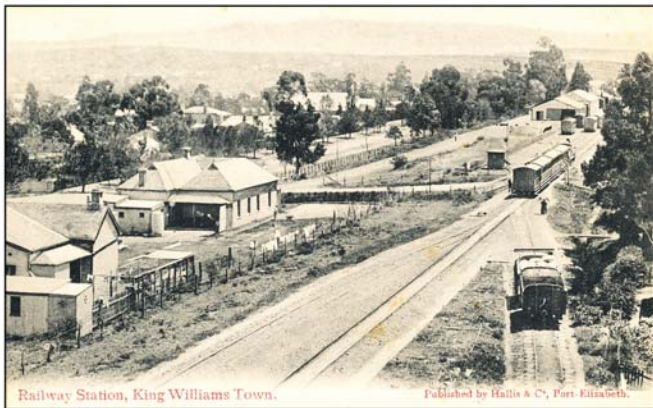
Worcester Rail Junction



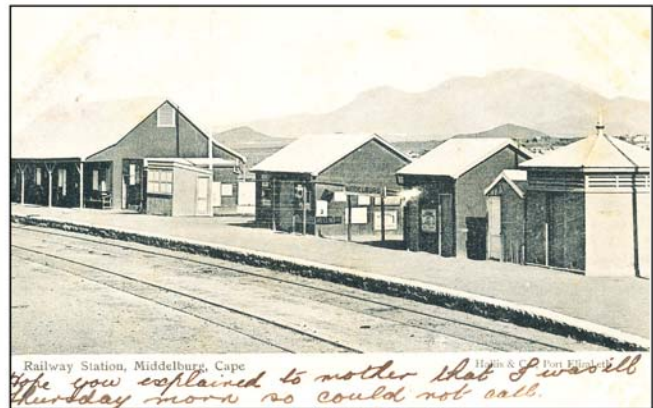
A Typical Wayside "Winkel" in the Karroo S.A. (Wildfontein station, between Naauwpoort and De Aar)



Railway Station Kimberley



King Williams Town, Railway Station



Railway Station, Middelburg, Cape

TPO in every sense of the term, and that it included a sorting tender and one or more vans containing mail bags for sorting and distribution along its route.

The description makes it clear that this mail train was established specifically for the portage and rapid distribution of incoming mails delivered by the weekly mail-ship from England. What it does not give us are details of its workings. Was it, for example, a hybrid which travelled a number of routes also covered by other TPOs, but whose load and delivery was limited to incoming mails from Europe? Given the circuitous route it was expected to cover, this seems highly unlikely. At the time Kimberley, Port Elizabeth, Johannesburg and Durban

were at diametrically opposite ends of the railway system, and the links that would have made such a roundabout trip possible had yet to be built.

It could have been a train specially laid on for the Post Office, consisting of a TPO tender, perhaps one or two additional vans used to carry the mailbags, but no passenger coaches. Initial sorting could have taken place en route to De Aar Junction where bags destined for the OFS, Transvaal, Natal and the Eastern Cape would have been redirected. This might appear to be a clumsy alternative, but it is nonetheless possible, although no record of its postal markings have been found to date.

A more likely answer is that this was a generic term applied to any train carrying a portion of the European mail. Thus the Western TPO leaving Cape Town under normal circumstances would still have been known as the Western TPO, but one carrying the European Mails would automatically have been called "the Limited Mail Train". This means that mails originating from Europe would have begun their journey overland at Cape Town in the Western TPO tender, where they would have been sorted en route and made up into separate bags for delivery to Port Elizabeth, East London, Johannesburg and Durban. At De Aar Junction, these would have been handed over for transport to the appropriate TPOs responsible for each section which, in their turn, would have become known as "limited mail trains".

The term "European Mail Train" would not have been applied, at this referred to a specific fast train service already in existence linking the Witwatersrand to Cape Town, via Norval's Pont, which was suspended in 1899, and which may or may not have been resumed after 1902.

Military Travelling Post Offices

Following the outbreak of the South African War in October 1899, it soon became obvious that the Colonial Post Office could not meet the postal needs of the military. Not only were civilian mails vulnerable to disruption, but the postal needs of soldiers in the field were subject to different criteria of performance to those normally applicable in a Civil Service structure. The British High Command never underestimated the importance of a regular mail service to troop morale, and one of the first service departments to be established behind the lines was the Army Post Office Corps (APOC) (Frescura 2004).

At the beginning of the campaign the strength of the Corps was three officers and eighty-nine other ranks, comprising one company of the 24th Middlesex (Post Office) Volunteers. These men were drawn from post offices in the London area who were enlisted into the Army Reserve for a period of six years, specifically to make them available for foreign service.

This force travelled to South Africa in October 1899, but its number soon proved inadequate to the growing needs of the military. Additional men were drafted thereafter, and although the first enlistments were limited to personnel also drawn from the 24th Middlesex, subsequent drafts included men from the postal services of all the provinces of Great Britain as well as those of Canada, Australia, India and the Cape Colony. At the height of the campaign the Corps numbered ten officers, a warrant officer and 396 other ranks. In addition, twenty civilian clerks drawn from the Cape civil service and 100 soldiers were seconded to the Corps on support duty. The Corps was placed under the command of Richard Somerset French, Postmaster General of the Cape, whose previous military experience had included terms of service as Officer-in-Charge of the Intelligence Section in the British Telegraph Office, and the organisation of the Army Post Office in Cyprus during the military Expeditionary Campaign of 1878.

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

Post Office building. During the early part of the war a separate Base Office for Natal was deployed at Pietermaritzburg, but once hostilities moved into Republican territory, this proved to be unworkable and was discontinued. Distribution of mails was conducted from the Base Office in Cape Town, which was connected radially to a number of Forwarding Offices used for the intermediate reception and forwarding of mails. These, in their turn, were directly connected to seventy-one Field Post Offices, which dealt directly with the receipt and delivery of mails to troops stationed in their areas of operation.

At the heart of this system was the Cape's existing infrastructure of civilian travelling post offices, supplemented by a number of army establishments housed in railway box trucks and disused carriages specifically converted to military use, including the use of a certain amount of armour-plating. These were used to deliver mail in the field, to receive letters for forwarding to Cape Town, and to conduct a small amount of business in postal orders. It seems probable that at least some Field Post Offices run by the military operated from such rudimentary premises.

Although military TPOs were intended to supplement the Cape's civilian TPO system, and to operate in areas where military action was taking place, it is obvious that in such cases where civilian trains came under attack from Republican forces, damaged post office tenders were temporarily replaced by military units.

Bloemfontein fell to the British on 13 March 1900 and the first civilian mails from Bloemfontein reached Cape Town a week later, on 20 March. The general exchange of mails between the Cape and the Orange River Colony was resumed on 30 March 1900. Following the fall of Pretoria on 5 June, the first civilian mails from the Transvaal reached Cape Town on 27 June 1900. Although the general exchange of mails between the Cape and the Transvaal was resumed on 5 July, this was suspended again four days later at the request of the military authorities. The full service was only restarted again on 5 October 1900. It must be assumed that, during this time, the transport of military mails normally entrusted to the Cape's civilian post office was taken over by military travelling post offices. At least six travelling postal tenders are known to have been run by the military, but the actual number is probably much greater. These included the following:

- Eastern TPO. Travelled the route between Germiston, or possibly Pretoria, to Komatipoort, and is recorded to have been in operation between 23 September 1901 and 17 July 1902.
- Midland TPO. Travelled the route between Naauwpoort to Bloemfontein and Germiston, or possibly Pretoria, and is recorded to have been in operation between 22 September 1901 and 15 June 1902. This earliest date is contradicted by postal evidence which seems to indicate that this office was already in operation on 7 September 1901.
- Midland TPO 22. May have been a train of the Midland TPO.
- Northern TPO. Travelled the route between Pretoria and Pietersburg, and is recorded to have been in operation between 17 November 1901 and 4 July 1902.



Port Elizabeth Railway Station

- TPO East No 1. Travelled the route between Germiston, or possibly Pretoria, to Komatipoort, and is recorded to have been in operation between 9 April 1901 and 20 June 1902.
- TPO East No 2. Travelled the route between Germiston, or possibly Pretoria, to Komatipoort, and is recorded to have been in operation between 23 October 1901 and 16 May 1902.
- Western TPO. Travelled the route between Germiston and Klerksdorp, and is recorded to have been in operation between 5 December 1901 and 25 July 1902.

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

For one, the railway service was completely beyond the control of the Post Office and, because of the uncertainties of war, could not be relied upon for the automatic delivery of mails. Trains were often delayed, either by the military themselves, or by Republican forces that frequently destroyed their lines. In some instances APOC staff on a train were called upon to take an active part in its defence. On 7 June 1900 an officer and nineteen men of the Corps were involved in an action against a Republican commando at Roodewaal, during which two men were killed, three were wounded and the remainder were taken prisoner. Following this engagement some 2,000 bags of mail were destroyed, and postal stock to the value of £4,284 was lost, including stamps and postal orders. Republican forces captured military travelling post offices on at least two other occasions.

Another complication was that military troops were often in a state of flux. Units were liable to be broken up, reconstituted or transported rapidly from one end of the country to the other,

as demanded by the contingencies of war. Individual officers and men might be engaged in battle or be out on prolonged patrol, they might have left their units on leave of absence, or be recovering in hospital, or be missing in action, or even be dead. Some fortunate ones could even be on a troopship on their way back home. Finally, many men, such as those of the Imperial Yeomanry, arrived in South Africa without regimental numbers, were not posted to specific units, and were generally almost unidentifiable as soon as they had disappeared into the maelstrom of the campaign. As if this was not enough, incoming letters and parcels were often insufficiently addressed and required extensive investigative work by APOC staff before they could be delivered.

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

The distribution of incoming mails followed a set pattern. Because Field Post Offices were mobile, sorting was divided according to military units rather than postal routes, as was the practice in the civilian post office. Next, letters were sorted into twenty-four alphabetical divisions and, after comparison with the alphabetical lists mentioned above, forwarded to the relevant address. Provision was also made to redirect mails to individual soldiers who, for whatever reason, were absent from their units.

Each military unit was allocated to a single APOC officer whose task it was to cater to their dedicated needs irrespective of

their geographical location at any one time. Each unit was also given a specific telegraph code number, which it bore throughout the campaign irrespective of which Field Post Office it was served by at the time. In the final stages of the war, when troops operated almost exclusively in mobile columns, these units superseded the corps as the Post Office unit. Mails for the different columns were then made up separately, so that even if they were consigned to an abandoned address, they could be redirected to any point and, if necessary, follow the column about until they caught up with it. Under such circumstances, it is difficult to believe that at least some Field Post Offices did not operate at some time or another from a railway carriage or as a TPO.

A photograph in the South African Post Office archives indicates that the first mail train to reach the Transvaal after the British occupation of Pretoria was a Travelling Post Office operated by the Army Post Office Corps. The van, which was little more than a railway boxcar, is clearly identified in the photograph as a TPO by a large sign on its side, and a member of its staff, identified as GW Bamber, is shown seated at its door. This system of organisation allowed the Corps to handle an average of 190,000 letters, 300,000 newspapers and packets, and 8,400 parcels per week. Although it was not intended to act as a fighting unit, during the course of the war two of its personnel were lost in action and three were wounded. More significantly however, 45 members of its staff died as a result of disease (Grant 1910: 625-28).

Adventures and Misadventures

Normal travel on the early colonial railway was by no means a simple matter, and accidents and misadventures on the way were not unusual. Over the years the mail trains suffered their fair share of mishaps and were witness to a number of interesting incidents.

In August 1896 TPO Van 726, attached to the Western TPO, was involved in an accident at Grootfontein, as a result of which the sorting tender, the guard's van, and a passenger saloon car were "*literally smashed to matchwood*". *The postal officials on board were reported to have escaped "in a most miraculous manner"*. At the time of the accident one of them had been asleep in his bunk on an official break, and had to be rescued from underneath a large pile of debris. Although visibly shaken he continued with his duties for the rest of the trip, a distance of 1120 km. In October 1896 TPO Van 734, attached to the Northern TPO, was travelling near Orange River Station and was accidentally set alight when the railway guard on duty inside overturned an oil lamp. In the resulting conflagration, both carriage and 41 bags of mail were destroyed.

On 13 July 1897 a weekly Up mail train on the Western System to which a TPO was attached, was involved in a collision with the 5 Down passenger train at Nobelsfontein Siding, near Nelspoort. In the collision a heavy diamond safe in the post office van was torn from its mountings and struck a postal worker, severely injuring him.

Shortly after leaving Stellenbosch in the early hours of the morning on 31 July 1898, post office staff working on a Western TPO were preparing for their arrival in Cape Town at 07.00 when a tree crashed through the front of their TPO sorting ten-

der. It appears that a large pine had fallen across the rails in the night, and the train driver had failed to notice its substantial mass in the gray light of dawn.

A more serious accident took place at Mostert's Hoek Station, near Matjesfontein, on 16 August 1898, when the 4 Up mail train collided with a stationary goods train which had been allowed to reverse into its path outside the station. The sorting tender, which had been travelling immediately behind the engine, telescoped into it and was totally wrecked. The postal workers on board had to be extricated with difficulty from the wreckage, and were badly bruised, but a number of passengers travelling in coaches behind were killed in the wreck.

During the course of 1898 a sorter opening a postal bag from Palapye, in the Bechuanaland Protectorate, discovered that a very large scorpion measuring about 17 cm in length, had taken up residence among the correspondence. Presumably it had crept into the bag when it was lying empty at Palapye.

A freak accident took place at Victoria West Road station on 13 April 1900, when postal staff travelling on the 3 Down train, on the Midlands line, deposited a consignment of newspapers destined for Kenhardt too close to the edge of the station platform. A duplicate train travelling immediately behind steamed into the station before railway staff could move the mails, and after dragging the bag along the line, two wheels of the engine were derailed. The PMG was able to report that no newspapers were injured in the incident.

Towards the end of December 1900 heavy rains fell throughout the country. As a result stretches of railway track were washed away at various points of the Western, Midland and Eastern lines, and from 19 and 21 December travel near Rosmead Junction was disrupted entirely. However, the weather was not the only cause for disruptions as hostilities further north began to take their toll upon the mail service.

On 22 December 1900 Republican saboteurs blew up a small railway bridge at De Put, a short distance south of De Aar, just as a mail train travelling to Cape Town, was approaching. The train managed to stop in time and returned to De Aar. A few days later, on 30 December, the Eastern TPO attached to an armoured train, arrived at Bangor Station, near Rosmead, in time to witness a skirmish between British and Republican forces.

At times it seemed as if the Post Office and its staff were blessed with unusually good fortune. On the morning of 12 February 1901 the 4 Up mail train from Queenstown collided with a goods train at Dwaal Siding, near Hanover. Both engines were disabled, two passenger coaches were smashed, and several buffers were broken, but the North-Eastern TPO sorting tender and its officials were little the worse for wear. Four days later, on 16 February, the 3 Down Train from Cape Town was involved in a collision near Woodstock Station. Although two other trains were also wrecked in the disaster, the TPO sorting van attached to it was not materially damaged and its staff escaped with little more than a severe fright. On the morning of 7 May the 3 Down mail train left De Aar and collided with a goods train at Rosmead. Both trains were extensively damaged but North-Eastern sorting tender and its staff escaped injury. On 20 May TPO officials attached to the 2 Up train from Queenstown were

detained at Thebus, near Steynsburg, while the Prince Alfred Guards engaged a force of Republican commandos.

On the evening of 26 June Republican forces attacked the Down mail train at Bushman's Hoek, on its way to Queenstown. The engine and its tender left the rails but the Travelling Post Office van sustained no damage. Early on the morning of 30 June 1901 the North-Eastern TPO attached to the 3 Down Mail Train was wrecked by Republican saboteurs near Riet Siding. Although the post office van was extensively damaged, its sorting staff and mails emerged little the worse for wear, and despite the presence of Republican troops in the vicinity. A total of 504 bags of civil and military mails were transferred to an armoured train and delivered safely to Hanover Road.

On the morning of 27 July 1901 the 4 Up Mail Train from Port Elizabeth was held up by Republican forces near Knutsford Siding. They then attempted to loot the TPO tender, but most of the registered correspondence was saved by the Clerk-in-Charge who, "with commendable presence of mind", hid it under his sleeping bunk. Despite his efforts, a portion of the ordinary mail was burnt. One of the items of mail that was captured was a parcel sent by Dr Edington, Director of the Bacteriological Institute, Graham's Town, to the Acting Quartermaster of the Cape Police at Kimberley. This eventually found its way back to Dr Edington who advised the GPO that "The parcel, after having been captured, was opened by the Boers, who, finding that it came from me, were good enough to repack and convey it to a farmer, whom they asked to send it back here. The parcel reached Grahamstown in good condition, and no part of the contents was either damaged or missing." (PMG 1901)

On the night of 13 August 1902 a serious wash-away took place on the railway between Worcester and Tweefontein, bringing the Western TPO to a temporary halt. The matter was soon rectified, however, when ox-wagons were brought in to transport the mail bags over the damaged section, and matters were back to normal by 17 August.

TPO Cancellers

Generally speaking, there is little to differentiate the types of postal instruments used by Cape travelling post offices from those allocated to its more conventional, and sedentary, establishments. To all intents and purposes a travelling post office appears to have been considered a static post office on wheels, and one must assume that, when it came to their cancellers, its staff was bound by the same regulations as other postmasters on such issues as procedures, usage, storage, security and losses. However, given their "travelling" nature, it is surprising that more things did not go wrong, and a lack of documentary evidence, in the form of postal material, probably stands as testament to the competence of its staff and the efficiency of the system.

This does not mean that a few anomalies are not known. Wax seals were not intended for postal usage but one, a single circle instrument inscribed TPO NORTHERN was used at least once, on 15 October 1894. Unfortunately the nature of its application to mail has not been given (Putzel 1989:379). Another wax seal, a double circle instrument inscribed ARMY POST OFFICE MIDLAND TPO was used on 1 October 1901, but again we

have no further details (Putzel 1989:385).

More interesting, and better documented, was a registered envelope with a preprinted 4d circular embossed stamp on the rear flap. Mailed at Ladismith, Cape, it was addressed to the Emangweni Mission Station, near Ennersdale, Natal (Hutterer collection). The embossed stamp was cancelled with BONC 594, used at Ladismith, and a strike of the Ladismith single circle office date stamp dated 27 January 1902 was placed alongside it. During its journey it also gathered transit markings from the Western TPO 2, on 29 January 1902, and the Eastern TPO Down, on 30 January 1902, as well as a Durban double circle arrival strike, on 2 February 1902. What makes this item so unusual however is the fact that on its front it also bears an additional 1d postal adhesive cancelled with a CGH barred triangle obliterator. The sense of cancelling the prepaid values on this envelope with two different types of obl iterators is difficult to understand unless, of course, these were applied at two different post offices.

It appears probable, therefore, that the letter was initially posted at Ladismith where the postmaster applied a strike of BONC 594 to the embossed stamp. However he failed to obliterate the additional postal adhesive on the front. During its journey the letter was again processed by postal officials on the Western TPO and the Eastern TPO tenders. One of them, probably on the Western TPO, noticed the omission by the postmaster at Ladismith and rectified matters with his own barred triangle obliterator.

This is an important case study for not only does it demonstrate that a dumb obliterator probably found usage on a Travelling Post Office tender, but it also opens up the possibility that these offices could also have been issued with BONC instruments. It also supports the hypothesis that all Cape post offices, at one stage or another, may have been issued with CGH barred triangle obl iterators (Frescura 2002).

Conclusions

Our understanding of the Cape's system of travelling post offices is by no means complete. Not only do we know little about the nature of their work, and the procedures they followed during their journeys, but there is also a paucity of information regarding their architecture and the internal layout of their premises. None of the "Instructions to Post Masters" discovered to date, for example, make any reference to travelling postmasters, or lay down procedures to be followed in cases of accident or misadventure. A relative paucity of postal documentation has also made it difficult to reconstruct, with any degree of certainty, their inner workings, and much of what we do know is probably the product of assumption and projection based upon our knowledge of static postal establishments. The organisation of the various Army TPOs is also subject to a number of questions which, if answered, may provide important information as to the system of military field post offices.

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1894 TRAVELLING P O / UP cancel on a postcard from Vryburg to Macloutsie in Bechuanaland



1895 MIDLAND / DOWN marking on the reverse of a postcard from Vryburg to Port Elizabeth

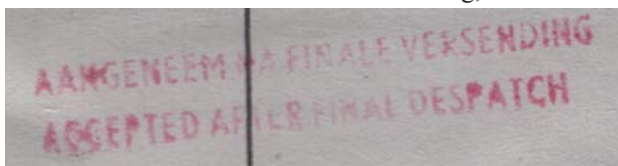
Forerunners Forum

Questions, Comments, and Answers

BONC 669 or 699 on Jamaican stamp. David Mordant has respond to a previous question. "With reference to your note on p. 24 of Forerunners FR#80, the following: (a) 669 has been positively identified as Sandpits in Bechuanaland by two proving covers – earliest known usage 15 DE 95; latest known usage 24 JY 96 and (b) 699 has been identified as Izeli in the Kingwilliamstown division of the CGH by five proving covers – earliest known usage 1 JY 92; latest known usage 12 MY 07. As Mr Cutler surmises, provided that this is a CGH BONC (a photo of which would help with identification as BONCs for other jurisdictions exist), it is probably an in transit or arrival cancellation. **Editor** adds: Davis Mordant is absolutely right. Sandpits was probably located about 34 miles northeast of Mafeking, on the route through the Protectorate, 9 miles past Pitsani. The only location on a modern (1935) map that fits that description is Hildavale. This was probably a farm that also served as a couch rest stop and later a siding on the railway. It is certainly a puzzle why a dated cancel and a BONC were issued to this place of so little significance except being a sand pit in which the oxen drawn couches routinely got stuck, judging from the name of the locality.



Accepted after final despatch. The cover illustrated here arrived recently in the Editors mailbox from South Africa. It is a 2014 registered letter from Somerset West. There is two strikes of a red double-lined marking reading 'AANGENEEM NA FINALE VERSEENDING / ACCEPTED AFTER FINAL DESPATCH'. There is two strikes of the marking, the vertical one is

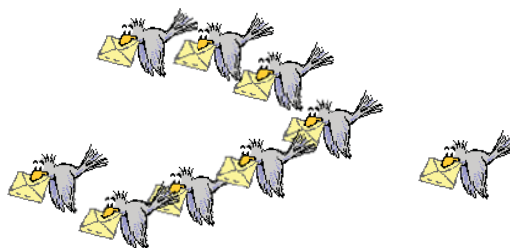


in part covered by the pair of R6 stamps. The practice of late fees is well know in South Africa. After the official closure of the mail to the English mail steamers and also later for the Empire Airways, a late fee could be paid for a letter to be rushed to the mail. The question is if this practice is still alive. Was the two R6 stamps affixed to pay for a late fee? Can any reader elaborate and perhaps explain this cover?



Missing Athlete. Franco Frescura writes: "The article on the "missing" athlete was interesting. Thanks to yet another power outage from Eskom, I have just spent the last two hours on my verandah perusing my various directories, but can only offer one small bit of information. In 1907, PO Box 4402 Johannesburg was rented by the Registrar, Births and Deaths, So that will explain the B&D on the card, I think. There was no M Slegmann living in Joburg at the time, nor a M Stegmann, but there was a JW Stegmann, who was living at 24 Fountain St, Fordsburg, on the corner with Lilian Road. So maybe the M was a W? I also looked for other variants of Stegmann, such as Schwegmann, etc, but with no further success. I have also given a cursory look through the listing of mines on the Witwatersrand in 1907, but have seen nothing for Duncker. Could it have been anglicized to Duncan or some such? A search through my 1907 and 1935 directories for Durban have also proved fruitless. I hope that this is of some small assistance.

Bechuanaland Hut Tax Token. An unfortunately forgotten member shares this example of a Gaborones 1907-08 hut tax receipt. The token is made from tin and was only used from 1899 by Francistown and Gaborones. This one was from 1907-08. Dimension is ~60 mm.





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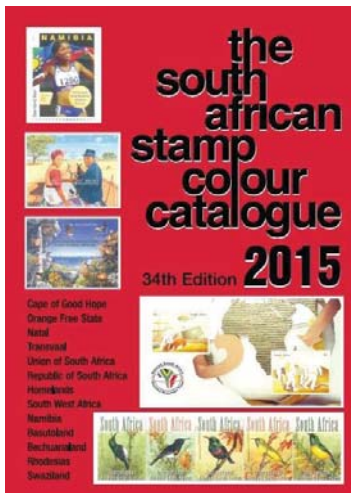
For the Record

241. **Spink of London** has in their January 2015 auction sold several **David Livingstone** covers and letters from the collection of the late **Robert Goldblatt**. A total of seven items of which the one shown here is a 1859 mourning envelope addressed to Richard Thornton, Dr. Livingstone's Zambesi Expedition, Cape of Good Hope. Also included was a large CGH collection of about 40 lots and a South African collection of 60 lots. **Barry Smith's collection of South Africa airmail** finished the sale with 125 lots.



242. **Harmer-Schau** sold the only known copy in private collections of **Bechuanaland SG F2** at their August 2014 auction during APS Stampshow in Hartford, CT. See Forerunners # 79 for details. The stamp was offered as lot 1249 estimated at \$15,000-25,000. With a starting bid at \$10,000 a couple of telephone bidders finally hammered to lot down at \$80,000 excluding 15% buyers premium.

243. The 34th edition of the **South African Stamp Colour Catalogue** (2015) is now available from your philatelic literature dealer. It is about 345 page in full color. Selling for about R700 (plus mailing).



244. **Otto Peetoom** of Ormskirk Stamps has released his latest

price list covering **Basutoland, Bechuanaland, and Swaziland** (list no. 39, 2015). Go to www.southafricanstamps.net for details and to obtain other price lists.

245. A new **Bechuanaland website** (also featuring Basutoland and Swaziland) has recently opened its door for visitors. Go to <http://www.bechuanalandphilately.com/>. The webmaster and creator is **Otto Peetoom**. This initiative is much appreciated and will fill a vacant and unmet need for Bechuanaland collectors and many others.



Otto & Gillian Peetoom on their stand at the London 2010 International Stamp Exhibition

246. **Unusual Botswana Overprint.** **Peter Jukes** has showed us examples of a recent overprint issued by Botswana Post. The overprinting was done locally by Printing & Publishing Co, Botswana. The overprinting was done on the 30t value of the 1997 definitives by placing 'P7.' in front of the previous value of 30t. The quantity was only 10,000 stamps overprinted. The date of delivery



is believed to have been 11th of January 2013.

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Highlights From Journals and Newsletters

This regular column lists some of the more important articles on Southern Africa Philately and postal history that recently have appeared in other journals. It is based on our exchange journals as well as on those that by other means end up on the Editors desk. If you find that some are missing, please supply the relevant quotes.

- Cheung, A. and Johnson, R., 2014. CGH: incoming ship letters. Cape and Natal Philatelic Journal 18 (4), 380-383.
- Davenport, N., 2015. Kenya-Uganda-Tanganyika. Stamps of the East African Posts and Telegraphs Administration. American Philatelist March 2015, 241-245
- Flanagan, P., 2015. The peculiarities of the imperforate varieties of the low value duties of the 1924 Southern Rhodesia Admiral issue. Journal of Rhodesian Study Circle Whole No. 254, 32-35.
- Hoffman, C. and Lambert, D., 2015. The Waterlow sample books. Journal of Rhodesian Study Circle Whole No. 254, 36-37.
- Huges, M., 2015. More on postal slogans: Southern Rhodesia/Rhodesia/Zimbabwe 1927-1982. Journal of Rhodesian Study Circle Whole No. 254, 28-30.
- Johnson, R., 2014. CGH: internal book post regulations. Cape and Natal Philatelic Journal 18 (4), 362-366.
- Reah-Johnson, S., 2015. Chronology of the geneses of the Double Head stamp issue. Journal of Rhodesian Study Circle Whole No. 254, 38-43.
- Soloman, S. and Klugman, K., 2014. Natal: embossed issues – the 6d green bisected – on cover and on piece. Cape and Natal Philatelic Journal 18 (4), 349-357.
- Soloman, S., 2014. Traveling in style between Durban and Johannesburg. Cape and Natal Philatelic Journal 18 (4), 358-360.

- Solomon, S., 2014. Natal: 1871 cover sent from Great Quathlamba to Hull. Cape and Natal Philatelic Journal 18 (4), 341-344.
- Solomon, S., 2014. Natal: the Queen's chocolate boxes. Cape and Natal Philatelic Journal 18 (4), 333-340.
- Solomon, S., 2014. Natal: the Queen's tear. Cape and Natal Philatelic Journal 18 (4), 321-330.
- Stroud, R., 2014. Transvaal stamps used in the Prange River Colony. Transvaal Philatelist 49 (3), 64-65.
- Van Landeghem, A., 2015. De noordelijke route 1932-1939 Imperial Airways. Deel 4. FVZA Bartolomeu Dias 28 (105), 5-10.
- Woolgar, J., 2014. Stamp dealers (7) – Emil Tamsen Wholesale price lists. Transvaal Philatelist 49 (3), 66-69.

New Books

- Stroud, R., 2014. The postal history of the burgher, refugee and concentrations camps of the Anglo-Boer War during 1900 to 1903. Anglo-Boer War Philatelic Society, 272 pages. Available at £35 from the author at 24 Hooper Close, Burnham-on-Sea, TA8 1JQ, UK.

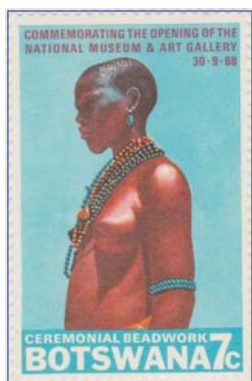
Exchange Journals Received

- South West Africa Newsletter: No. 401 (November-December 2014).
- FVZA Bartolomeu Dias: No. 105 (January 2015).
- Transvaal Philatelist: Volume 49, No. 3 (November 2014).

We only receive print journals from the Transvaal Study Circle and Filatelistenvereniging Zuidelijk Afrika. The Forerunners are now only exchanged in electronic format.

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Society Publications

- Hisey and Bartshe, 2003. Philately of the Orange Free State, Vol. 1, The Postage Stamps. Hardbound, 280 pages. Sold Out.
- Hisey and Bartshe, 2004. Philately of the Orange Free State, Vol. 2, The Telegraphs. Hardbound, 250 pages. Sold Out.
- Hisey and Bartshe, 2009. Philately of the Orange Free State, Vol. 3. Hardbound, 205 pages. Sold Out.
- CD version of the Orange Free State Volumes is in preparation.

Forerunners on CD, Issues 1 to 75 (CD-ROM). \$30 plus \$5 s/h. Taylor, Robert. Early Postal Services of the Cape of Good Hope PSGSA Exhibit Series (CD-ROM). \$15 pp.
Lodoen, Peter. Accepted - Rejected: Life of a Botswana Stamp Designer. \$25 full color print, \$10 on CD-ROM. Postage paid.
Hisey, B. (compiler), 2006. Postal Office Names of Southern Africa According to Ralph Putzel (CD-ROM). \$15 pp.
To order contact David McNamee at the addresses given on page 1.

The Market Place

Union machine and parcel postmarks. Wanted by specialist collector. Single items, collections, or unsorted bulk accumulations. Please contact Bas Payne on bas.payne@gmail.com, or The Mill House, Clifford Bridge, Drewsteignton, Exeter EX6 6QE, UK.”

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

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

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

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

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

Mafeking siege “blueprint” covers. Want to purchase or trade for covers with Mafeking siege “blueprint” stamps. Send photocopies or scans, prices, or trade want list to Frederick Lawrence, 658 W. Douglas Ave., Gilbert, AZ 85233-3219; ieconsulting@cox.net

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

Bechuanaland and Botswana postal stationery. Used, stamped and unstamped, stationery from any territory and any period needed for collection and exhibit. Send offer to Peter Thy, P.O. Box 73112, Davis, CA 95617-3112 or email thy@kronestamps.dk.

GSWA, OFS postal stationery & the Cape of Good Hope pre-stamp period are my interests. Philatelists wishing to correspond and exchange information / material can write to me at: Hennie

Taljaard, P O Box 816, Ceres, 6835, RSA or stadsbeplanner@ananzi.co.za.

Zimbabwe Covers between 2008 (Jan 1) and 2009 (Apr). Bob Hisey at bobhisey@comcast.net.

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

Botswana Meter Marks: interested in all eras. For trade or purchase. Contact Gordon Smith, 11 Elliot St., Dartmouth NS, CANADA B2Y 2X6; gordon.smith@ns.sympatico.ca

Botswana and Bechuanaland Official Free Marks: interested in trade or purchase. Contact Gordon Smith, 11 Elliot St., Dartmouth NS, CANADA B2Y 2X6; gordon.smith@ns.sympatico.ca

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

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

Swaziland Picture Postcards Wanted. Please send scan to Peter van der Molen at molens@pixie.co.za

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

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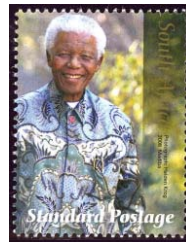
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