



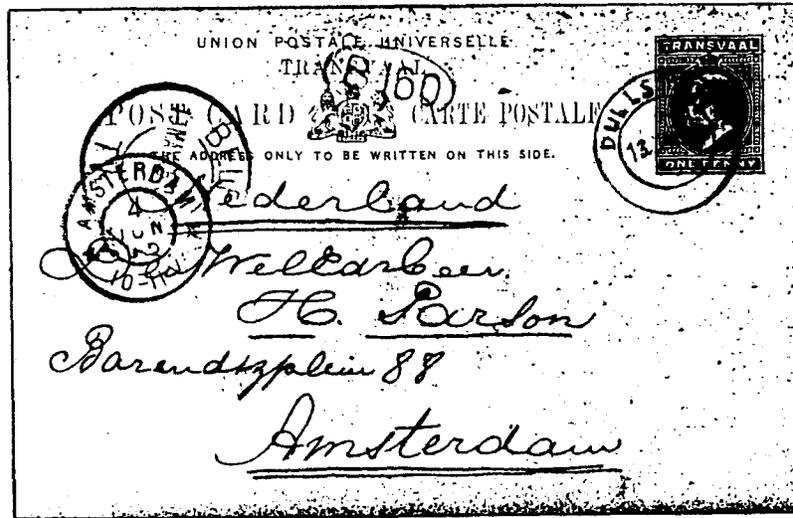
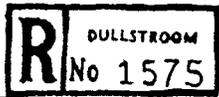
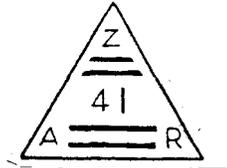
***** FORERUNNERS

Journal Of The Philatelic Society For Greater Southern Africa

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Volume XIII, Number 1, Whole #35

July/October 1999

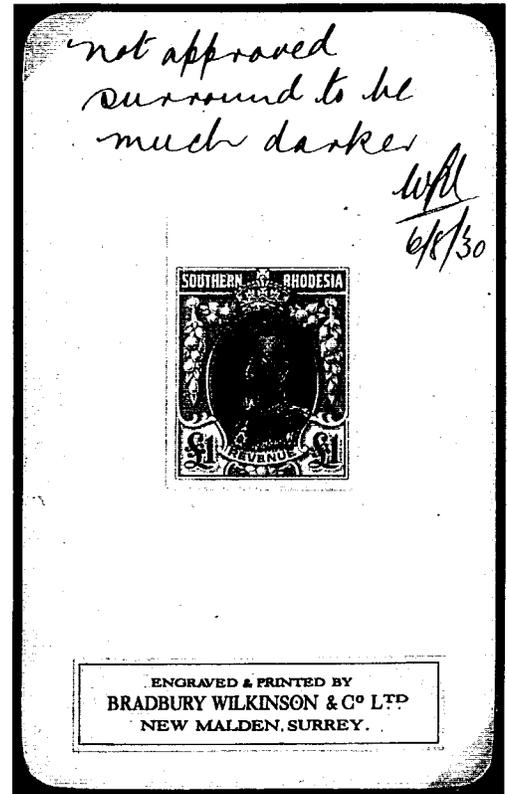
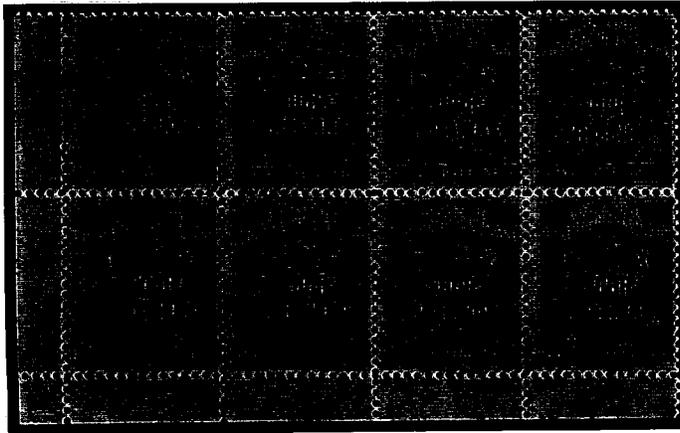


Journeys To The Past: Dullstroom, East Transvaal

Other Highlights of This Issue

- * The Luxury Train 1992 * The Postal History of Graaff-Reinet: Part II * Questions & Answers
- * Unanswered Challenges * Bits & Pieces * And Other Stories * The Bookie Reports
- * A Favorite Philatelic Item * Aerophilately * The Bechuanalands
- * The Boer Republics & Back of YOUR Book * Cover With A Story * **Fakes, Forgeries & Facsimiles (NEW)**
- * Postage Dues * The Rhodesias * SWA/Namibia * Modern Times
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FEATURE ARTICLES

Journeys To The Past: Groot Suikerboskop/Dullstroom, East Transvaal Werner K. Seeba, Germany In this journey into the early history of East Transvaal, the author begins with the 1857 ownership of the property upon which the foundation for the development of Dullstroom was laid. As the author notes, early Dutch settlers were brought into the area as a result of the purchase of two farms by a "Boerencomite" in the Netherlands, chaired by a certain Amsterdam merchant, Mr. Wolterus Dull. The purpose of the "Comite" was to provide assistance to families who had suffered losses during the First Anglo-Boer War (1881). Considerable detail is provided regarding local personalities and postal agencies, mailcoach and railway routes/schedules, as well as canceller types used during different periods... 4

The Luxury Train 1992 Peter Lodoen, Botswana The author is one of the premiere stamp designers of the modern day issues of Botswana. In this installment he begins with a discussion of the country's Philatelic Bureau and its many relocations and the eventual opening of the Museum of Postal History. It is at the official opening of the Museum that the Head of State's comments acted as the catalyst for the eventual release of the Luxury Train issue of 1992. The remainder of this piece discusses the designer's work which led up to the production of the final product... 7

The Postal History of Graaff-Reinet: Part II the late Ken Baker This installment begins with the announcement of a new postal route in 1810. Great detail is provided as to the towns and settlements along its path, as well as the number of stages required for transport purposes from one junction to the next. Initial post office openings, and day and times of operations are given as is postal rate information, costs involved, mail contracts, criticisms of delivery, passing of control over local postal operations, and so on, through 1839... 9

Specialty Columns

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- Aerophilately* ...Editors: Kendall Sanford, Switzerland & Paul Magid, USA - 23
- The Bechuanalands.* . .Editors: Peter Thy, USA & Dave Wessely, Egypt - 25
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Readers with collecting areas not covered above are encouraged to write a specialty column. Up to three installments accepted per year. If you would like to share your interests, please contact the Editor.

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Membership in the Society is available at the following subscription rates: *surface worldwide* - \$25US, *1st class North America* - \$30US, *Europe air mail* - \$38US, *Africa/Pacific air mail* - \$40US. Payment options: (1) **check drawn on a US bank**, payable to "PSGSA"; (2) LSterling bank drafts at current exchange equivalent **with "payee" left blank**; or (3) \$US, Rands, Sterling or Dmark currency, **sent via registered mail**, using current exchange rates at local major bank. Membership fees are to be mailed directly to the Society Treasurer, Robert W. Hisey, 7227 Sparta Road, Sebring, FL 33872, [e-Mail: bobhisey@strato.net](mailto:bobhisey@strato.net).

Information concerning Society services and benefits, is available from any of the PSGSA International Representatives listed on the previous page or by accessing the Society's web site at: www.homestead.com/psgsa/index.html.

PSGSA holds an **annual mail auction** that is open to members and non-members alike, both as vendors - lot submission deadline 31 May each year - and bidders. Lot submission guidelines are available from the Auction Manager. Catalogs become available during July/August each year with the traditional closing date of 31 October. Non-members may order the catalog from the Auction Manager: R. Timothy Bartshe, 13955 West 30th Avenue, Golden, CO 80401 USA, FAX: 303-987-8671, or [e-Mail: timbartshe@aol.com](mailto:timbartshe@aol.com) (

MEMBERS: ALL ADDRESS CHANGES ARE TO BE SENT TO THE TREASURER.)

Editorial Notes

Bill Brooks, Editor & Founder

Journal back on track ... Beginning with this issue, it is a good feeling to know that I am now able to return to focusing my efforts on putting together a quality product; this, after a multitude of distractions in my personal life over an extended period. . . I am not certain what happened at the printer's with the previous issue regarding the two missing illustrations on page 104. The author, Alan Drysdall, has since furnished additional photocopies - you will find a corrected page enclosed with this issue ... I trust that you have found the larger font size, beginning with the previous issue, to your liking. . . Grey scale backgrounds will no longer be used in conjunction with section headings; looked good on the printed master but did not photocopy well. . . "News of the Membership" has been moved to the Society Affairs section.

• * *

Exciting news to be found in "Society Affairs..." Canada/Int'l Representative steps on board; meet the coeditors of the "Aerophilately" specialty column.

• * *

Fakes, Forgeries & Facsimiles specialty column. . . Aply edited by Dr. Frederick Lawrence, we have the first installment of a most exciting and welcomed addition to your journal.

• * *

China 1999 a success. . . Outgoing President Frederick Lawrence, Ph.D. provides an excellent description of this FIP

international recently held in Beijing. Read about it in the "Show Reports" feature in the International Scene section.

Anglo-Boer War still to be focus of Nov/Feb issue? . . . As announced in the previous issue, Jan Stolk had suggested that PSGSA honor the Anglo-Boer War (ABW) Centennial. The thought was to do so by devoting the Nov/Feb issue to the topic of ABW philately. The deadline for submission of material is still November 15th. As of the date of this writing no entries have been received.

* * *

Small covers invited. . . In the August 2, 1999 issue of *Stamp Collector*, postal history writer, Fred Bauman, devoted his column to a "Parade of Incredible Miniature Covers". The smallest illustrated item was a roughly handmade 1890 postcard sent at the British one-penny letter rate (Ill.).



The card itself measured just over 1.75 square inches - not much larger than a pair of 1d Victorian stamps of the era. Now to the point: I would like readers having one or

more "smaller than normal" covers or postcards, to send in a photocopy. All entries should of course fall within the scope

of collecting interests covered by the Society. Each submitted item should have a black border and be accompanied with a brief descriptive narrative. All items received will be published in the Nov/Feb issue. The submission deadline is 25 November next.

The well is dry. . . Other than a very few reprints, and "Journeys Into The Past:..." installments from Werner Seeba, we have no feature articles in the journal archives for future issues. Alan Drysdall came to the editor's rescue by supplying a very nice content piece for the previous issue on early Transvaal postal history. Now I know that there are a large number of you who have yet to submit something for publication in your journal. To be sure, the specialty column editors are all doing a "bang-up job" for which, as your Editor, I am very much appreciative. However, the journal, if it is to remain such, requires the continued appearance of feature articles. I also need entries for "A Philatelic Favorite" and/or "A Cover With A Story".

Help avoid a future dues increase. . . Paid commercial advertising revenues have contributed significantly over the years to underwriting a sizable portion of journal production and mailing costs. As your Editor, up until the recent past, I have devoted time to soliciting commercial advertisers; however, because of other demands, I am no longer able to satisfactorily perform in the capacity of Advertising Manager for the journal. Therefore, I am looking for a member to join the *Forerunners* editorial team to take over the responsibility. The job of Advertising Manager for the journal is not so complex as to require prior experience in the advertising field. Take me for instance, I am a trained professional in the human services field and learned the advertising management trade simply by doing and talking with others who had advertising experience. I will work closely with any member willing to assume the position, as will the Society Board of Director's. If more than one of you volunteer, we can make it a team approach and divide up the labor. Those interested should write me and I will furnish a description of the responsibilities for consideration.

• **

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Journeys To The Past: Groot Suikerboskop/Dullstroom, East Transvaal... Werner K. Seeba, Germany

On May 25, 1857, the property represented by this article's namesake was allotted to Mr. H.C. Schreiber. According to records it eventually passed next into the hands of Mr. H.T. Buhrman, a member of the ZAR-Volksraad. Between 1868 and 1877, the primary mailcoach road from Pretoria to Lydenburg crossed through Groot Suikerboskop.

During the first Anglo-Boer War in 1881, a *Boerencomite* was formed in the Netherlands with the Amsterdam merchant, Wolterus Dull (1851-1901) elected as chairman. The purpose of the committee was to provide help and assistance to families which had suffered losses during the war.

Mr. Dull was also the director of a company which assisted in the development of trade relationships between the Netherlands and South Africa.

In 1882, Buhrman was given a directive from the Volksraad to visit Mr. Dull in the Netherlands. The purpose here was to persuade the *Boerencomite* to use the funds it had raised to assist Netherlanders desiring to emigrate to the Transvaal. The appeal was successful, resulting in the *Boerencomite* purchasing two local farms in the area from Mr. Buhrman - "Groot Suikerboskop" and "Elandslaagte". These were located in the Steen-Kampsberg ward of the Lydenburg district.

By September 1883, the first group of colonists, consisting of six families, arrived with Mr. J.H. Janson as the appointed leader. The group included the Ottens family and Mr. Antony de Vletter, a teacher, who became the area's first postal agent.

During the period of 1884-87 the families of G.J. Ahlers, T.H. Janson, Koeleman, Brinkman and others arrived. They first landed in Durban and took the train to Ladysmith. From there the emigrants went north by ox wagons. By the end of this period, settlers in the area numbered only 48, including children. Amongst these we have the van Kraayenburg, Mare, Laubscher, Taute, Steenkamp and O'Grady families.

In November of 1887, a second post office and store opened in

the area in the town of Bergendal. Bergendal was located on the local mailcoach route, 23 miles south of Dullstroom. At the post office mail had to be brought for posting as well as receipt by the inhabitants of this new Dutch settlement.

In December, 1887, a postal agency was established in Vlettershof, with Mr. Antony de Vletter, the teacher, as first postal agent (Fig. 1 - next page). He was known as an excellent teacher and had students ranging in age from 5 to 24 years old. He later became secretary of the "FarmersCo-Operation" which was formed on the 24th December, 1890.

It was at this time also that Groot Suikerboskop was connected with mailcoach route No. 12 which ran between Bergendal and Rossenekal. The coach typically arrived on Thursday evenings from the south at 8:00 with a return journey on Sundays at 10:00 in the morning. Available information indicates that the postal agency in the school may have used a 27x28mm squared octagonal date stamp (Mathews type 11a) of the Second Republic - "Groot Suikerboskop" was at the top, time code letter below, date plug in the middle and "Z.A.R." at the bottom. This type of canceller was usually issued to postal agencies in the Transvaal during the 1880s. Unfortunately, no canceller impression has been seen or yet to be recorded. Who can help in this regard?

It is speculated that by May of 1889 the postal agency had possibly been assigned the triangular numeral "41" (Fig. 2). However, this is yet to be proven with any certainty.

Figure 2. Tracing and actual use of the triangular numeral "41" cancel.

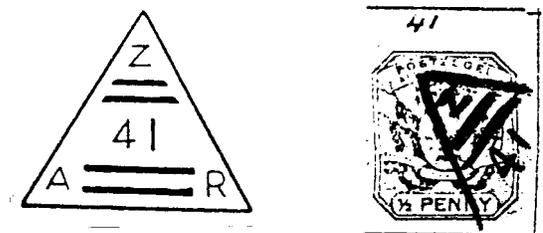


Figure 1. Vletershofs first postal agent Mr. de Vletter as a teacher with his students in 1891.



By 1890, Dullstroom consisted of 30 houses, a farm-store (Est. 1887 - W.C. Janson as proprietor), a hotel, a blacksmith and a dairy with Mr. Ahlers as cheesemaker. The latter had three sons - Johan, Hendrik and Hein. There was also the "Hollandia", a pottery and watermill.

In 1891 the Volksraad gave approval to Mssrs. Dull and Janson to establish a town at Suikerboskop. On October 9, 1893, Dullstroom was proclaimed and named after Mr. Dull and Crocodile River ("stroom") which flowed past the village. The town was first documented as "Dull's-Stroom". However, because of the meaning of the English word "dull", i.e., boring or tedious, the description was changed to a single word. State President Paul Kruger is known to have once visited the place shortly following its founding.

During the early 1890s the town's Oranje Square saw the completion of its first major church which had been under construction for several years. Also, a government building was constructed in 1894 which housed the telegraph office and postal office agency. The first postal agent, Mr. Vletter, who was also the secretary of the village council, passed away in that year.

A rectangular stamp to mark telegraph forms was put into use as well as a Second Republic double circle canceller. The latter measured 25x16mm with "Dullstroom" above, "Z.A.R." below with a star before and after, and a one line date in the middle. On this canceller the "ZAR" was removed during the Second Anglo-Boer War but was again used after a reopening of the post office in 1903.

The Dullstroom climate was very healthy for Europeans. The

Belfast (Transvaal District), formed out of the old Lydenburg district, had the highest altitude in the surrounding area. North of Belfast lies a spacious, wonderful countryside of open grassveld. Dullstroom itself is dominated by the highest (2,332 meters) mountain - "Die Berg" - in the Transvaal.

On January 1, 1899, Mr. W. Himmelhoch had the mail-passenger contract for the run to Belfast via Dullstroom to Roossenekal. It operated two times per week and used a cart drawn by two horses. For this service, Himmelhoch was compensated in the annual amount of 385 South African pounds. His contract ended on December 31, 1900.

There was also a second mail contract for a once per week delivery between Dullstroom and Wemmershoek. For this service an annual amount of 12 South African pounds was paid. For the 24 miles (38.4km) distance, four hours travel time was allowed for each way. The contract holder, Mr. Wemmershoek was also the postal agent for the area as illustrated by an early sketch showing him on horseback (Fig. 3.) During the Second Anglo-Boer War this arrangement came to an end in that the entire village of Wemmershoek was razed to the ground as the result of many attacks by the Boer Commandos who operated out of the nearby hills.

Figure 3. Early sketch of postal agent on horseback.



As a result of the conflict and destruction, many of the early settlers returned to the Netherlands. As a reminder of their presence we find European elm and beech trees planted by them in the early days of emigration. These particular types of trees are to be found nowhere else in South Africa.

By 1903 the village was somewhat rebuilt, resulting in the post office agency reopening on the 30th of June that year. An old style, double-circle canceller was adapted for use at that time as shown on the illustrated post card (Fig. 4). The card was

posted 13th May 1905 in Dullstroom to Amsterdam with a "B160" oval transit mark applied. My thanks to Peter Hutterer who provided me with a photocopy of the card.

During the period from December 1908 to April, 1910 important infrastructure developments took place in the district: Dullstroom had finished the construction its very own small railway station (Fig. 5) and, more significantly, the Transvaal No. 25 railway branchline had been opened for the Belfast to Lydenburg run.

Figure 4. Post card showing the double-circle cancel used after the reopening of the Dullstroom post office in 1903.

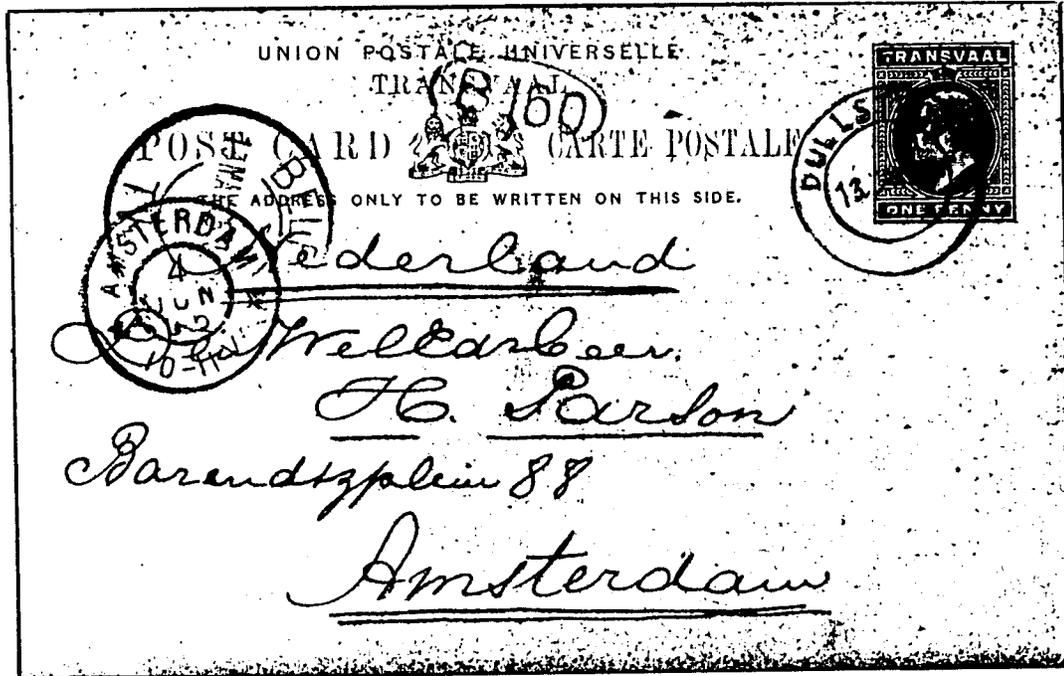
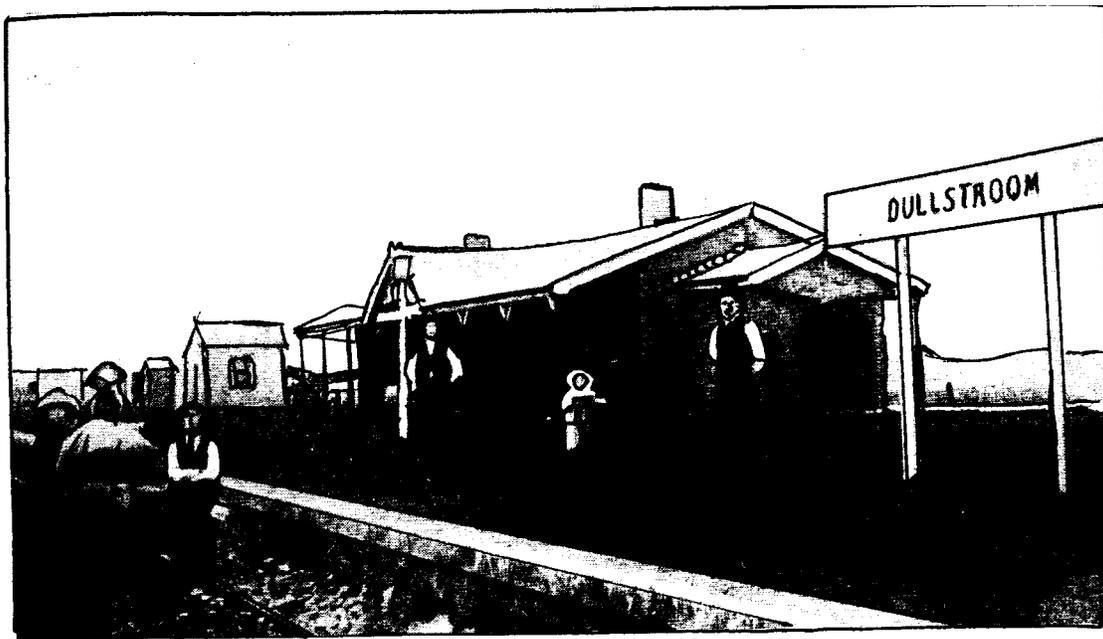


Figure 5. Early photograph showing the first Dullstroom railway station.



Twenty-two miles north of Belfast, the siding-station at Dullstroom was at the second highest elevation in South Africa, being at 6,811 feet above sea level. However, the next siding stop at Nederhorst, some five miles from Dullstroom, was the highest in South Africa at 6,871 feet above sea level.

Dullstroom was an "All Classes" railway station and assigned "No. 644" as its official designation as such. This meant that passengers, luggage, parcels, mails, livestock, vehicles, explosives and general merchandise, whether in truckloads or small consignments, were permitted to be handled at the Dullstroom station.

For convenience sake, the post office was lodged within the railway station. A double-ring canceller, measuring 30x19mm, with "DULLSTROOM-STN" above, "TRANSVAAL" below and date line in the middle with time code letter

before year, was in use. Dullstroom was officially listed as a "PTA" on January 12, 1914. It was closed the entire month of January 1915 and was reopened as a "PO" the following February 1st.

The railway station was a convenience to the locals in that it was only about a mile in distance from the village itself. In spite of its convenience, passengers were known to complain about how uncomfortable the station was.

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The Luxury Train 1992

Peter Lodoen, Botswana

The Philatelic Bureau of the Botswana Postal Services has seen itself relocated several times through 31 years of Botswana history. Originally, the Bureau was found at the picturesque post office in Lobatse. Later it was moved to Gaborone, where it was first situated above a grocer's shop, then removed to dusty and dimly lit chambers above the main post office. Finally, during 1991, the beautiful new Poso House in Khama Crescent was completed, and the philatelic staff was accorded new air-conditioned quarters.

As Poso House was opened, so was a Museum of Postal History established on its ground floor. The museum displayed postal artifacts, postage stamps, covers, and, not insignificantly, original artwork of many of the postal issues of Botswana.

In attendance at the official inauguration of the Poso House Museum were the Head of State, Sir Ketumile Masire and, naturally, the first curator of the museum, Andy Andersson. When President Masire saw the steam locomotive designs that had originally been intended for a 1991 railway issue, he apparently was impressed by the idea of rails on stamps.

"What about my Blue Train?" he asked, referring to the air-conditioned coach especially painted in the blue livery for Botswana Railways. The coaches were, at that time, still quite new on the rails.

"That will be taken care of, sir", replied Andy, ever the opportunist, and thus brought into being Botswana's first proper railroad issue.

Upon receiving the Blue Train commission, I took up my Nikon FG-20 and quickly reassumed the role of rail fan and photographer. I drove my Honda motorcycle south toward the stop long known as Notwane Siding, parked atop a nearby summit, and descended a steep embankment to photograph the evening passenger train as it rolled on toward Gaborone.

No sooner had I readied myself for the photograph than a southbound goods train, hauled by old faithful BD1, approached from my rear. As I turned and shot, I thought it a fitting omen that BD1, denied its place on a 1991 postage stamp, should now be first in the Blue Train issue.

I repainted the BD1 design replacing goods cars with deluxe blue coaches, and, on June 29, 1992, it appeared as the 25 thebe value.

The deluxe blue coaches were generally pulled by a BD2 locomotive in those days; and the BD2 (No. BD 028) I duly portrayed on the two pula stamp. An ideally air-conditioned coach came not only to grace the standard letter rate 10 thebe value, but also to my surprise a 15 thebe aerogramme (Fig. 1).

The fourth stamp in the set, a 40 thebe value, showed the elegant interior and the pretty little station at Ramoutswa.

Harrison and Sons of London had offered to print a special miniature sheet for the Botswana philatelic authorities. The sheet pictured all four stamps (Fig. 2) with the Botswana Railways logo in the center, and an entire luxury train working its way south from Gaborone past Kgale Mountain.

On the first day cover I pictured steam and diesel power side-by-side, not *a trop l'oeuil*, but a daily reality. Each Francistown bound passenger train passed by old No. 256 was

another locomotive that should have become a stamp in 1991, but was not seen on Botswana letters until 1993.

Figure 1. The 15 thebe aerogramme featuring an air conditioned coach.

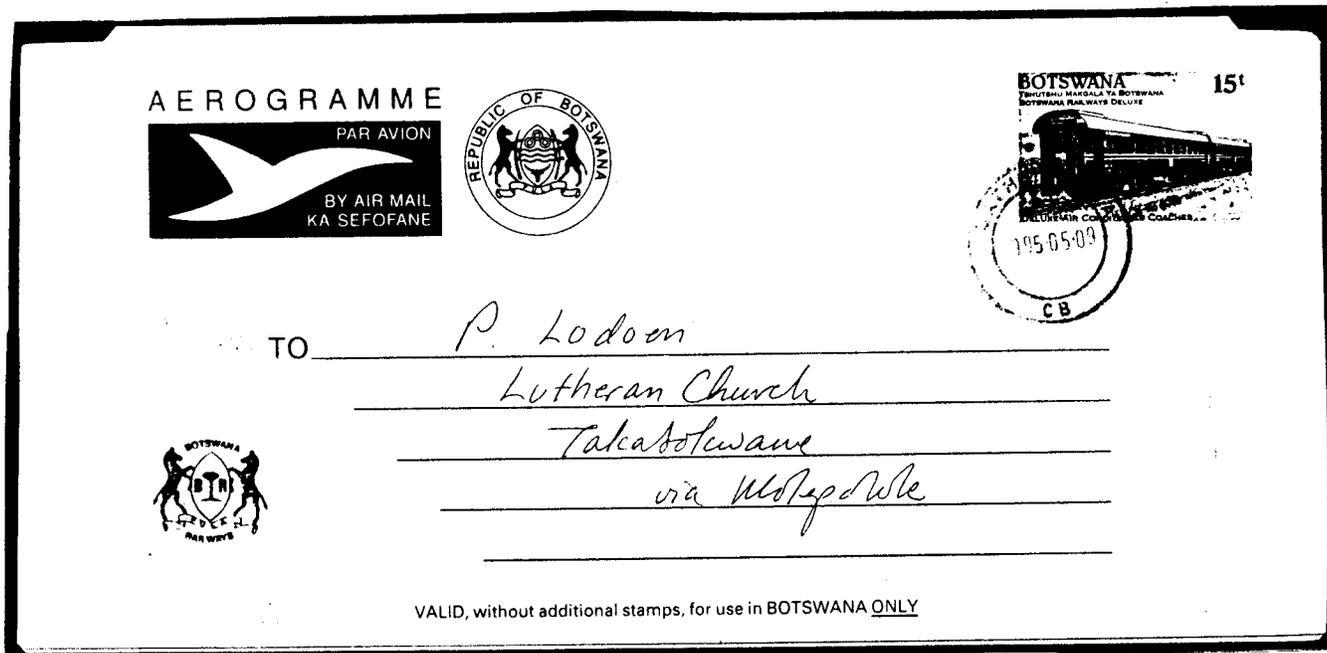
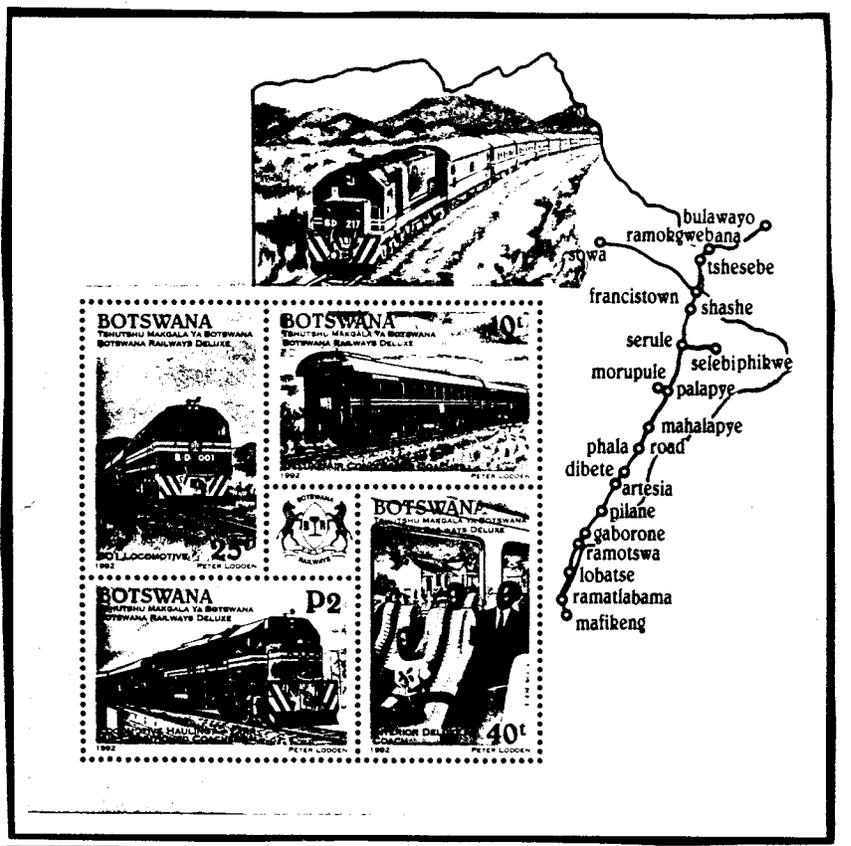


Figure 2. The four-stamp souvenir sheet designed by Harrison and Sons for the Luxury Train issue.



The Postal History of Graaff-Reinet: Part II

the late **Ken Baker**

Editorial Note: This is the second of eight parts being reprinted from a series which first appeared in "The Post Office Stone" official publication of The Postmark & Postal History Society of South Africa. This installment was first published in Vol. 27, No. 1, pp 17-19.

The 1810 Post Route

On 16 February 1810 the Government announced the new post route. It noted that "experience having taught that the manner in which this communication is at present kept up is not only very irregular, but at the same time extremely tedious and ... it often happens a whole packet of letters are either lost or detained for months upon the road."

From the 1st April all government despatches would be forwarded to and from the country districts every Saturday and from Graaff-Reinet, the furthest point, every first and second Wednesday after the first Monday in each month, exclusive of extraordinary posts which the government or the magistracies might consider necessary.

The Postholders themselves would be paid three Rixdollars per hour on horseback between the stages of each route. And, the route was to be as follows: Cape Town to Stellenbosch by wagon, one stage; Stellenbosch to Tulbagh via Eikenbomen, two stages; Tulbagh to Sarahs River via Breede River, Hex River and Gouritz Hoogte, four stages; Sarahs River to Swellendam, one stage; Swellendam to Duivenhoks River, one stage; Duivenhoks River to Hooge Kraal, one stage; Hooge Kraal to Gourits River, one stage; Gourits River to Mossel Bay, one stage; Mossel Bay to Outeniqua Post, one stage; Outeniqua Post to Knysna via Zwart River, two stages; Knysna to Plettenberg Bay one stage; Plettenberg Bay to Langekloof via Mountains, two stages; Lange Kloof to Kromme River, one stage; Kromme River to Gamtoos River via the Congo, two stages; Gamtoos River to Uitenhage Drostdy via van Stadens, two stages; Uitenhage to Graaff-Reinet Drostdy in four stages; Zoutspan Nek Zondags Rivier, higher up Zondags Rivier to Graaff-Reinet. (The 1810 Court Calendar lists two stages only out of Uitenhage: Hartebeeste Fontein and Welgelegen.)

The reason for the fact that only two stages are noted from Uitenhage is probably that no postholders had been recruited for these locations. Col. Collins had made it clear that by imposing far more responsibilities on postholders, more would have to be employed and this eventually was proved necessary.

Graaff-Reinet

At Graaff-Reinet the mails were delivered to the Drostdy. Sir Andries Stockenström notes that as a young man he was sent to Graaff-Reinet Drostdy as Supernumerary Clerk at a salary of 300 Rixdollars per year, with the additional duties of being

responsible for post office related functions. This latter assignment earned him an extra allowance of 100 Rixdollars per year.

The announced schedule from Graaff-Reinet on the return journey was every first and second Wednesday after the first Monday in each month. With this notice, four regulations were published: (1) The carriage of letters, etc., whenever possible to be done by Christians or Hottentots and slaves, postholders are to be personally responsible; (2) a rider and two good saddle horses are to be available; (3) all packets and letters on receipt, are to be forwarded without delay, day or night. Time for changing horses not to exceed half an hour, should time exceed half an hour, the postholder will be fined 10 Rixdollars; and (4) time of arrival and departure at post stages to be recorded and a receipt given.

The notice then concluded with the following order:

"That Field Cornets residing nearest to their respective Drostdies do direct every week one of the inhabitants of their Field Cornetcy who will take it in turn to repair to the Drostdy and there fetched the newspaper, proclamations and letters from the capital, with reports from the Field Cornets to their Landrost. These being received by the Field Cornets they shall be fetched from them by order of the Field Cornet of an adjoining Division and so on by every Field Cornet. Another inhabitant chosen likewise shall be obliged to take round the newspapers, proclamations and letters to other inhabitants, who will sign for having read the newspapers and proclamations and received the letters. These signatures will be transmitted by the Field Cornets to the Drostdies and quarterly forwarded to the Capital".

Comment

In noting the above it can now be seen that Macartney's view that the Field Cornets were the postmen of the colony has met with considerable change. Whilst the Field Cornets were still very much concerned with the mails, they did have other responsibilities and the actual work of the postmen now would appear to be divided between the postholders who received and despatched the mail, the Post Orderlies who carried the mail, and the individual inhabitants. However, one could compare the work of the Field Cornet in some respects with that of the postal agent; this being more or less what they became a good many years later.

At Graaff-Reinet

During the next few years little information has come to hand concerning Graaff-Reinet posts, but a note by Theal mentions that in 1812 complaints were made. This was in regard to the section of the mail route between Uitenhage and Graaff-Reinet; that the letters sent from Cape Town 11 September did not arrive at Graaff-Reinet until 5th October. In 1812 only two postholders are noted on the section of the route from Uitenhage to Graaff-Reinet and then in the following year four are listed. By 1814 six were listed in the Court Calendar viz Uitenhage, Wintershoek, Hartebeests Fontein, Riet River, Klop Fontein and Welgevonden. In 1815 the Widow Grobelaar was appointed as Postholder at Riet River, evidently to succeed her husband who had died.

Graaff-Reinet Post Office

In 1816, the Graaff-Reinet Post Office was opened, although the actual date is not known. The Postmaster was Mr. P. Stockenstrom, younger brother of Andries Stockenstrom who was now the Deputy Landrost of Graaff-Reinet stationed at Craddock. The former was probably one of the Landrost's clerks.

The post office was at that time situated in the Graaff-Reinet Drostdy and was open for the reception of letters from 9 am till 2 pm, except Sundays and holidays.

I have found no evidence giving details of the changeover from Landrost control to Post Office control. The mails routes, so it would appear, were still in the hands of the Landrosts for the time being. Post office income also had to be handed to the Landrost who included these sums in his financial return to Cape Town.

Postage Rates (Graaff-Reinet)

On 30 November 1816, the following announcement was made:

"The Governor has been pleased to approve the following tariff of postage which not only includes the full postage on letters conveyed from Cape Town to the respective districts, but likewise embraces all intermediate places. The distances have been taken as exact as the nature of the country would admit and the rates made accordingly, viz: To & from Cape Town to G-R Sk4 single letter Rx1 double; to & from Uitenhage Sk1; to & from George Sk1; to & from Swellendam Sk2; to & from Caledon Sk2 Sea Postage rates (in addition to above); single sheet Sk2 Double, Sk4 Treble, and Sk6 or Rx1 per ounce."

Graaff-Reinet Post Office 1820

In this year Mr. J.M. Meintjies was appointed Postmaster at Graaff-Reinet. The notice of this appointment appeared in the *Cape Almanac*, and it is understood that this periodical went to

press in December prior to its issue in January; and it is possible that Meintjies was appointed in 1819.

Craddock and Beaufort 1819/20

Both of these towns (settlements) were at this time situated in the Graaff-Reinet District under the responsibility of Assistant Landrosts. The *Cape Almanac* also announced the opening of post offices here in 1819-20 with Mr. T. Miller as Postmaster at Craddock and Mr. G. Taute as Postmaster for Beaufort.

The *Cape Almanac* also noted that a Mr. D. Blom had been appointed Postholder over the Graaff-Reinet/Uitenhage route with only three stages to Uitenhage listed that particular year.

With the opening of the Beaufort Post Office it would seem that a through post route was established between Cape Town and Beaufort via Tulbagh. Eight postholders were listed over this route. For the Beaufort to Graaff-Reinet portion of the route, two postholders were employed.

Graaff-Reinet District Post Offices 1822-1825

Mr. T.G. Muller was appointed at Graaff-Reinet as Postmaster for the period 1821-22; and Mr. C.B. Ziervoogt at Craddock. Mr. A. van Dyke replaced the latter at Craddock in 1822 through 1823.

A further change was made in the 1823-24 period at Graaff-Reinet during which a Mr. Hudson was appointed as Postmaster. In the latter year, Mr. Taute at Beaufort was replaced by Mr. G. Vos.

Also, in the 1824-25 period, postholders were appointed over the Craddock/Graaff-Reinet postal route, although it is possible that these officers were appointed when the Craddock post office was opened, although this is not specifically documented.

Heavy Cost of Postholders

With the opening of more post offices in the Colony and the employment of additional postholders, the cost of operations was rising. This resulted in concerns being expressed not only in the Cape, but also at Downing Street.

Most post offices from 1822 were situated at Drostdies, with little extra expense. However, with the large scale employment of postholders, post orderlies and horses to man the increasingly longer routes, a financial strain on the Colony's finances resulted. In addition, Theal notes that many requests were being made for higher salaries and increased allowances for expenses.

Although the Landrosts were responsible for the postal routes, P.M. G. Crozier came out fully in support of the postholders' claims.

In 1822, Crozier had pointed out that the increase in

correspondence was so rapid, that additional staff were necessary. He noted that the costs of the Grahamstown and Craddock posts were Rxd1056 and that of the Graaff-Reinet and Grahamstown posts were somewhat higher at Rxd1944 per year; that generally allowances were inadequate, that increased mails meant additional horse services, all leading to the increased post office revenues. (This suggests that by this time a large part of the increased mail route expenditure was being borne by the post office instead of previously by the Landrost vote.) During the next few years Crozier several times reminded the government as to the necessity for increased pay for postholders.

By 1825, the postal service was deteriorating. Flooded rivers and unauthorized stops were causing delays. There were also problems regarding the slowness in providing fresh horses. The failure of the Hottentot post orderlies to understand fully the regulations also led to serious problems. Lord Somerset's requests to Whitehall for more money led to refusals. By the end of 1825, post office revenue had seriously decreased as a result of the lack of investment for improving the service.

Finally Whitehall instructed the newly appointed Executive Committee to find a solution to placing the finances of the post office on a sound footing.

In April, 1826, the P.M.G. and the Postmaster of Grahamstown were asked to give their views to the Executive Council. A number of views were expressed by both persons but those made by Crozier concern this history more. He pointed out that the cost of transmitting the Beaufort and Graaff-Reinet mails via Tulbagh could be reduced by sending them via Uitenhage and Somerset. The Cape Town mail generally arrived at Uitenhage on Mondays and by establishing a post via Somerset to Graaff-Reinet the mail going to the latter should arrive on Fridays at no increased expense.

By the above plan, the post ought to arrive with the Beaufort, Graaff-Reinet, Craddock and Somerset mails in time at Uitenhage for the Cape Town post that touched Uitenhage every Wednesday at 2:00 from Grahamstown. This would afford sufficient time for the inhabitants of Graaff-Reinet, Craddock and Somerset to answer letters from Cape Town, or any other quarter, as the post for Uitenhage might leave Graaff-Reinet either on Monday evening or early on Tuesday. This should, however, be left up to the judgement, local knowledge and experience of the Landrosts of Uitenhage, Somerset and Graaff-Reinet. (This suggests that the Landrosts still had the final say over the movement of the local posts.)

However, the Executive council could make no decisions as to post office finances; for the Commissioners of Inquiry, already in the Colony on another matter, were asked to enquire into the problems of the post office.

The Commissioners had made a number of recommendations but could not suggest any methods to immediately increase of revenues, and they accepted that annual expenses occasionally far exceeded amount of postage sold. They also accepted the increase of written communications during the past years and that the extra allowances paid were necessary.

They also criticized the conditions under which the Hottentot orderlies were employed, and noted that they were inadequately paid.

The Commissioners also agreed that the transmission of mails had accelerated by granting increased remuneration. However, the arrangement was seen as defective and was removed from the direct control of the P.M.G. They also noted that postholders were appointed by Landrosts and not subject to control of the P.M.G.

The Commissioners report suggested the discontinuance of the Tulbagh/Graaff-Reinet mail route with the mails carried via Uitenhage and Somerset. It further proposed that contracts for the conveyance of mails should be put out to tender. Further, that for the time being the postmasters throughout the Colony (and presumably post offices) should be limited to twenty.

While the Commission did not find it possible to make any drastic recommendations concerning the finances of the post office, it did point its finger at the major difficulty regarding its growth and establishment - criticism of Landrost control and the failure to place all posts under the authority of the GPO.

The recommendation that the conveyance of mail be put out to contract was accepted by the Executive Council with alacrity, a resolution in 1827 being approved to this effect.

Post Office Legislation 1826

While the Commission of Inquiry was busy, the Executive Council was considering the Colony's first postal legislation for the "Better Regulation of the Colony". At the end of 1826 such regulations did so come into force.

(I have not reproduced any of the clauses as they do not affect Graaff-Reinet specifically; however the postage rates do follow.)

Tenders For Mail Contracts

Apart from the weekly mails between Cape Town and Uitenhage, the following branch mail amount of delivery time affecting the Graaff-Reinet District became effective on 5 October 1827: Schoemans (Sundays River) to Somerset - 11 hours, Somerset to Craddock - 12 hours and Graaff-Reinet to Beaufort - 24 hours.

For some reason, no mention is made of mails between Graaff-Reinet/Somerset/Craddock. The normal conveyance between two destinations consisted of a horse and rider.

1827

At the end of 1827, Mr. E. Stockenstrom was the postmaster at Graaff-Reinet, as well as the Landrost Clerk. Under him were 16 postholders and at least 11 Field Cornets responsible for serving in the district.

Civil Commissioners And Magistrates 1828

With the control of the mail routes being placed in the hands of the Post Office, the office of Landrost was restructured. In 1828, Civil Commissioners were appointed to be in charge of the districts, thereby replacing the Landrosts, their duties more or less as before, but relieved of the judicial work; the latter function being done by the Landrost who was now more generally referred to as Magistrate. Within this scheme, the Field Cornet remained under the control of the Civil Commissioners.

1828-1830

Contractors evidently took over the postal routes from 1828 on. Unfortunately I have no details for this year; but from 1829 the Uitenhage to Graaff-Reinet route was undertaken by Mr. Rens in 30-hours time. However, the Graaff-Reinet to Beaufort route was still controlled by the postholders, Messrs. Rabe, Hartzenberg, Joubert and Truter.

By now, most of the Post Orderlies would have been declared redundant unless employed by the contractors. A number of postholders were also probably dispensed with, although over long distances, with many stages, some postholders were evidently retained in the service until as late as 1845. (From 1828, the mails for Graaff-Reinet left Cape Town between 7:00 and 8:00 every Friday evening via the Eastern Frontier post route.)

1831-1833

At this time the contracts were now given out to tender every third year. It was also during this period that a shorter route to Graaff-Reinet appears to have been established.

At Langekloof the mail for Graaff-Reinet was transferred from the Cape Town/Uitenhage route to a new one: to Kanka which took 15 hours, the contractor being H. Steyn; Kanka to Beaufort in 13 hours, H. Luttig being the contractor; and Beaufort to Graaff-Reinet which took 21 hours with J. Bodenstein as contractor. The Postmaster at this latter office was Mr. S. Oertel.

1834-1836

In 1834, the Graaff-Reinet mail was transferred at Langekloof to Mr. J. Devenish who conveyed it to Beaufort in 28 hours. He also held the mail contract to Graaff-Reinet which took 24 hours - probably via Camdebo (Jouberts). At the time, Mr. H. Borchers was the Postmaster at Graaff-Reinet. (No mail route

route existed at this time between Craddock and Somerset in connection with Graaff-Reinet, although both the first two were linked with Grahamstown and Cape Town over the Eastern Frontier route. How many letters were routed between Graaff-Reinet, Somerset and Craddock is not known. (Perhaps by Field Cornet?)

1837-1839

The mail routes via the Langelooft post office, Beaufort and Graaff-Reinet remained as before, although in 1837 Graaff-Reinet was also officially served from Grahamstown and Somerset. Also in this year, the route from Grahamstown to Graaff-Reinet was continued to Colesberg in a time of 24 hours.

The 1838 *Cape Almanac* lists the post route times as follows: Cape Town to Swellendam - 28 hours, Swellendam to George - 26 hours, George to Avontuur - 12 hours, Avontuur to Beaufort - 28 hours, Beaufort to Camdebo - 14 hours and Camdebo to Graaff-Reinet - 10 hours, the contractor for the latter being Mr. F. Joubert. The overall time for the entire route was 118 hours.

The contractor from Graaff-Reinet to Colesberg was Mr. F. Schimper. The travel time from Grahamstown to Somerset was 14 hours as was the travel time from Somerset to Graaff-Reinet. Mr. M. Goss was the contractor for the entire route with an overall time of 28 hours.

The *Blue Book* for 1838 notes that Mr. Borchers was the Postmaster at Graaff-Reinet with an annual salary of L25. He also served as the Second clerk to the Chief Commissioner as well as Sworn Translator. For these additional responsibilities he received an additional L80 per year in compensation. (By this year Mr. Borchers had completed over 15 years service with the Landrost and Civil commissioner.)

(To be continued...)

WANTED

WORLD WAR II MILITARY COVERS USED IN
AFRICA FROM THE FOLLOWING
AREAS WITH VARIOUS CANCELS:

Indian FPOs, East African APOs

APO/U Postmarks, Sudan

British Somaliland (1939-1940)

and Italian Posta Militaire.

Walter Bjork - 54 West 84th St. - New York, NY 10024

Dialogues & Updates

Dialogues... provides readers with the opportunity to share their reactions to feature articles. Updates to published information are also encouraged. Reader comments and updates are to be sent to the Editor. A copy of reader feedback

received will be sent to the author for a response. The author's response and reader comments will then be published together in this section.

No entries were received this publication period.

THE FORERUNNERS FORUM

Questions & Answers

As a service to the general collecting community, your Society makes its Panel of Experts for greater southern Africa available to answer questions to non-members.

To utilize the resources represented on the Panel, send your question(s) to the member covering the area of your interest (see listing opposite inside front cover page). For a greater British southern Africa area not specifically listed the inquiry should be sent to the Panel Chair, Dr. Lawrence. This also applies to British Africa questions pertaining to areas beyond the scope of PSGSA, e.g., East Africa. The inquiry will then be forwarded to the appropriate British Africa related specialty group for a response.

Clear copies of cancels, covers (front/back), and a detailed written description of the item(s) in question, should be included will all requests for assistance. In certain cases a question may require an extended period for researching a response and/or collaboration with other scholars.

Once the Panel member has prepared a response, he will forward it, along with any illustrations, to the Editor for publication in the journal. The Panel member will also return of copy of his response directly to the questioner.

Membership on the Panel is open to members in good standing. The Society is presently seeking knowledgeable individuals to cover the Union and/or Republic periods of South Africa. If interested please contact Dr. Lawrence.

* * *

On page 86 of *Forerunners*, Nov '95/Feb '96, Vol. IX, No. 2, an inquiry was made on behalf of R.G. Carr by our first President, Syl C. Tully. It described the existence of the **Natal specimen handstamp (Samuel's type NA2) on certain U.S. stamps** from the 1880s. Long time member John Dickson/UK sent in the following response to Syl's inquiry: "After considerable enquiry I have learned that Sotheby Parke Bernet South Africa held an auction of specimen stamps in Johannesburg on 9 October 1980 under the title *Specimen stamps of the world circa 1885-1910*. There were about 400 lots of specimen stamps with a variety of specimen types which included the NA2 handstamp which was applied to the stamps

stamps of almost 200 different postal administrations. The catalogue for this sale had a short introduction as follows:

The post-office 'archive' being offered covers the period from approximately 1885 to 1910. The stamps were all stuck down in a Schaubek type album and in certain instances were affixed to both sides of the album pages. This had made separation of a number of sets and issues of different countries difficult but in such cases lots have been suitably cross-referenced. Once the sets were stuck down in the album all stamps, which were not officially overprinted or handstamped 'Specimen' by the issuing authority, received a purple specimen handstamp measuring 3mm x 18mm. The application of this handstamp by the receiving authority (which unfortunately is unknown) is evidenced by the fact that where the strike has been misplaced, part of of the handstamp appears on the album page. In a number of cases the purple handstamp has been applied to stamps which already have an official 'Specimen' overprint. Throughout the lot descriptions that follow the purple handstamp is referred to as the 'authority handstamp'...

The handstamp used for the specimens described as 'authority handstamp' is the NA2 handstamp and the receiving authority described as 'unknown' in the catalogue is now generally acknowledged to be the colony of Natal.

I have written at greater length on this subject for the *Natal & Zululand Post*."

Unanswered Challenges

This feature lists: (1) questions for which the Panel has indicated it has no definitive response; or (2) a question for which there is no coverage on the Panel. The listed "Challenges" remain until solved. Reader responses to a "Challenge" are to be sent directly to the Editor.

Challenge 1: Does anyone have a non-philatelic use of the Bophuthatswana inland and overseas aerogrammes that were issued in 1977? - Will Ross/USA.

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

#21)" - Dr. H.U. Bantz/South Africa.

Challenge 3: I have two South Africa postal orders - one of 6d uprated by affixing a 3d stamp and the second in the amount of R120. Both were used in South West Africa, the first in Windhoek (dated "22/1/42"), the second in Aroab (dated "3/9/43"). Do readers know of any others? When did SWA postal orders get issued? - **No record of submitter.**

*

Bits & Pieces

"Bits..." provides readers with the opportunity to present items in a short order format. If you have an interesting cancel, rarity, cover, cachet, etc., this is the place to share it with your fellow members. Please provide some detailed information when sending your entry to the Editor.

Our first entry for this issue is something of interest which appeared in the February 15, 1999 issue of *Stamp Collector* (SC) on page 69. SC reader, Joel Edler, P.O. Box 194, Iola, WI 54945, sent the following postcard (Ill. A) accompanied with a description.

Illustration A. Oxen towing a car struck in the mud is the decidedly mundane subject of this 1911 postcard that was sent from German South West Africa.



Illustration B. ABW POW cover, purple censor mark showing the censor initials of "F.R.N.F."

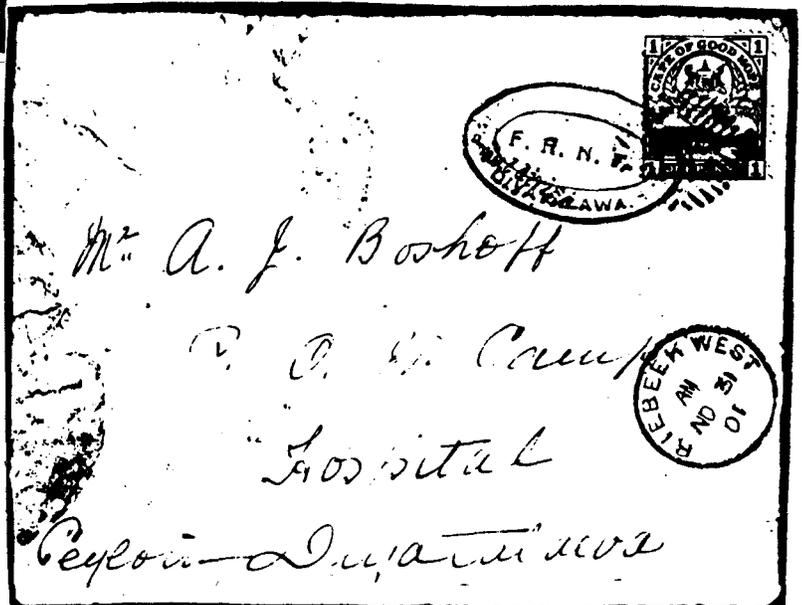
Mr. Edler's question to SC went as follows: "Could you tell me anything about this unusual picture postcard from German Southwest Africa? It shows a team of oxen or water buffalo pulling a touring car out of the mud - not an image you would think likely to enhance tourism!

Franked on the picture side with as 10-pfennig Kaiser's Yacht (Scott 28), a more legible strike of the circular datestamp on the back of the card indicates that it was canceled in Gibeon June 20, 1911."

SC's response: *Gibeon is located on the Fish River in what became South West Africa after it was wrested from the Germans in World War I and is now the nation of Namibia. The town was the scene of sharp fighting between British and German troops in German Southwest Africa during WWI.*

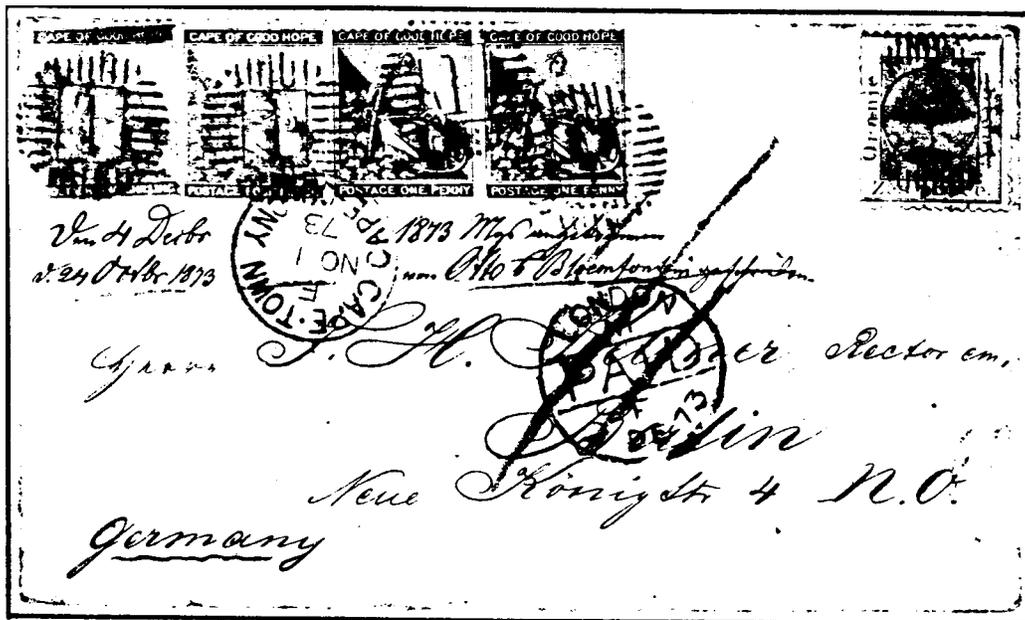
Though cancels from some German colonial outposts can be scarce and valuable, Gibeon is not a particularly uncommon cancel. The 10pf franking is quite common as well, although the subject of the card does add some nice local color.

Our second "Bit" comes from the collection of the late Athol Murray. Illustration B is an Anglo Boer War POW cover. It shows the common violet handstamped censor mark of Diyatalawa P.O.W. Camp, Ceylon, which in this case includes the initials "F.R.N.F." For the novice collector, it is not atypical for the question to be asked, "What in the world do the initials stand for?" These initials were those of the censor, Mr. F.R.N. Findlay.



Our final "Bit" (I11.C) comes from a page previously appearing the Orange Free State, through the Cape of Good Hope to Cape in the collection of the late Archie M. Batten. (It was sent by Town, and then by sea to London on to its destination in our International Representative for Germany, Werner K. Berlin. Batten's illustrated page not only included the cover, Seeba.) Illustration C shows a Orange Free State combination but also a descriptive chart of postal makings and rate cover dated "OC 24 1873". It was sent from Bloemfontein in information.

Illustration C. Orange Free State combination cover and chart listing postal markings and rate information.



<u>POSTAL MARKINGS:</u>	<u>POSTAL RATES:</u>
<p><u>ORANGE FREE STATE:</u> Sixteen Bar numeral Cancellor No.1 Bloemfontein. Arc type D.S. Bloemfontein - OC 24 1873</p> <p><u>CAPE OF GOOD HOPE:</u> Barred Rectangle Boxed Numeral 1 - Cape Town. C.D.S. Cape Town - NO 1 1873.</p> <p><u>UNITED KINGDOM</u> : London Paid C.D.S. - 2 DEC 73.</p> <p><u>GERMANY</u> : Berlin - 4 DEC 1873</p>	<p><u>ORANGE FREE STATE:</u> Letter rate : ½ ounce 6d</p> <p><u>CAPE OF GOOD HOPE:</u> Letter rate : ½ ounce 4d Letter rate to Germany : ½ ounce 1s.2d</p>

... And Other Stories

"... Stories" presents short entries which do not fit the feature article mold but are more than "Bits...". Items of an anecdotal nature are especially invited.

What I Did On My Philatelic Summer Vacation: June, July & August, 1999 - Dave Wessely, Egypt

Preface

I was a Peace Corps volunteer working as a secondary math teacher at Moeng College, Botswana from December, 1966 through January, 1970. It was always a personal goal (unrealized) to return to Botswana at some later date. After a 27-year career of teaching in the United States, this summer was the time for the long considered "trip". My residence had now shifted to an international school in Egypt so I was about 50% of the way there. At the end of my first year of Egyptian teaching I flew with three teaching friends and we did a two week animal safari in Tanzania and Kenya. They then all returned to the United States and I was finally on my own to travel to Botswana BY LAND. I hasten to mention that it was my own choice to not simply fly back to Botswana. I figured that this was just too easy and it was something of a reenactment of my original departure trip from Africa but in reverse. However, political conditions have clearly changed in Africa, hitchhiking no longer being my selected travel mode preference; and in short, I am 30 years older (not necessarily wiser). I had no pre-booked itinerary anywhere other than a return flight from Johannesburg to Cairo in two months. As an avid postal historian and accumulator of the weird and unusual, this is a brief postal look at vignettes of this trip.

Tanzania - June, 1999

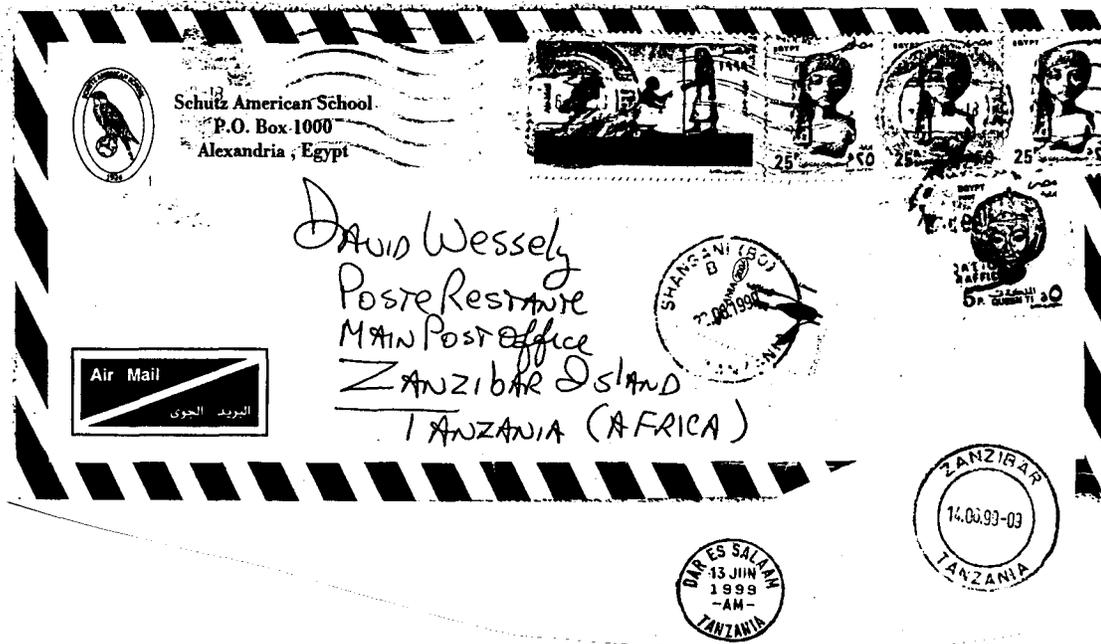
While waiting for a bus at a border crossing town between Kenya and Tanzania, I noticed a large wooden box nailed to the customs officer outside wall that contained well over 100 pieces of mail addressed to local village residents. Totally a self service pick up system - well covered with the road dust of ages. I addressed myself a letter and placed it in the outgoing box - surprise, it never arrived.

In Dar Es Salaam, my hotel was within two blocks of the Philatelic Bureau headquarters. Their staff was magnificent in their helpfulness and I bought postage dues, money orders, international reply coupons, some stationery and yes - even a few stamps. I think I might have been their only flesh and blood visitor in a very long time but the staff of four women were all busy filling mail orders and counting out stamps for new issue packets.

On my way out of Dar Es Salaam, several days later, I attempted to purchase revenue stamps from the Special Revenue Taxation Center. Unfortunately I arrived during the lunch hour and the single clerk was relaxing and drinking tea. I used my best Swahili, and so did my African friend, to apologize for the interruption and then explained the circumstances and requested the purchase of stamps. The clerk looked right at us, turned her chair around and continued to drink tea, never answering one word. Although totally in the right to use her lunch break, I now had a considerably different impression of postal clerks.

On the island of Zanzibar, I received the first of my Poste Restante letters that I had mailed myself from Egypt (Fig 1). They charged a 200 shilling fee and nicely canceled their

Figure 1. Poste Restante letter mailed by the author, from Egypt, to himself in Zanzibar.



Tanzanian stamp on the front of the cover. In Arusha the clerk could not find my Poste Restante letter. He politely explained that all Poste Restante mail would be held for one month and then returned to sender. Unfortunately it has now been four months and the letter (like several others) has yet to appear anywhere.

Zambia

I only spent extended times in Livingstone where I bought several local woven baskets and mailed them, by surface post, to a friend in the U.S. It was necessary to go to the post office with my box unsealed so they could inspect the contents. After a five second glance, it was declared "acceptable" and I spent the next 30 minutes with tape doing my best to seal the box in preparation for its future travels.

Zambia, as a nation, is undergoing economic hard times and the post office has an interesting way of adding income. My box weighed between 5 and 9kg which cost 47,000 Kwacha, the equivalent of \$20US. In addition, it was necessary to pay a VAT tax on the amount of postage - not the valuation of the contents of the box! Two days later I mailed a similar box by surface mail. It was reassuring to know that the postal clerk (Josephine), who had become my very good friend, did indeed charge me exactly the same amount of postage including the VAT.

In the intervening three days of the week there had been only one other parcel mailed by surface post. I am not sure what other duties this particular clerk had but it did not appear that being overworked was a major concern. During this second trip to the post office we talked for about one hour and exchanged family histories, addresses and discussed my travels in Zambia. This clerk turned out to be a most efficient and courteous government employee.

A single Kwacha has become almost valueless although at one time the country had a monetary decimal system using the "Ngwee" for 1/100 Kwacha. At the post office Josephine had allowed me to look at her counter book. In the process I had noticed a strip of ten 2-ngwee revenue stamps. When I asked her about them, she laughed and exclaimed "Oh, we do not use these anymore. They are so old and are worth nothing - I do not even count them into my stock." She was excited to give them to me for free just so she would not have to keep such useless paper in her book. This experience led me to a 4-hour hunt around town to find more revenue stamps. Since the nation no longer uses actual stamps for taxation purposes - I decided to visit numerous business and government offices to see if I could uncover any additional revenue stamps that had never been discarded. Eventually, at a lawyer's office I found success. He opened up his desk drawer and pulled out a bulging packet of the useless stamps. Although I was not

given the whole packet, he instructed his secretary to give me samples of all the different denominations - and all for free. I also tried to find the use of these stamps on documents but in this hunt I was totally unsuccessful. It was a fun afternoon.

Zimbabwe

While in Bulawayo, I went to the main post office to buy any non-stamp items that might be available. (The rate of exchange is ZIM\$35.00 = US\$1.00.) I usually get an uncertain look when I request revenue stamps since the majority of tourists do ask for such an item.

The clerk was overjoyed to show his entire stock which consisted of many sheets of 100 (10x10) of quite a complete collection up to the 50 dollar stamps. And it was here that I made my first post office discovery in my philatelic career. While looking at the sheets of \$4.00 stamps I noticed that one sheet was totally imperforate between columns 2 and 3. My heart raced and I looked twice and sure enough it was totally imperforated. In addition, several sheets were partially imperforated for the top row that would go into the selvage. So, I calmly proceeded to purchase many times more stamps than I ever dreamed of purchasing and walked out of the post office with dollar signs flashing in my eyes and smiled. I have since been told that the quality control involved in Zimbabwean stamp printing is so poor that my "inverted Jenny" purchase is a nice conversation piece but not valued at any significant figure. Still, it is a highlight of my stamp stories for the summer.

Botswana

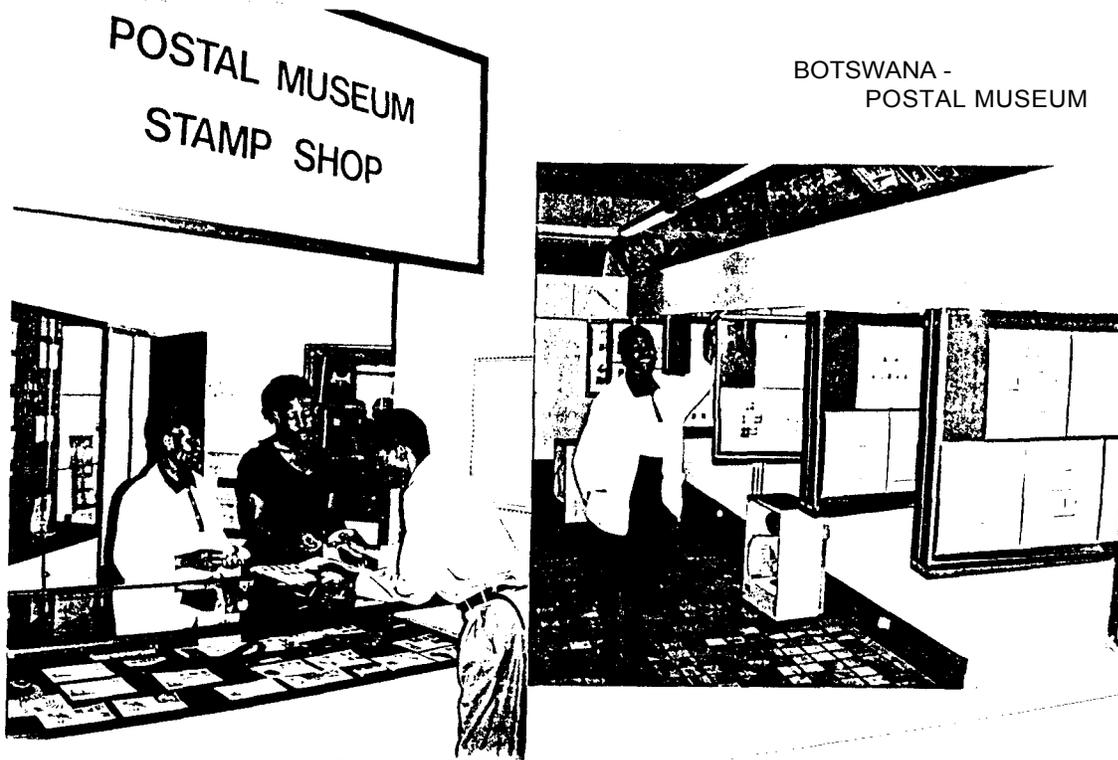
In the capital city of Gaborone I was able to pick up my second Poste Restante letter which I had mailed to myself from Egypt. I asked the clerk to put on a low value Botswana stamp and cancel it on the day I picked up the letter. The Poste Restante service is free but the clerk was willing to oblige so I got a great souvenir (rate of exchange Pula 4.25 = US\$1.00).

The headquarters of the Botswana postal system is located in a building called POSO HOUSE. On the main floor of the building they have a very nicely displayed postal museum (Fig. 2). All items are in one air conditioned room with all stamps securely housed in wall mounted double sided frames that are able to be swung flush to the wall.

The museum shows the postal development in stamps from 1884 to the modern era. The display is very well done and much credit should be extended to Andy Anderson, a local long time resident. Many of the pieces are truly world class exhibit material.

I was scheduled to be able to see the postal archives but when I arrived for my appointment, the government worker in charge was home ill. So this archival pleasure has been delayed until

Figure 2. Pictures of the Botswana Postal Museum and on-site stamp shop.



until some future time. The philatelic sales clerks (Basinyoi Ramorapedi and Jopsephine Mogorobe) were most helpful and really did their best to answer all my questions. A special hats off to the Botswana postal authorities for selling a very high quality stock book of eight pages at the philatelic window. The price was only US\$2.00. This is an item rarely to be obtained anywhere in Africa.

I was in town for the monthly meeting of the Gaborones

branch of the Botswana Philatelic Society and was pleased to attend. A lively swap session took place with three youth members and fifteen adults (Fig. 3). I was jokingly told I could not go home until I became a non-resident member of the Society. And thus I now add one more Society membership to my philatelic file. Special thanks to Dr. Karl Seligmann and Sheila Case for their friendship and the wealth of knowledge they shared.

Figure 3. Pictures taken by the author at the Gaborones Stamp Club branch of the Botswana Philatelic Society.



South Africa

I only visited Capetown so my travel experiences are not geographically as wide as I would have liked. One early stop was at the philatelic window of the downtown main post office. This time I bought a large quantity of colorful topical stamps and paid cash, being given a counter receipt for the total.

That same evening, in looking over the day's gatherings I discovered that the clerk had significantly overcharged me. Because of the hectic way the counter additions had been done, I felt upset at myself for not double checking but also realized that the clerk could very easily have made an honest unintentional error. Three days later, carrying my purchased stamps, the receipt, and my paper of calculations, I returned to the same window and spoke with the same clerk. Within five minutes I had been apologized to several times and was reimbursed totally. I was both surprised and very impressed at the high regard for public relations that was evident. She charged for 15 booklets rather than just five. An honest error that she corrected without the need for any managers to get involved.

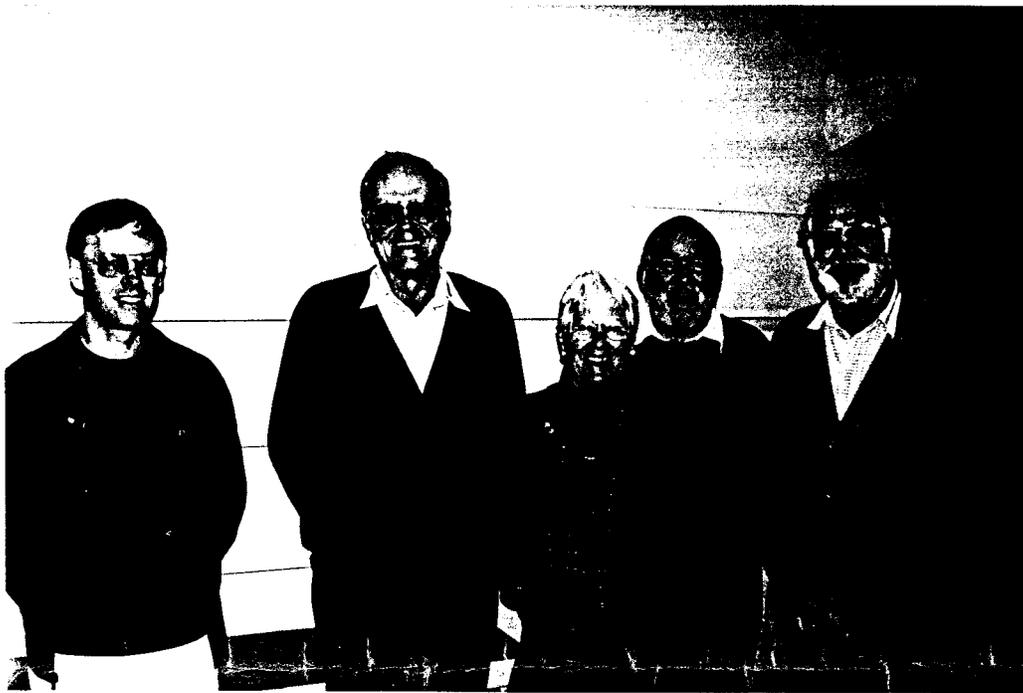
I was invited to attend a meeting of the Capetown Royal Philatelic Society and enjoyed the extremely high level of stamp knowledge and cordiality in the room. The night's topic was a member's display of interesting aspects of their own collections with over 40 in attendance. The room is arranged on two facing walls to display up to 160 individual sheets and

it took over two sessions to mount everything that was brought; from five frames (80 pages) of Basutoland Revenue documents, to South African TB seals, and another 80 pages of a personally mind boggling Bechuanaland stamp study in the classical manner; to a display of Cricket on stamps and cards. I really had a fun evening, and enjoyed the philatelic dinner with five stamp friends (Fig. 4), just talking about everything and anything. My thanks especially to Alan MacGregor and his mother who made me feel so welcome.

Sidelight to the trip: I consistently and purposely underpay envelopes that I address to myself simply to see if I can get the local postal authorities to affix any postage dues or use any strange hand cancellations. In over one dozen attempts, I am sorry to report, not one African country actually charged me any postage due. Instead all my self-addressed envelopes were delivered regardless of the postage I used.

Concluding note: I traveled by land for two months from Nairobi to Capetown but flew back from Johannesburg to Cairo in one day. Further details on any specifics from any country may be sent to me at dwessely@schutzschool.org. I had so many wonderful experiences and met so many kind and helpful people. This was a journey that I had envisioned for over 25 years and although the specifics were always in flux, the final outcome was all I could have hoped for - personally and philatelically.

Figure 4. Author's picture of five philatelic friends met while attending a meeting of the Royal Philatelic Society of Capetown.



The Society Publications Program

Through this activity, PSGSA provides assistance in the development and publication of occasional papers, monographs, books and multi-volume works. Authors submitting written drafts receive valuable technical support in all phases of publication development. This is accomplished through the Publications Program Committee (PPC). Inquiries, submission of drafts, etc., are to be made to Peter Thy, PPC Chairman, Post Office Box 73112, Davis, CA 95616 USA, [e-Mail: thy@jade.uc.davis.edu](mailto:thy@jade.uc.davis.edu).

Works In Progress

"To research in isolation with a view towards publication is akin to reinventing the wheel." - the late Alec Page, FRPSL

Researchers and authors are encouraged to "advertise" for collaborators and/or additional information through this feature. If you fit either category, please consider the use of "Works..." You might be pleasantly rewarded at the response you receive. Entries will be run for three consecutive issues. Submit yours to the Editor. . .*No "works" received this publication period.*

The Bookie Reports

Forerunners invites the reader to submit reviews of books, monographs and other types of published works appearing elsewhere which may be of interest to the greater southern Africa collector.

* * *

Wartime Airmails: The Locally Registered and Foreign Air Services of British Africa, by Charles Entwistle. Published by the author, Abernethy, Scotland, 1998, 24pp. US\$11.00 plus \$ 3.00 surface postage. U46.50 plus L1.75 surface postage. Available from AEROPHIL, 12 Chemin des Tuilots, CH-1293 Bellevue (GE), Switzerland.

This is the 4th in the "Wartime Airmails" series. The booklet details the wartime routes in British Africa of Elders Colonial Airways, Ltd., Rhodesian and Nyasaland Airways Ltd., South African Airways and Wilson Airways Ltd., who flew a network of routes providing support and feeder services to the long range services of British Overseas Airlines Corporation (BOAC). It also lists the diverse range of services provided by foreign airlines who flew to, through, or from British Africa, such as Ala Littoria from Italy, Pan American Airways from the USA, Sabena from Belgium, and various French airlines. It briefly describes the airlines involved and the routes they flew. It does not describe or list mail and covers flown. Included is a 5-page section called "Postal History Notes" which

which does explain the mail carried during this period. Contains useful information for the collector of wartime airmails. *Reviewed by Kendall Sanford, Switzerland.*

Wartime Airmails - Great Britain Transatlantic & Beyond, by Charles Entwistle, published by the author, Perth, Scotland, 1995. A5 size, 24 pp, soft cover. US\$9.00 plus \$3.00 surface postage. Available from AEROPHIL as above.

This is the 2nd in a series by the author on World War II airmails (the 1st was *The Horseshoe Route*). This book recounts the British struggle to maintain as Transatlantic service during the the war. It gives a brief history of the establishment of the Transatlantic route and explains the various routes used, such as the Northern route, Direct route and the Southern route as flown by return ferry services. With the outbreak of war on 3 September 1939, the Imperial Airways flying boat terminal was transferred from Southampton to Poole, as Southampton was potentially a major target for the Germans.

Also, as the USA was still neutral at the time of the the start of the War, Pan American's Transatlantic service was now terminated at Coyness, Ireland, instead of Southampton. The BOAC service between the United Kingdom and Lisbon, Portugal, was established to provide an important connection to the Pan American service, which continued to operate to Lisbon. There is a description of the BOAC Short C-Class Empire flying boat Transatlantic service, and the Atlantic Ferry service, which ferried aircraft from the USA to England for use in the War. Also covered are the inaugural services of American Export Air Lines between the USA and Ireland, services by Trans-Canada Air Lines, the RAF Transport Command, and the "Mailcan" service which was provided by the Royal Canadian Air Force.

The mail carried by all these services (both military and civilian) is briefly described, but a disappointment to this reviewer is the fact that only two covers are illustrated. There is a brief description of some of the markings applied to mail, such as "O.A.T." and censor markings. Shown are censor marks from Newfoundland, but curiously, none are shown from Bermuda, which were the most common on Transatlantic airmails during the War. There is a short list of routes and postal rates from England to various countries in North, Central and South America, and finally a brief description of the airgraphs and lightweight air letter card service used by Canadian forces in Great Britain.

A few errors were noted, such as constantly calling Pan American Airways "Pan America". Also, the description of the February 1943 crash of the "Yankee Clipper" mentions only two different cachets on mail to Britain, when there are at least five known on mail to Britain and about ten to other

European countries. Also, curiously missing is any reference to the South Atlantic services operated during the War. Perhaps the author is saving that for another volume. Overall, it is an interesting and useful book for the Wartime Airmail collector. *Reviewed by Kendall Sanford, Switzerland.*

Editorial Note: The next two entries are taken from *The American Philatelist/June 1999*, page 608 - "Book Reviews", by Kathleen Wunderly.

Railway Postal History of South Africa, by Helmuth S. Hagen and Stan P. Naylor. Published by and available from the Philatelic Federation of Southern Africa (PFSA), P.O. Box 412505, Craighall 2024, for \$102 postpaid surface mail. Hardbound, 279 pages.

The Postmarks of Rhodesia 1888-1980; Postal Records and Information of the Country between the Zambezi and the Limpopo, Once Known as Southern Rhodesia, by Jon and Jennifer Barry. Published by and available from PFSA as above, for \$75 postpaid surface mail. Hardbound, 470 pages.

Some philatelic books seem to have been written by specialists, for specialists, and even a careful reader is not much wiser if he or she came to the book without prior knowledge. These two South African works have been produced by experts, but they seem quite accessible to a newcomer trying to become educated about the subjects.

The Hagen-Naylor book contains a good deal of background information on the railway letter post along with intensive listings of stations and traveling post offices, illustrations of many covers, and hordes of details on postal markings with examples. A lengthy bibliography also is supplied.

The Barry book represents twenty years of study by the authors, a husband and wife in Zimbabwe (aided by numerous other students of Rhodesian postal history) who declare in the introduction that this project began as "an argument book," to settle arguments about postal offices and their markings. It is beautifully printed and a sterling example of the usefulness of computer databases; the gridded tables detailing the offices, markings, pertinent dates, various canceling devices, and so on are models of clarity, and really impossible to imagine being done manually. All known post offices, postal agencies, telegraph offices, railway telegraph offices, and commemorative postmarks have been recorded. Maps and postal markings are the only illustrations. This is not a history book (the only text is a patient explanation of how to use the book), but for its defined purpose it is invaluable.

The Reminders and Reprints of Transvaal: 1910 - 1912, by the late Dr. G.H. Jonkers and W.J. Quick, in Dutch and English. Published in 1998 by Filatelistenvereniging Zuidelijk

Afrika (FVZA), softcover, 76 pp. US\$17.00 plus postage - surface mail US\$4.00/air mail US\$8.00. Order from FVZA, Postbus 33223, 3005 EE Rotterdam, The Netherlands.

This work attempts to provide insights into the period in which Enschede was known to have supplied stamps and postal stationery to the ZAR. All of the information sources came from the recently opened Joh. Enschede archives and Post Office Museum in Pretoria. Therefore, many of the facts divulged in this work were heretofore unknown and differ greatly with what had been written previously on the subject.

The authors document and illustrate how the cooperation between Joh. Enschede and the ZAR went from excellent to poor and bitter, resulting in the two parties eventually parting company.

As the story goes, the ZAR Postmaster General made every attempt to begin printing stamps in the ZAR itself, and spared no expense in doing so. Enschede comes along and arranges a way to have the stamps produced while limiting expenses in doing so. Drawing almost exclusively on documents from the aforementioned archives, the authors provide the reader with direct insight into the manner in which events unfolded.

Included in the discussion are the Vurtheim stamps with local overprint, intermediary interference, the Van Aiphens incorrect "Disselboom" design of 1893, Kruger essays of 1899, reprints of the State Printing Works in Pretoria, unpaid bills, first request for reprints, Mirza Hadi - who he was, inks and papers used at Enschede, the remainders and the reprints, differences between the originals and the reprints, the Vurtheim reprints overprinted "Swazieland", reprints with the "E.R.I." overprint; and postal stationery - postcards, lettercards, registered envelopes, newspaper wrappers.

Excellent illustrations and tables, as well as thoroughness of text provides the student with an invaluable reference on the subject. *Reviewed by the Editor.*



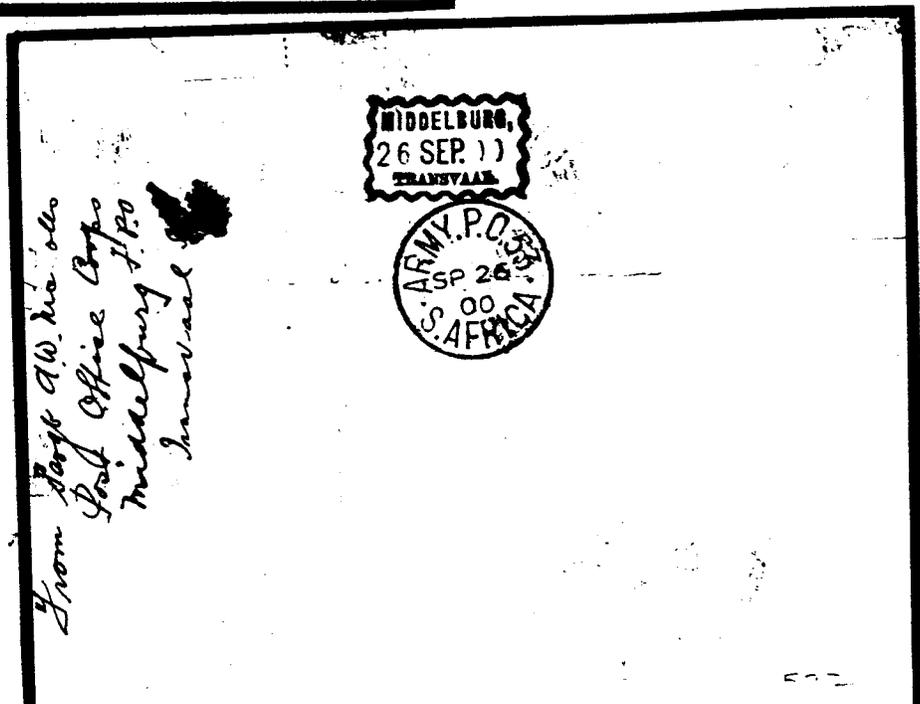
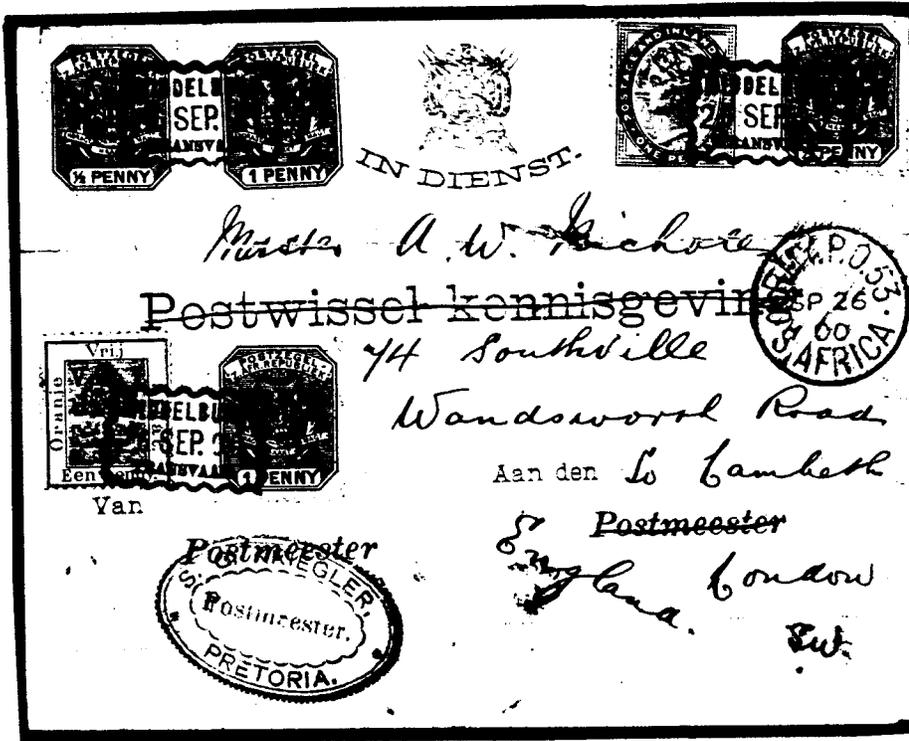
A Favorite Philatelic Item

Bill Brooks/USA, Editor

Each reader has one or more "favorites" in his/her respective collections - perhaps a cover, ephemeral material, a document, back-of-the-book, a particular stamp, cachet, etc., etc. Please share yours by sending one or more to the Editor at Post Office Box 4158, Cucamonga, CA 91729-4158 USA.

Jan Stolk/Netherlands sends a favorite in the form of the front and back of an Anglo-Boer War cover. It consists of a ZAR postal service envelope used by the British at Middelburg, Transvaal on 26 September 1900 - Transvaal (OVPT V.R.I.),

Orange Free State (overprint V.R.I.) and Great Britain mixed franking, all cancelled with a provisional datestamp. Further "ARMY P.O. 53" datestamp on reverse and cancel of Postmaster Pretoria, S.G.Kriegler. Letter sent to London.



Aerophilately

Kendall Sanford/Switzerland & Paul Magid/USA, Coeditors

The coeditors invite your comments as well as written materials for future installments. Send to Kendall at 12 Chemin des Tuilots, CH-1293 Bellevue (GE), Switzerland, or e-Mail at: 101352.3621 @compuserve.com

Mittelholzer - The Afrikaflugs... Paul Magid, USA

Walter Mittelholzer died in a climbing accident on the Stangenwand on May 9, 1937. At the time of his death, he was 43 years old, a director of Swissair, and Switzerland's most famous pilot. Perhaps it was inevitable that he should meet his end in the Alps, which he had climbed and flown over hundreds of times and which he claimed to know every one of its 900 peaks, from Vienna to the Mediterranean.

During his 22-year flying career, Mittelholzer piloted a variety of aircraft in every sort of clime, from the Alps to the Arctic Circle. He made three trips to sub-Saharan Africa, two of which are the subject of this installment. (A third trip in December 1930, not discussed here, took him to Lake Chad.)

On the first of Mittelholzer's Afrikaflugs, as they are popularly known, he was accompanied by the author, Rene Gouzy, Arnold Heim, a geologist/geographer, and copilot Hans Hartmann. Only Hartmann flew with him the whole way.

The others traveled by boat and train, joining Mittelholzer along the way wherever possible.

His destination was Cape Town and his purpose was not to break any flying records but rather as he himself stated, to have "an adventurous flight to see people and places". For the trip, he chose a Dornier Merkur seaplane patriotically named *Switzerland*. The choice of a sea plane was dictated by the lack of airfields in Africa which pioneer aviators, and later Imperial Airways, overcame by landing on the Continent's plentiful rivers and lakes instead.

Taking off from Zurich on December 7, 1926, Mittelholzer followed the Nile (Fig. 1) down the Rift Valley, landing on Lake Victoria, Tanganyika and Nyasa, and then striking the East African coast at Beira, followed it south to Durban and the Cape. He landed at Adderly Pier in Cape Town on February 21, after a leisurely trip of 75 days, 97 1/2 hours of which were calculated as flying time.

Figure 1. Only known example of mail carried on the flight to Tanganyika, backstamped Port Said in transit and Mikindani, which is on the coast south of Lindi, on January 7, 1927 on arrival.

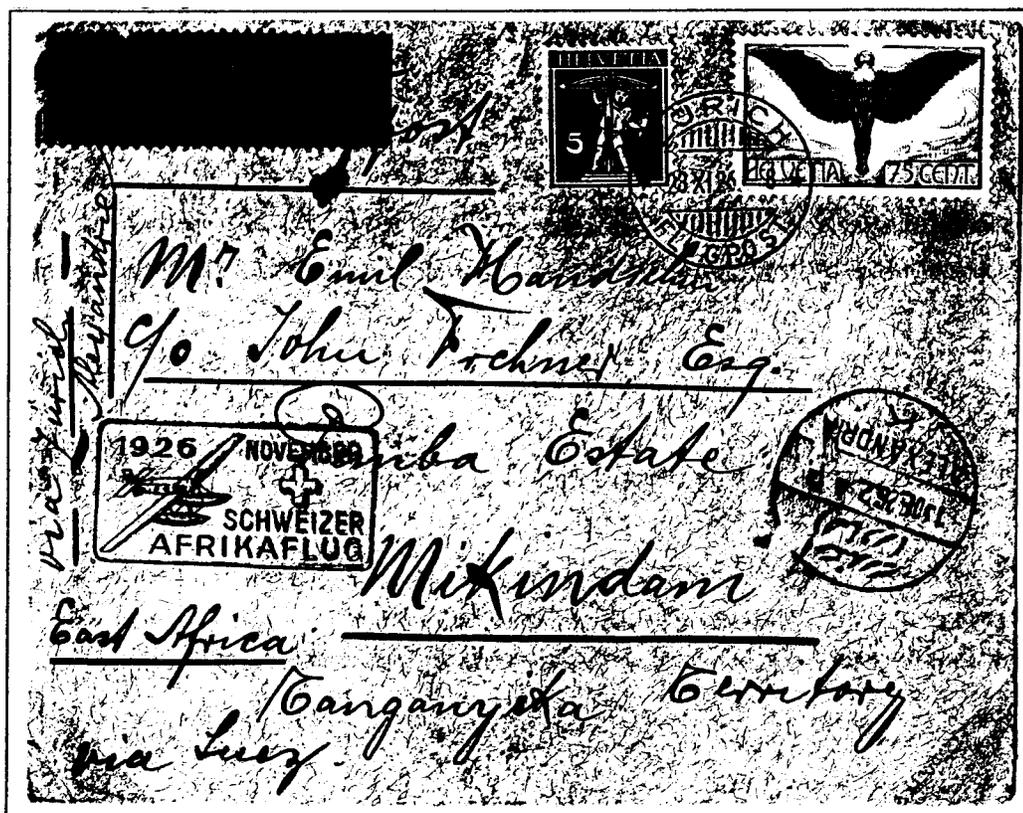
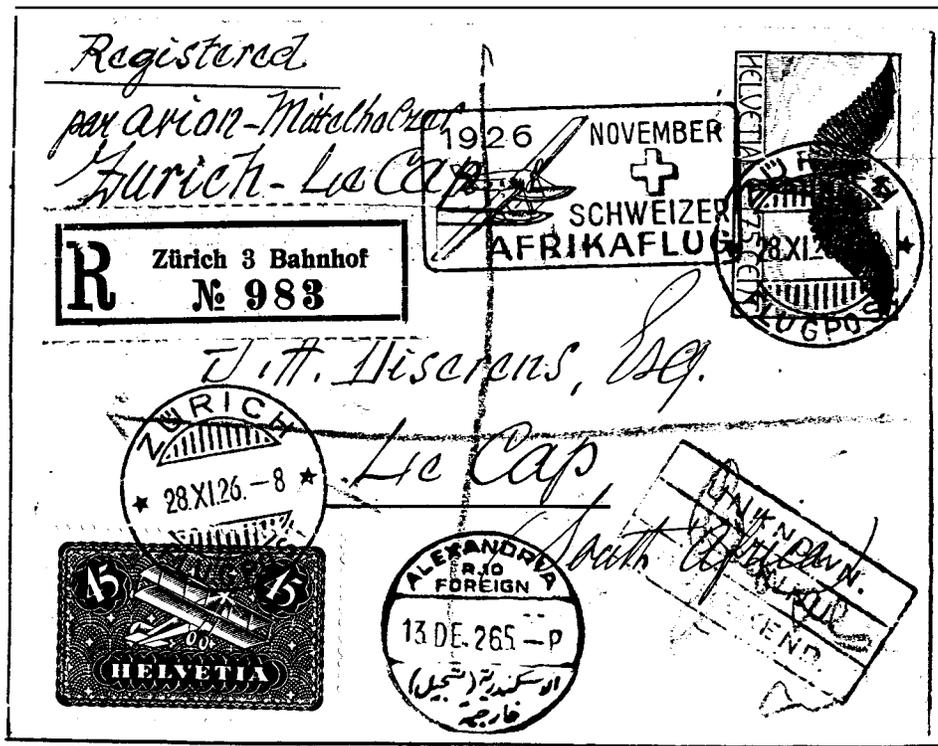


Figure 2. Registered cover off-loaded at Alexandria and forwarded by sea, arriving January 11 at the Suez Canal down the East African Cape town, well Mittelholzer reach the Cape. coast - whether on the same ship or another, I do not know.



I have a cover to Mikindani, a small town on the Tanganyika coast south of Lindi, one of those forwarded by sea and perhaps the only one addressed to Tanganyika. It was back-stamped on arrival at Mikindani on January 7. It is also endorsed via Suez in the same hand as the address, but in slightly different script. Next to the Swiss airmail label (etiquette), there is a further endorsement, again in the same hand "via Zurich - Alexandria". A cover to the Cape I have seen is endorsed "Par Avion Zurich-Alexandria". It is possible the endorsements on both these covers were applied after delivery. However, I suspect that Mittelholzer planned from the outset to fly the African mail only as far as Alexandria and that the only change of plans was

According to an article in the August-September 1937 issue of *Aero Field*, Mittelholzer carried 11,781 pieces of mail. The Swiss mail was stamped with a boxed commemorative cachet which reads "1926 NOVEMBER SCHWEIZER AFRIKA-FLUG" (Fig.2). The cachet bears a line drawing of a Dornier seaplane and a Swiss cross. The use of the November rather than December date on the cachet reflects the fact that the flight, scheduled to take off on November 28, was delayed until December 7 due to bad weather, the covers having been prepared in advance in expectation of a November 28 departure. For the same reason, the covers were cancelled Zurich, November 28, 1926 rather than the actual date on which the flight commenced. An unanswered question in the literature I have seen is whether the boxed cachet was applied privately or by the Swiss Post Office.

It is interesting to note that some of the covers addressed to Cape Town - estimated by some sources to have been seven in number (a low figure being one, I believe) - have Cape Town arrival backstamps dated well over a month before Mittelholzer's arrival. (The cover in my collection has a January 11 returned letter office backstamp.) The reasons for this minor mystery is that after landing at Naples on December 8, Mittelholzer is said to have ordered the mail for points beyond Alexandria was put aboard an Italian steamer, SS *Esperia*, at Naples, and forwarded to Alexandria where it was date stamped on December 13. It was then sent onward via the

to off-load it at Naples instead of Alexandria. Any clarification for readers on this issue would be appreciated.

I do not know Swiss airmail rates. However, of the three registered covers to Cape Town that I have seen, two were franked at a rate of 120 centimes and a third at 95 centimes. The cover to Tanganyika (not registered) is franked at a rate of 80 centimes. There are no covers from the return flight for the simple reason that it did not occur. Mittelholzer had the plane disassembled and loaded aboard a steamer for the return to Europe. The second Afrikaflug was as more abbreviated affair. Mittelholzer was hired by Baron Louis von Rothschild to fly him to Kenya for a big game safari. For this flight, he used a Fokker F-VIIIb, a three-engine monoplane, owned by the Ad Astra Company.

The flight departed Zurich on December 16, 1929, carrying the Baron and 4,308 pieces of mail including some from outside Switzerland. Of these covers, the largest number, 1433 items, were addressed to Catania in Sicily, the first stop. The smallest mail was to Khartoum, 507 pieces, followed by Nairobi, 640. Mail was also sent to Benghazi (834), Cairo (894), and Khartoum (507). The Swiss covers were hand-stamped with a boxed commemorative cachet similar to the one used for the Cape Town flight. This one bore the words "ad

"Ad Astra-Afrolafig December 1929" and line drawings of a plane, a leaping lion and the Swiss cross. My cover, addressed to Nairobi, has a Zurich luftpost December 15 postmark.

At Catania, a further 84 items were picked up. These items were cancelled with a December 16 Catania-Ferrovio date stamp without the commemorative cachet, and were addressed to all points at which the aircraft would call south of Sicily, including Benghazi (21), Cairo (37), Khartoum (13) and Nairobi (13). It is thought that the Catania mail for Khartoum and Nairobi was only flown as far as Cairo and then forwarded by the ordinary surface route.

Finally, when the plane called at Khartoum on January 2, apparently by prior arrangement, Mittelholzer accepted 50 covers specially prepared for the flight by J.S. Davis. Each is endorsed "By Swiss Aeroplane to Nairobi" and "Carried by aeroplane from Khartoum to Nairobi by kind permission of Capt. Mittelholzer [sic]". Pencilled on the reverse of my cover in Davis's hand is the notation "guaranteed flown John S. Davis 5/2/30". Though franked with 5 and 10 mil stamps, the Sudanese postal authorities refused to treat the letters as official

official mail, and hence they are not cancelled. They were hand delivered to the postmaster in Nairobi by the pilot. One of these covers brought L320 at auction in May of this year.

The flight arrived at Nairobi on February 4 and my Swiss cover bears a February 4 Nairobi registration postmark confirming the date. To my knowledge no mail was carried on the return flight. Bill Colley, in his excellent book, *East African Airmails*, points out, however, that during Mittelholzer's stay in East Africa and consistent with his love of mountains, he and a fellow pilot, Alfred Kunzle, found the time to become the first pilot to overfly Kilimanjaro. This required them to reach a cruising altitude of 21,000 feet, not an easily matter in the planes of the time.

Comments and corrections to this column are always welcome. I am particularly interested in the origin of the commemorative cachets used on both flights, the rates for Swiss covers to Africa during this period, and a census of the number of covers flown to the Cape on the first Afrikaflug. As I have noted, I think that far more than seven were sent.

The Bechuanalands

Peter Thy/USA & Dave Wessely/Egypt, Coeditors

Your comments invited, as are installments for future columns as a guest author. Send to Peter Thy, 581 9th St. Davis, CA 95616 or e-Mail at: thy@geology.ucdavis.edu

The Aerogrammes of Botswana... Peter Thy/USA

The Bechuanaland Protectorate nearly ceased issuing stamped postal stationery in 1966 at independence as the Republic of Botswana. Stamped registration envelopes were never issued after independence. Stamped aerogrammes were first issued in 1977. Only a single postcard was issued shortly after independence bearing an imprint of the new 1967 definitive 2c Hoopoe adhesive. It was to take nearly 30 years before another stamped postcard was issued in 1994. The postal stationery of Botswana (stamped and stampless) provides for some of the most challenging areas of collecting.

The last Bechuanaland aerogramme was issued in 1961 as decimal surcharged Queen Elizabeth sheets. Probably as early as 1963, the Post Office was selling stampless sheets in a design very similar to the previous stamped sheets. These stampless sheets were replaced in 1966 with similar sheets now displaying a Botswana coat-of-arms. Stampless aerogrammes were in use until about 1977, when the first Botswana stamped aerogramme was issued.

Stampless Aerogrammes (Fig. 1)

Three different stampless aerogrammes are known to have

been issued by the Botswana Post Office. The first of these is very similar to the previous aerogrammes, stamped and stampless, used by the Protectorate. It is a typical "British style" sheet and was probably printed by McCorquodale. The printing was in red and blue on azure thin paper manufactured by Wiggins Teape. The paper contains a "Gateway" watermark with year letter codes (Z for 1966, A for 1967).

Probably around 1970 another design was introduced. This sheet was relatively primitive being produced and printed in blue or azure, unwatermarked wove paper. Two different sheets exist easily identified by the diameter of the coat-of-arms (12mm or 27 mm).

Stamped Aerogrammes (Figs. 2 & 3)

The first design, using the *Baobab Tree and Airplane*, first appeared in 1977 and were still in use until 1990, with various denominations, papers, and collection schemes. The Baobab stamp was designed by M. Bryan and is probably still the most appealing aerogramme produced by Botswana. The sheets were printed by the South African Government Printer on pale blue paper.

Seven different denominations were issued over the years

Figure 1. Locally produced stampless aerogramme from about 1970, used in 1974 from Gaborone to New York.

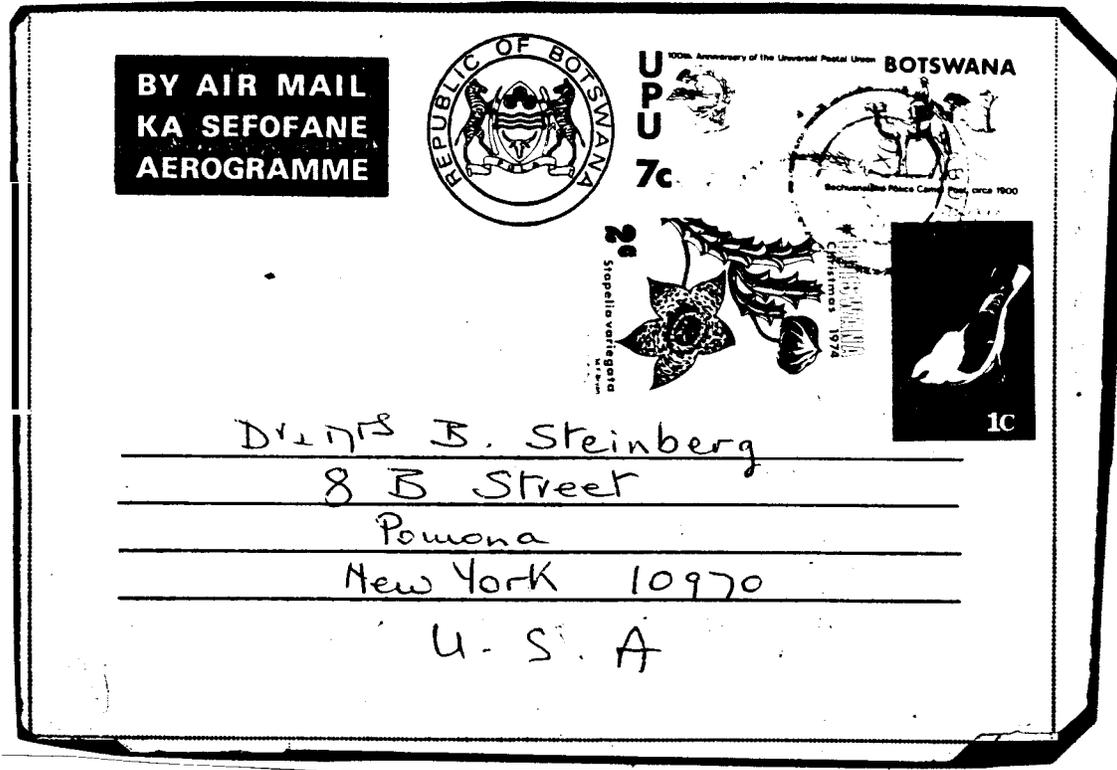


Figure 2. The 7t Baobab and Airplane aerogramme from 1979, folded out and reduced to 50% of the original.

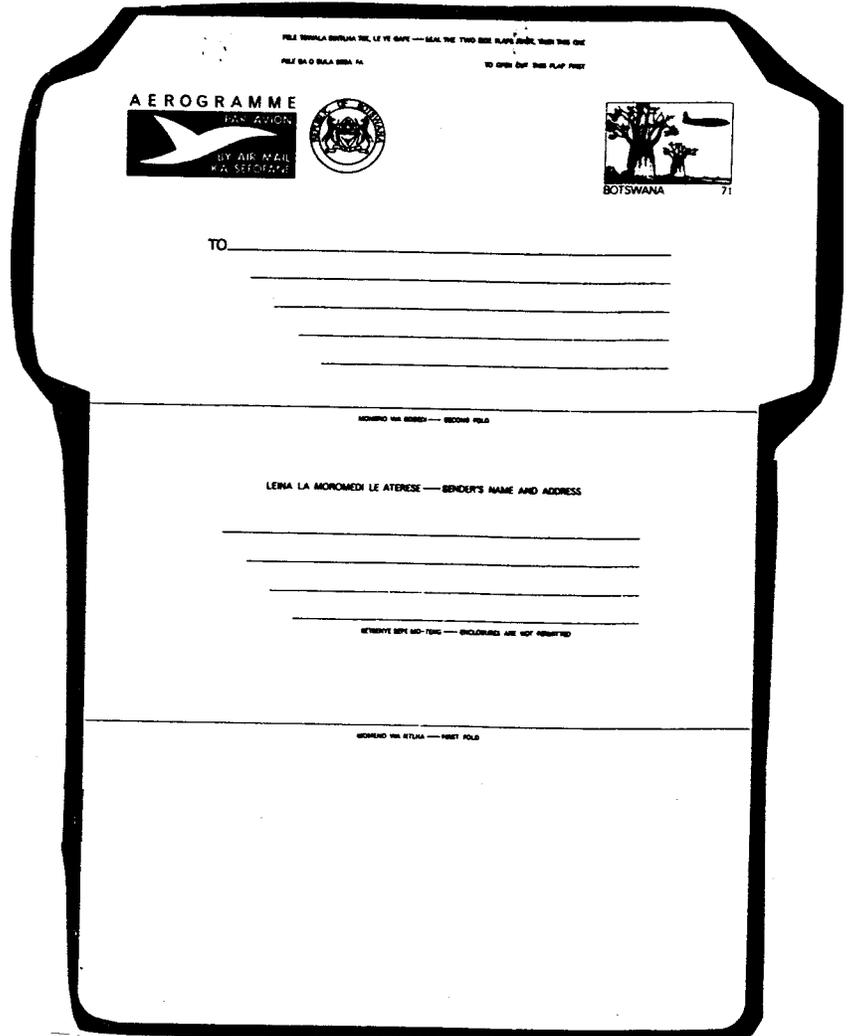
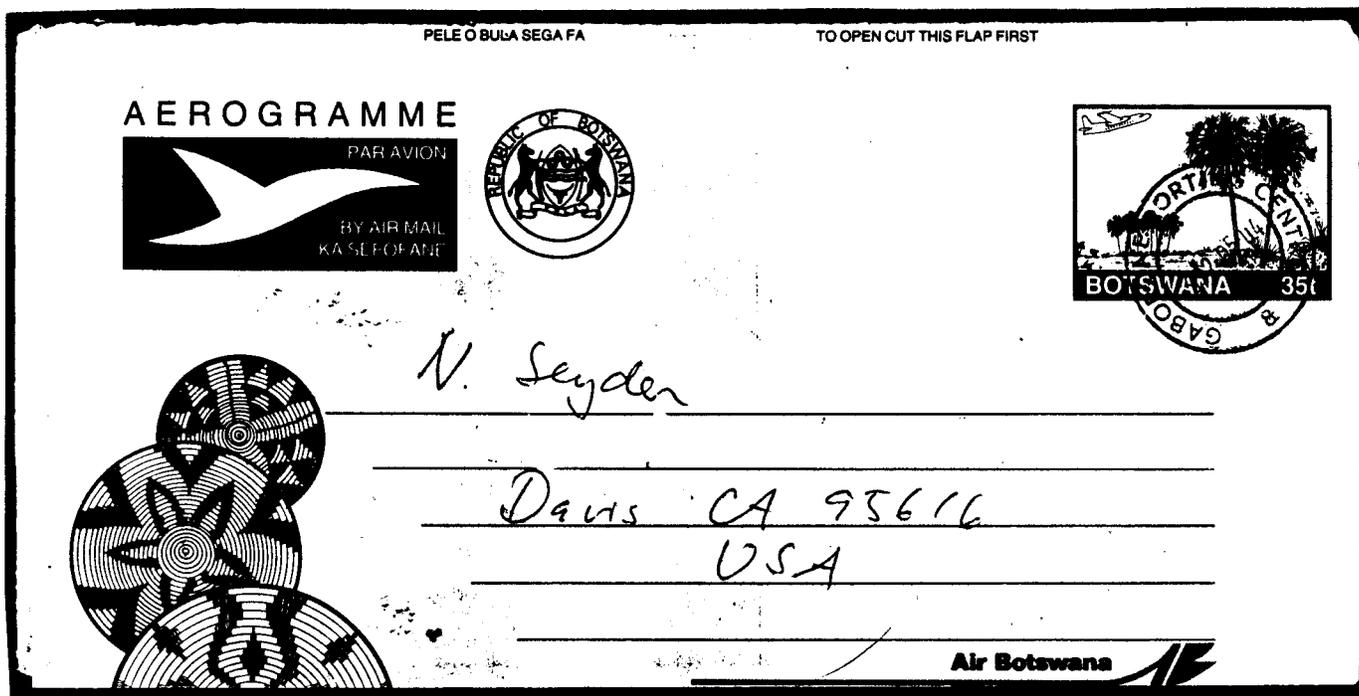


Figure 3. The 1990 Air Botswana 35t aerogramme, used from Gaborone in 1992 to California.



reflecting increases in the airmail rates (5t, 7t, 10t, 15t). The 5t and 10t sheets exist with what may be first day of issue cancellations of May 20, 1977. The early sheets show a characteristic fuzzy printing style seen particularly in the coat-of-arms. Later sheets appear with a distinct sharper imprint. Only the 7t sheet exists with both printing styles. Around 1980, the printing contracts were transferred to Mardon Printers, Rhodesia (later National Printing, Harare), but the resulting sheets (10t, 20t and 35T) were very similar to the previous sheets. At least two printings were made by Mardon Printers and can be identified by distinctly different paper colors (pale blue or very pale turquoise blue).

Only the 10t sheets were made by both printers. The Government Printer's 10t sheet is with ochre trees and ultramarine aircraft, while the Mardon Printer's 10t sheet is with ultramarine trees and yellow brown aircraft. This diversity identifies 11 different types of Baobab aerogrammes.

Air Botswana Series. These sheets, issued in 1990, were imprinted with three different stamp designs and sheet decorations. The 10t sheet show cattle, the 20t sheet food containers, and the 35t sheet traditional baskets. The aerogrammes were designed by Keem Mosinyi and produced by South African Government Printer in ultramarine and brown on azure paper. Two printings may be identified by the colors with a late printing in distinctly darker shades of brown. The first day of issue was February 14.

First Tourist bureau Series. The first Tourist series showing

landscapes was issued in 1992 in five different denominations and designs (10t, 20t, 30t, 40t, 50t). The design of the aerogrammes were done by Andy Andersson using photographs by Alex Campbell. The sheets were printed by Courvoisier in multicolors and on pale blue unwatermarked wove paper. The 20t, 30t and 50t sheets also exist on laid paper with marked vertical chain wires. Official day of issue was August 3. However, the sheets did not go on sale before early September.

Railway Issue. A 15t Railway sheet was unexpectedly issued in 1994 with a multicolored stamp similar to Peter Lodoen's 10t adhesive of the 1992 train series. On the back of the sheet is shown the 1992 train minisheet with denominations removed. The sheet was printed on pale azure overlaid white paper most likely by National Printing, Harare. The first day of issue was May 10.

Second Tourist Bureau Series. The second Tourist series, showing wildlife, was issued in 1997 in seven different denominations and designs (30t, 40t, 70t, 80t, 90t, P1.40, P2.25). The design of the aerogrammes was done by Andy Andersson using photographs by Alex Campbell. The sheets were most likely printed by South African Government Printing in multicolors and on pale azure overlaid white unwatermarked wove paper. Two denominations (80t, P2.25) have tagging bars to the left of the stamps. The date of issue was October 6.

These nearly 40 different aerogrammes offer many challenges

to the postal stationery collector. There are several reasons for this. The Postal Services do not release information to the press and general public about new aerogrammes. Further, stationery is not part of the new issue subscription program offered by the Philatelic Bureau. Therefore, both dealers and collectors alike often are taken by surprise when new aerogrammes appear at the Post Office. For the same reasons, relatively little is known about the day of issue, printer, and quantities printed. Often the day of issue can only be deduced from compiling earliest usages. Although cancelled to order copies exist of some types of aerogrammes, it cannot be assumed that these were made on the first day of issue.

Perhaps the greatest challenge is caused by the fact that so few used examples exist. By far the majority of aerogrammes available to the collector are philatelic and often contrived by the person in whose collection they reside. To find a "genuine" used aerogramme is a rare event that calls for celebration. The philatelic, fortunately often well camouflaged, examples are what we mostly have.

A final challenge is encountered if one tries to relate the various denominations of the issued aerogrammes with the rate structure. The fact is that there apparently is little correspondence between the denominations and the aerogramme rates. The first set of aerogrammes was issued in May, 1977. At that time they matched the 5t rate to African Postal Union countries

and the 10t rate to the rest of Africa and Europe. Only 17 months later in November, 1978, the aerogramme rates increased. The next two denominations (7t, 15t) may have been issued in August 1979 and may only have matched the 7t rate to African Postal Union countries and the 15t rate to the rest of Africa and Europe for a period nine months (next rate increase was in December, 1980). For the next decade, the complications multiply probably in part due the lack of knowledge of issue dates. The best example of the confusion is offered by the First Tourist Bureau series. This series was carefully planned by the Postal Services to match expected rates to come into effect in August 1992: Botswana (10t), RSA and SADACC (20t), rest of Africa and Middle East (30t), Europe (40t), and the rest of the world (50t). These destinations were unfortunately printed on the aerogrammes.

Mysteriously the aerogramme rates increased about one month after the new aerogrammes were released in Botswana (15t), RSA and SADACC (20t), rest of Africa (35t), Europe (40t), and the rest of the world (45t). The consequence was that only the 20t aerogramme identified the correct rate. The lack of an aerogramme for the domestic usage led to the release of the Railway 15t aerogramme in 1994. Despite the faulty information on most of the 1990 aerogrammes, they were in use for nearly seven years. Not surprising, both postal clerks, patrons, and collectors were and are confused.

Back Issues Available

The following issues of Forerunners are in stock and available for purchase. They are listed in order by whole number. Price per copy includes shipping by surface class/printed matter rate. The number in parenthesis indicates the number of copies remaining in inventory.

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Send payment along with list of back issues desired to The Editor, Post Office Box 4158, Cucamonga, CA 91729-4158 USA

The Boer Republics & Back of YOUR Book

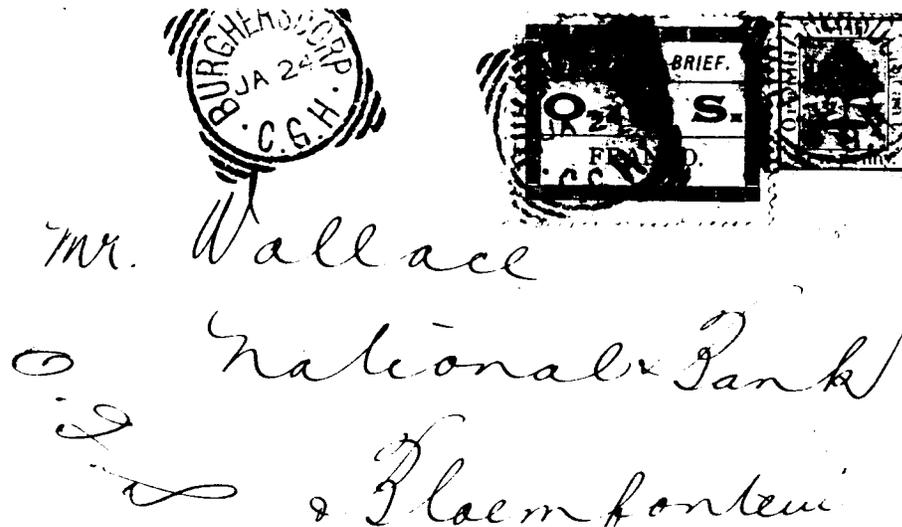
Tim Bartshe/USA, Editor

Questions and comments regarding this column are invited as are installments for future issues as a guest author. Send to Tim at 13955 West 30th, Golden, CO 80401 USA or e-Mail at timbartshe@aol.com

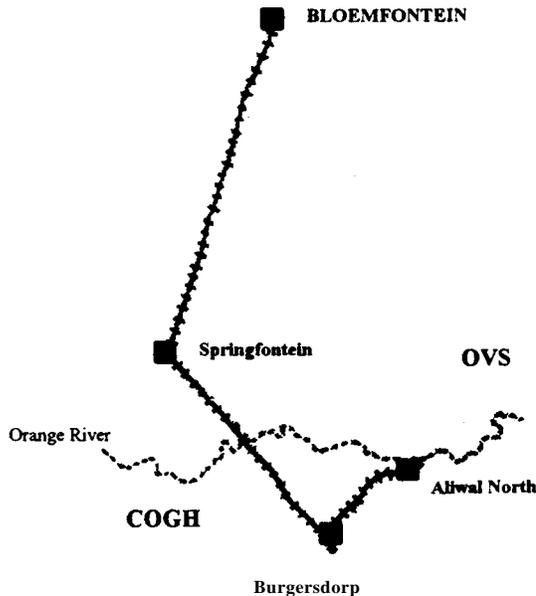
Orange Free State: Commando Brief Frank, 1899-1900 - Part 2 (serialization of 16-page exhibit) ... Tim Bartshe

COMMANDO BRIEF FRANK

USAGE: TYPE I



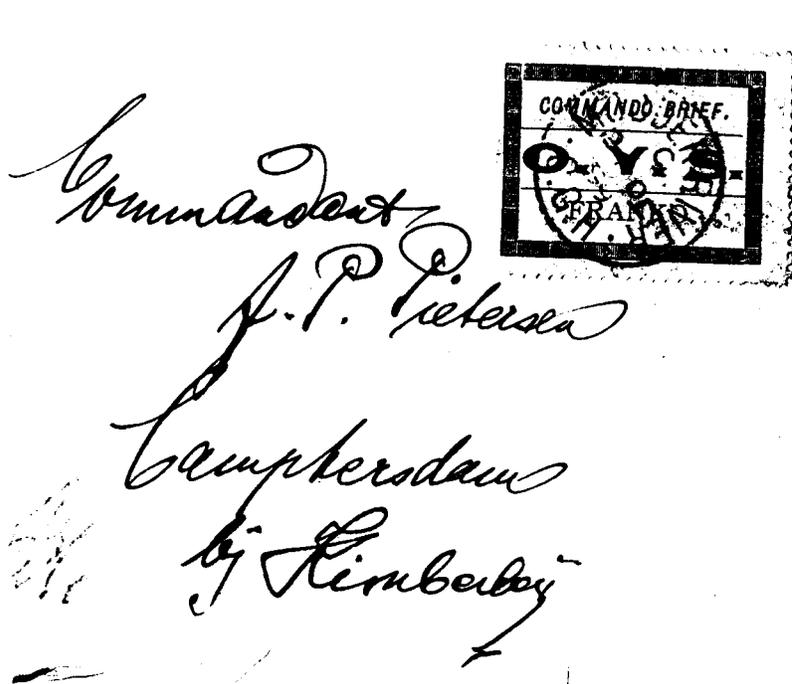
Type I: Burgersdorp 24 January 1900 arriving Bloemfontein 26 January.
 Letter traveling via rail north across the Orange River via Nthulie to Springfontein then on main line to Bloemfontein. Usage of both 1d Free State postage stamp and Commando Brief Frank may indicate confusion regarding franking privilege regulations.



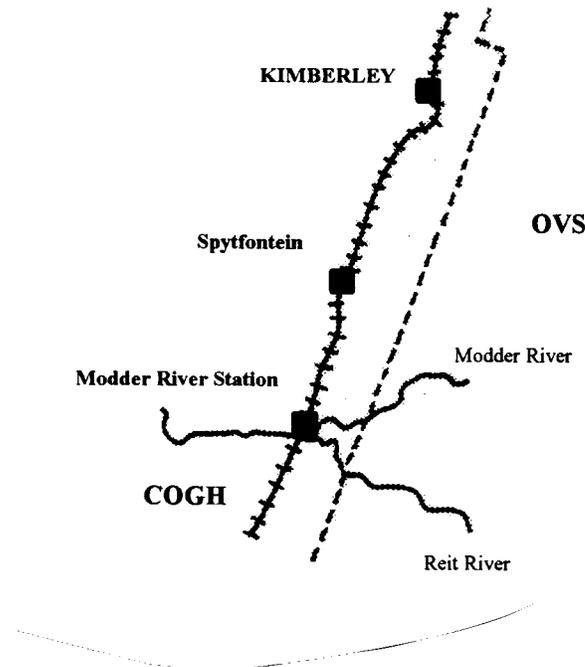
Bloemfontein arrival cancel

COMMANDO BRIEF FRANK

USAGE: TYPE 2

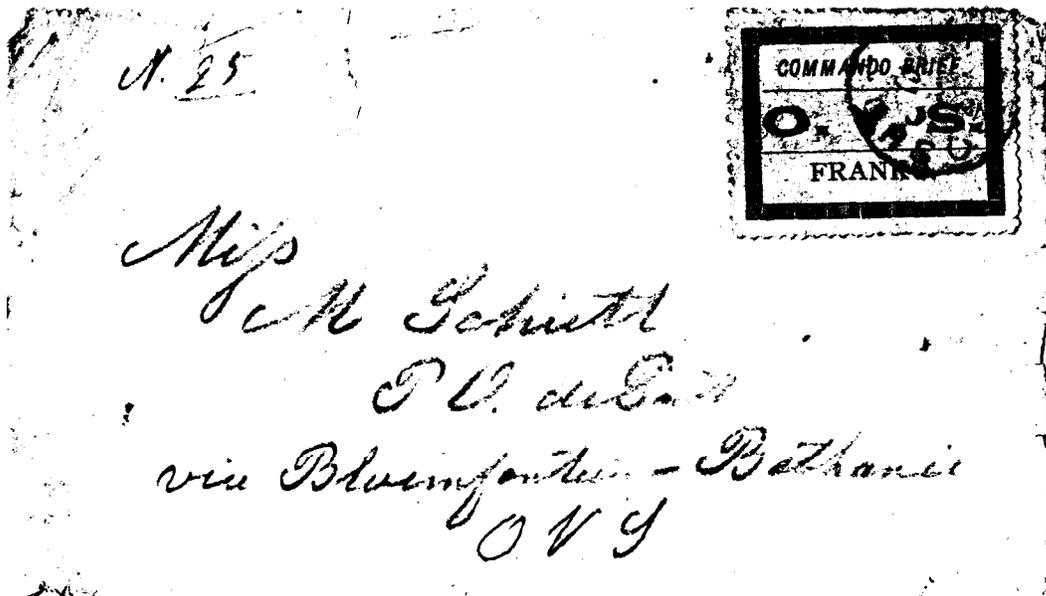


Type 2: Modder River 30 October to Kimberley with purple pencil noting arrival same day. Sent to Commandant J.P. Pietersen at "Camphersdam by Kimberley". Kimberley came under siege by Boer forces on 14 October and remained so for 124 days until relieved by Maj. -Gen. French, 15 February. Cecil Rhodes was among those within besieged city.

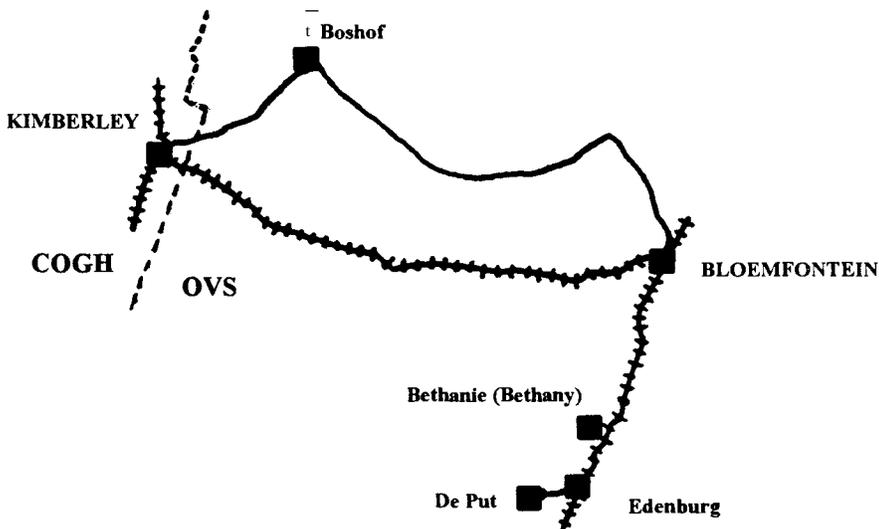


COMMANDO BRIEF FRANK

USAGE: TYPE 4



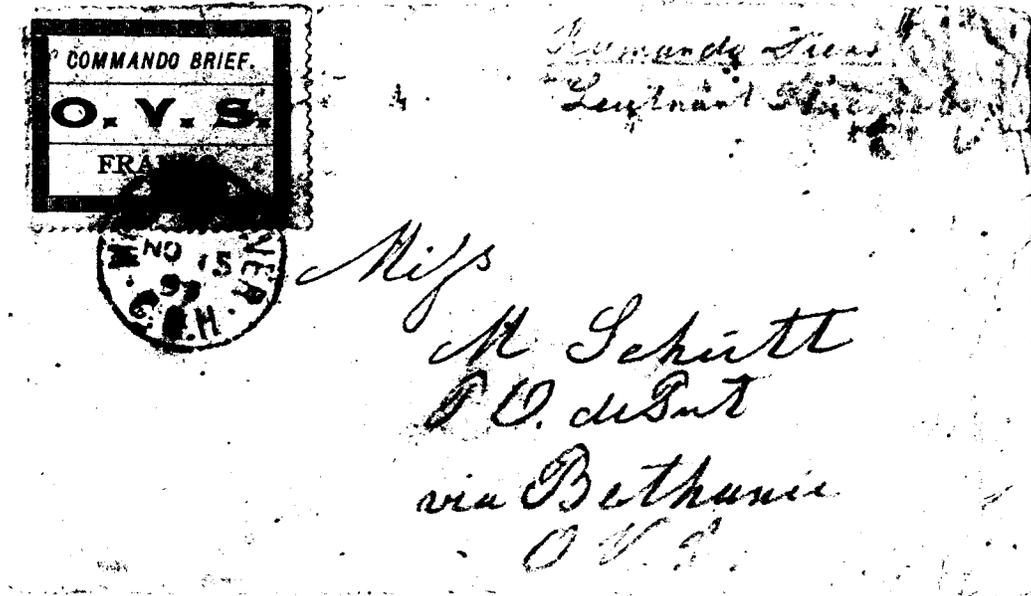
Type 4: Boshof 8 November to De Put via Bloemfontein on 11 November Same correspondent as prior cover posted on his way to Modder River. Cover went via road to Bloemfontein taking 3 days.



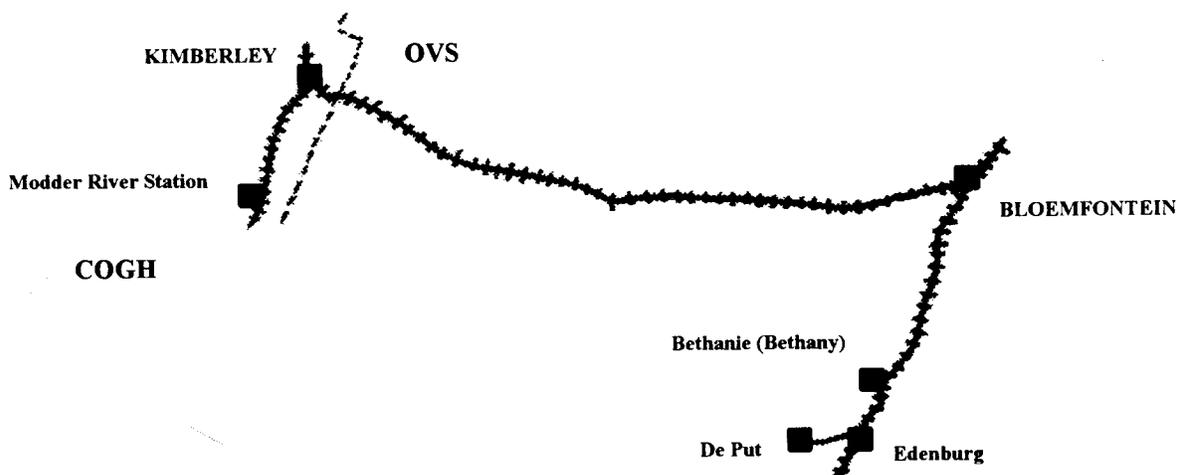
Bloemfontein arrival cancel

COMMANDO BRIEF FRANK

USAGE: TYPE 36



Type 3: Front from Modder River 15 November to De Put south of Bloemfontein. This and the following cover are from a Commando "Leutenant" on his way to the western front. Routing is unknown, but probably via rail all the way to Bethanie and Edenburg, then by road to De Put. Forces at Modder River engaged the British beginning 23 November at Belmont to the south until retreating from their dug-in positions on the 28th.



Cover With A Story

Bill Brooks/USA, Editor

Many covers, entires and cards have interesting background stories - sometimes even unique in the annals of philately. If you have postal history items in your collection, ferret-out those interesting items and share a story of two. Forward your cover and story to me at P.O. Box 4158, Cucamonga, CA 91729-4158 USA.

Looted by the Boers. . Frederick P.

Lawrence, Ph.D., FRPSL

This installment focuses on an "On Active Service" cover sent from an officer (lieutenant) in the Bechuanaland Rifles to a nursing sister in the fever ward of the station hospital at Zeerust, Transvaal.

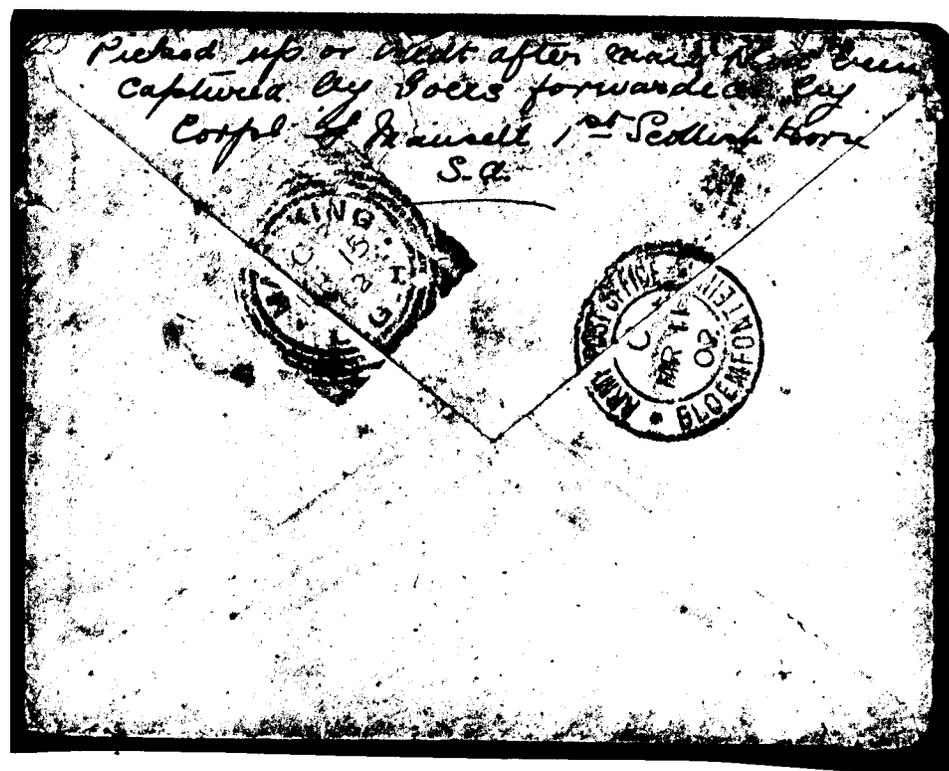
The cover is improperly franked at the soldier's concessionary rate by a 1d Z.A. R. stamp, overprinted "E.R.I." for the British occupation. This rate was available only to enlisted men. It was postmarked at the Army Post Office, Johannesburg, where the stamp may have been applied, in early March, 1902 (date partially illegible due to damage). The cover also carries the "Passed Press Censor" double triangle applied at Johannesburg.

While in transit, the mail carrying this cover was captured by the Boers. The contents of the the envelope in question were looted and possibly destroyed; then, the envelope was abandoned on the veldt by the Boers. It was later recovered by a soldier of the 1st Scottish Horse, and was reentered into the mails.

The reverse of the cover shows it backstamped "Army Post Office / Bloemfontein / MR 11 02"; also accompanied by a Mafeking, C.G.H. (March 15, 1902) squared circle date-stamped, enroute to delayed delivery in Zeerust.

The manuscript endorsement on the back flap reads as follows: "Picked up on Veldt after mail had been captured by Boers. Forwarded by Corpl. F. Mansell, 1st Scottish Horse S.A."

This item was recently from the stock of Argyll Etkin, London, who described it as "A curious wreck item."



Fakes, Forgeries and Facsimiles

Frederick P. Lawrence, Ph.D., FRPSL, Editor

Question & Answer Panel Chair

Reader contributions for future columns may be forwarded to Dr. Lawrence at 5016 South Kenneth Place, Tempe, AZ 85282-7265 or by e-mail to FPLinA@aoL.com

Welcome to the first installment of "Fakes, Forgeries and Facsimiles", the newest specialty column in *Forerunners*, which will cover the often dark world of non-genuine material of southern Africa philately. This column is a production of the Question & Answer Panel. Panel members, and all other Society members, are asked to contribute future installments about the fakes, forgeries and facsimiles known in their areas of collecting interests and expertise. As Panel Chair, I serve as editor of the column. Contributions for future columns may be forwarded to me as listed in the header. Please support this column by sharing your knowledge of southern Africa philatelic fakes, forgeries and facsimiles with your fellow society members. Now, let's look at a modern forgery of a cancel from the famous town of Mafeking.

The Bechuanaland Protectorate H.O. Mafeking Cancel Forgery..

Frederick P. Lawrence, Ph.D., FRPSL

Mafeking, whose present-day spelling was changed back to the native "Mafikeng" in 1980 when it was incorporated into the former homeland of Bophuthatswana, is famous for its defense by a British garrison commanded by the Colonel R.S.S. Baden-Powell, during a Boer siege during the Second Anglo-Boer War. The philatelic products of the siege - the 16 "Mafeking Besieged" overprints and the three photographic or "blueprint" stamps - are well known, and because they were produced in such small quantities, are priced accordingly, and have been the targets of forgers since the relief of the siege. The late Robson Lowe discussed forgeries of the siege stamps in the November 1992/February 1993 issue of *Forerunners* (p. 160), and I provided some further information, including modern-day facsimiles of the "blueprints" and forgeries of the siege cancel, in the July/October 1993 issue (pp. 62-64). The late Roy Setterfield discovered a forgery of the MAFEKING C.G.H. squared circle cancel (Goldblatt SC6), dated May 17, 1900, the day of the relief of the siege. I discussed this same cancel forgery in the March/June 1994 issue (p. 37).

Because of the value of genuine Mafeking stamps and cancels from the period of the siege, and all of these forgeries and facsimiles related to that time, one might be tempted to think that there would not be any attraction to the production of bogus Mafeking philatelic material from later in the 20th century.

Although Mafeking was in the British Bechuanaland colony - later annexed to the Cape of Good Hope colony - it also served as the administrative capital of the Bechuanaland Protectorate, from the inception of the protectorate until 1945. Protectorate stamps were separately maintained in Mafeking for franking mail which dealt with protectorate matters. Protectorate mail was canceled with separate handstamps which identified Mafeking as the Home Office (H.O.) of the protectorate.

In 1995 the American Philatelic Society (APS) announced that 45 fake British colonial postmark devices, discovered in the estate of a then-deceased dealer in British area material, had been donated to the APS reference collection. Included among these was a fake BECH. PROT. H.O. MAFEKING double circle date stamp (Fig. 1).

Figure 1. The fake BECH. PROT. H.O. MAFEKING cancel as reported by APS.



Writing in the APS journal of January 1996, Ken Lawrence (no relation to this writer) stated that several of these devices were manufactured in order to forge first day covers of particular stamp issues, but others are probably found on items of traditional postal history. The date of the fake protectorate cancel (12 V ??) is not completely legible, as the year cannot be clearly discerned. A set of three stamps was released by the protectorate on May 12, 1937, as part of the Coronation issue of King George VI and Queen Elizabeth, and first day covers were canceled with the date "12 V A37" (Fig. 2). It seems reasonable to conclude that the fake protectorate cancel was intended for forged first day covers of the Coronation issue. However, to-date the APS has not recorded any examples of use of these 45 fake British colonial postmark devices, including the fake protectorate cancel.

All 45 of the fake postmarks are depicted in the January 1996 issue of the APS journal (p. 24). While the actual devices do not circulate, for obvious reasons, researchers may obtain a complete set of impressions for study by sending \$10 to Mercer Bristow, Director, American Philatelic Expertizing Service, P.O. Box 8000, State College, PA 16803 USA. Mr.

would appreciate that opportunity to examine any covers that bear these markings.

specialists on the Question & Answer Panel will contribute future installments to this column which discuss these fake

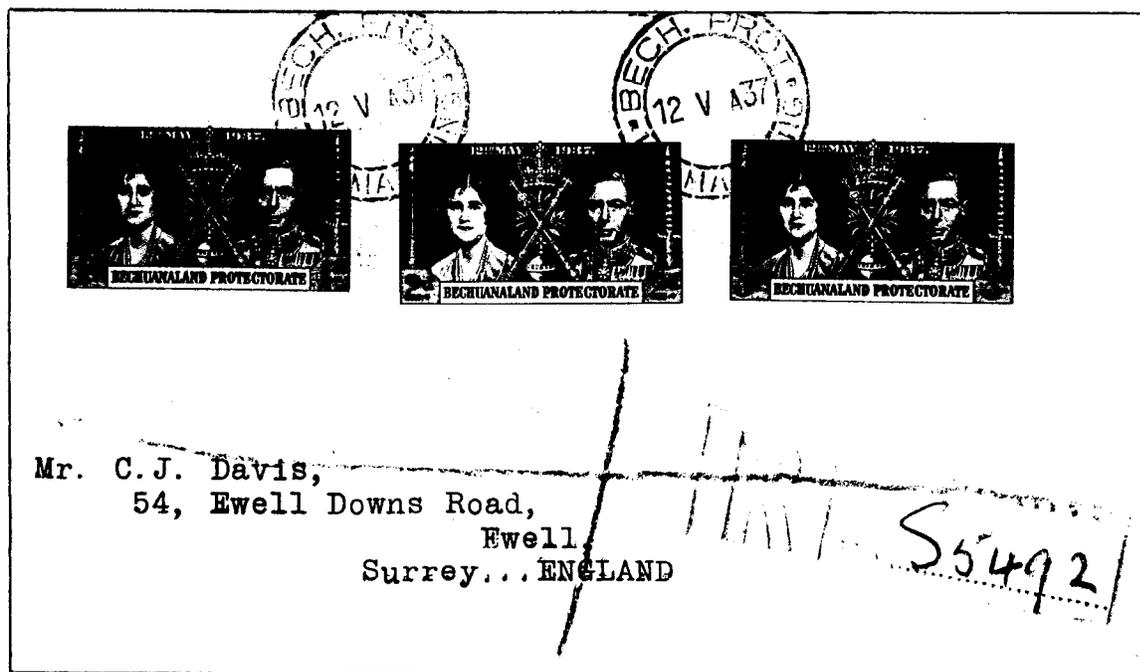
In addition to the fake BECH. PROT. H.O. MAFEKING cancels.

cancel, there are also fake double circle date stamps of

CHINGOLA, NORTHERN RHODESIA and MBABANE, and facsimiles of southern Africa philately! SWAZILAND. I hope that the Rhodesia and Swaziland

Until next time, be informed and be aware of fakes, forgeries

Figure 2. Genuine Bech. Prot. H.O. Mafeking, 12 V A37 cancels, on FDC of the 1937 Coronation issue.



Postage Dues

Jan Stolk/The Netherlands, Editor

Reader comments, examples of marks and guest author installments are welcomed.
Rotterdam, The Netherlands or e-mail atjanstolk@uni-one.nl

Send yours to Jan at P.O. Box 33223, 3005 EE

Handling of Unpaid or Underpaid International Airmail Items From South Africa..

Jan Stolk, Editor

Unpaid or underpaid items with an address of sender:
Despatched from the following post offices - Bloemfontein, Cape Town, Durban, East London, Germiston, Johannesburg, Kimberley, Pietermaritzburg, Port Elizabeth, Pretoria and Windhoek (SWA).

The sender received a card or note from this post office about the deficiency and a request to pay the full amount due. After payment the item received a red cancel with "postage paid - port paye" and was despatched. An example of these marks are shown in Figure 1.

Unpaid or underpaid items from other offices not mentioned

above were divided into three groups:

1. More than 50% of the postage has been paid. The item will be despatched by airmail with a Tax mark stating double deficiency in centimes or after 1966 a mark was applied according to the Vienna/Lausanne system (Fig. 2).
2. Less than 50% of the airmail postage has been paid. When this amount is sufficient for surface mail the item will be sent by surface mail without Tax but marked: "Insufficient prepaid for transmission by Airmail" (Fig. 3).
3. Less than 50% of airmail postage has been paid. When the amount is not sufficient for surface mail the item will be sent by surface mail with a mark: "Insufficient prepaid for transmission by Airmail" and with a Tax mark stating double

deficiency in centimes or after 1966 a mark according to the Vienna/ Lausanne system (F.9).

Figure 1. Example of the "Postage Paid - Port Paye" cancel.

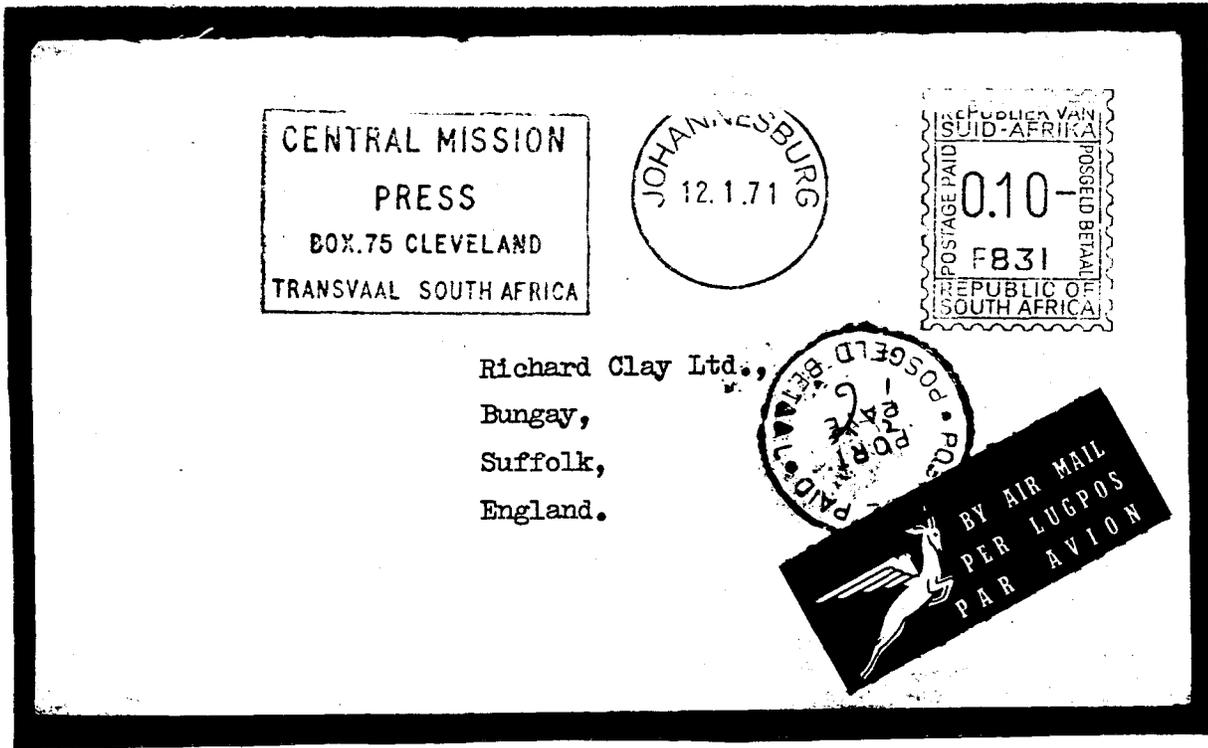


Figure 2. Example of Tax mark stating double deficiency in centimes according to Vienna/Lausanne system.

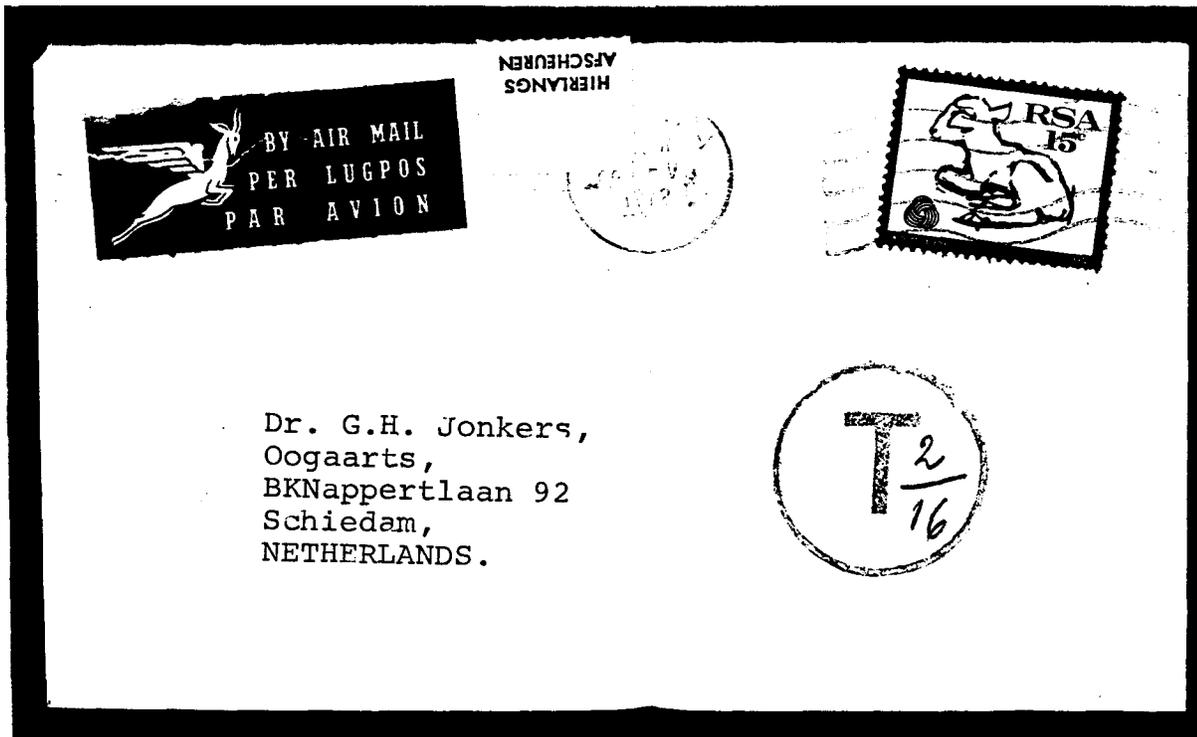


Figure 3. Example of air mail item sent by surface class without Tax but marked "Insufficient prepaid for transmission by Airmail".

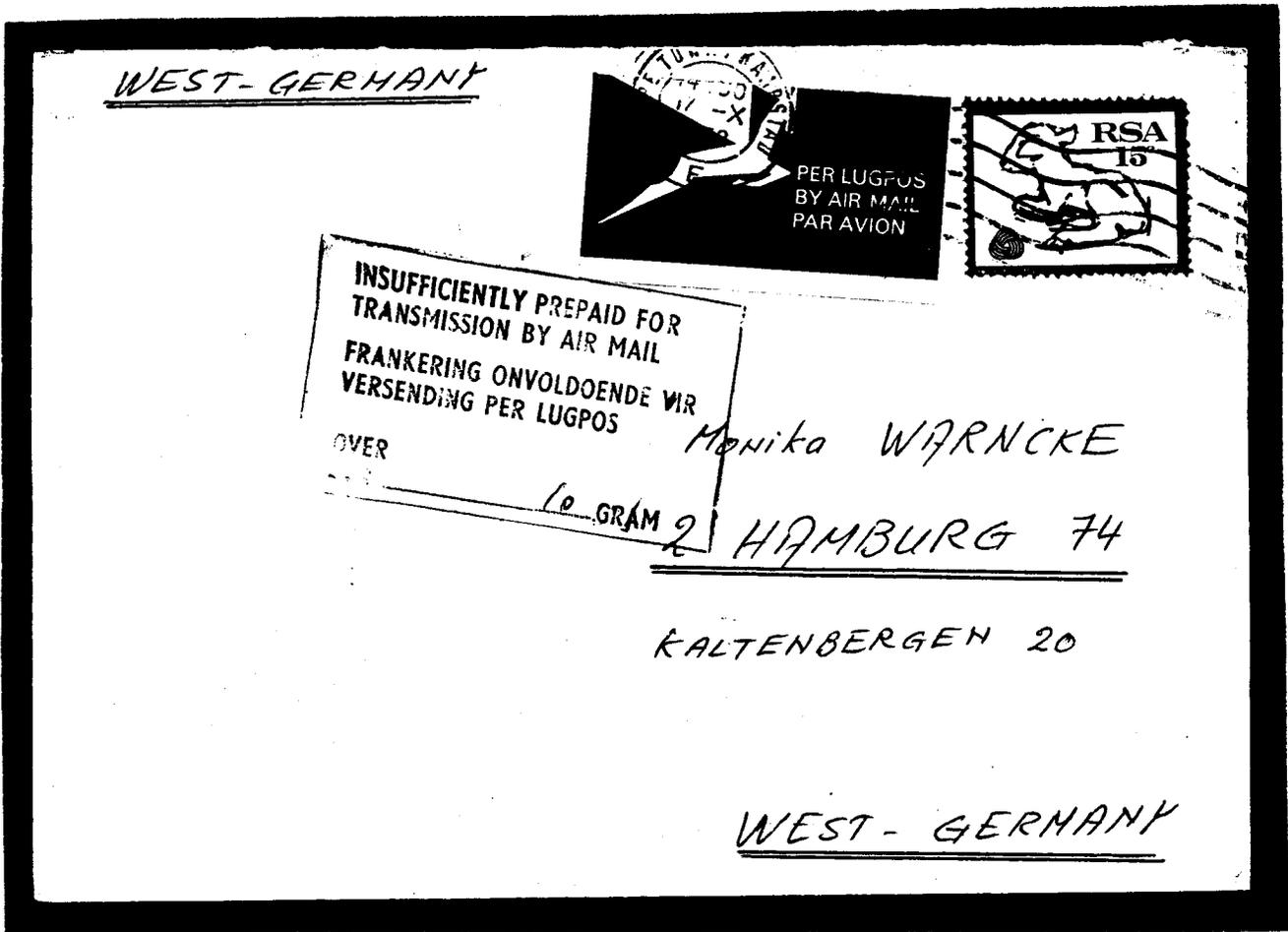
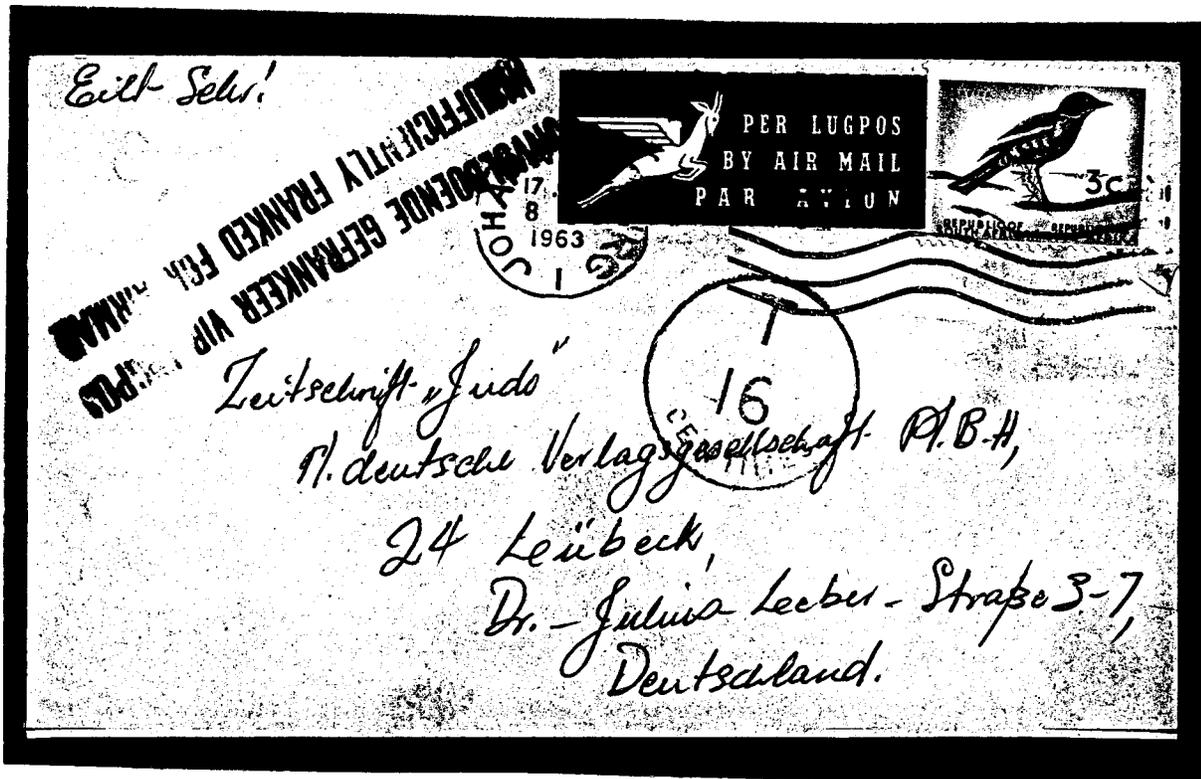


Figure 4. Example of air mail item with insufficient postage even for surface class showing "Insufficient prepaid for transmission by Airmail" and Tax mark stating double deficiency in centimes according to the Vienna/Lausanne system.



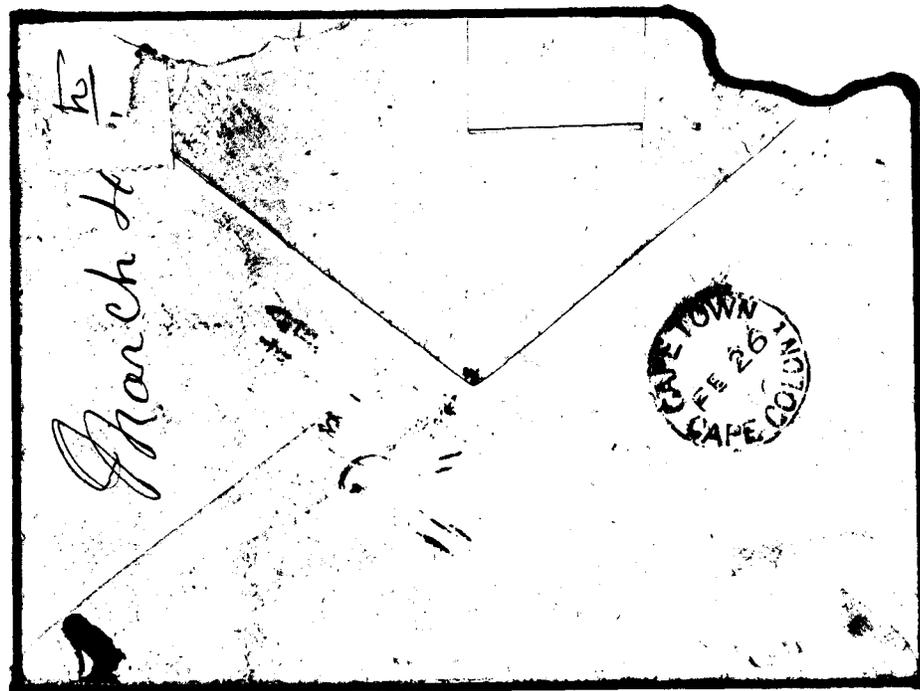
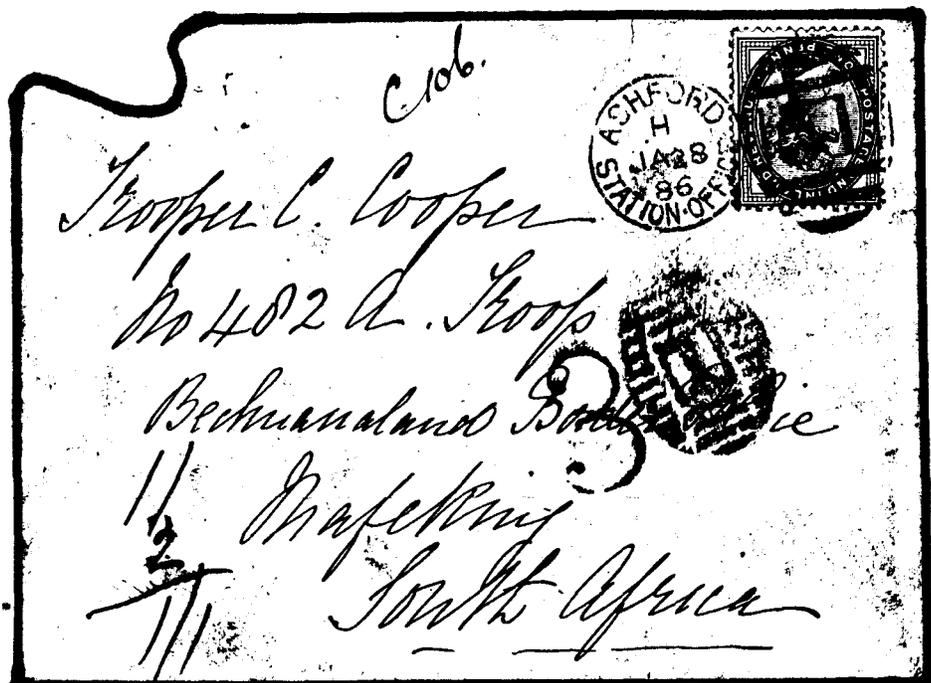
In response to a previous column, I received two magnificent Tax covers from Frederick Lawrence. Both were taxed according to the Paris UPU convention of April 1879. I hope other readers will follow this example and send me copies of their taxed covers and tax marks.

Cover A. This item was posted on January 28, 1886 from Ashford Station Office, UK to Mafeking, British Bechuanaland. The UK-to-Bechuanaland rate was 8d per $\frac{1}{2}$ ounce, in effect from January 1, 1886. The cover was franked with 1d, so it was insufficiently paid by 7d. Double this deficiency was 1s2d due, of which the Cape GPO received 10d and British Bechuanaland received 4d. The cover was first charged "3d" in Cape Town (February 26, 1886 backstamp), but this was obliterated by an inspector's 13-bar numeral "1". Then the cover was charged 1s1d (manuscript "1/1"), but this was marked out by a single horizontal pen stroke. Finally, the cover was correctly charged 1s2d (manuscript "1/2"). It was received in Mafeking on March 4, 1886 (manuscript date). When the cover was posted, the 8d rate had only been in effect for four weeks. The damage in the upper left corner is due to rodents.

Cover B (next page). This cover was posted on March 31, 1890 from Earl's court S.W. (London), UK to Mafeking, British Bechuanaland. It shows a Kimberley transit cancel

(May 11, 1890) and Mafeking receiver mark (date illegible). The cover was further forwarded to Croydon, England (UK). This is shown by a London transit cancel (August 25, 1890) and Croydon receiver mark (August 30, 1890). The UK-to-Bechuanaland rate was 6d per $\frac{1}{2}$ ounce, in effect from October 1, 1888. The cover was franked with 4d, so it was insufficiently paid by 2d. Double this deficiency was 4d due, all of which as due to British Bechuanaland. The Bechuanaland-to-Natal rate was 6d (via the Cape). The total postage due was 4d + 4d + 6d = 1s2d. The cover was originally charged 6d + 2d = 8d, then +2d = 10d. The 6d was changed to

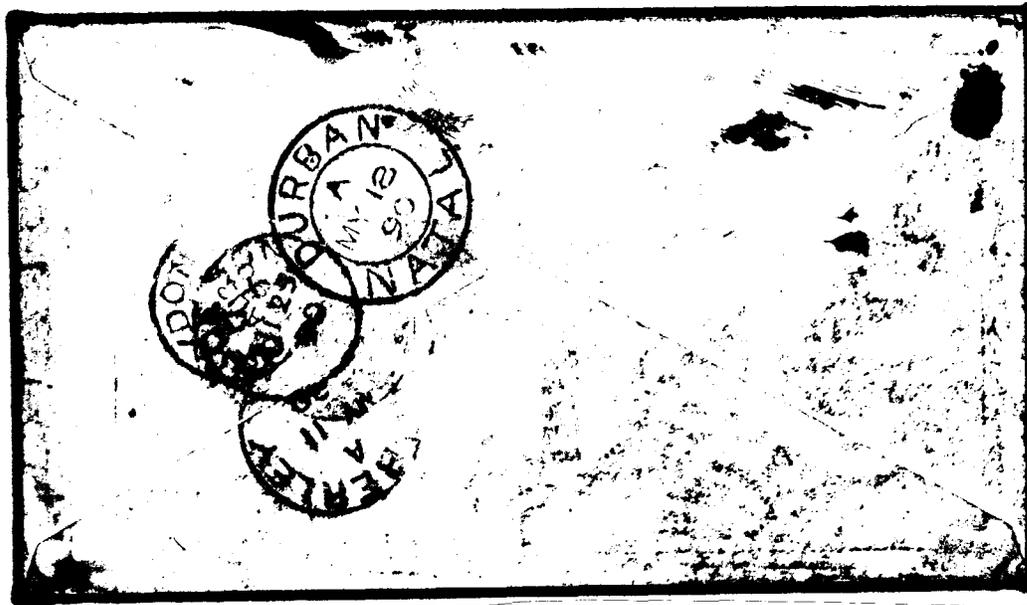
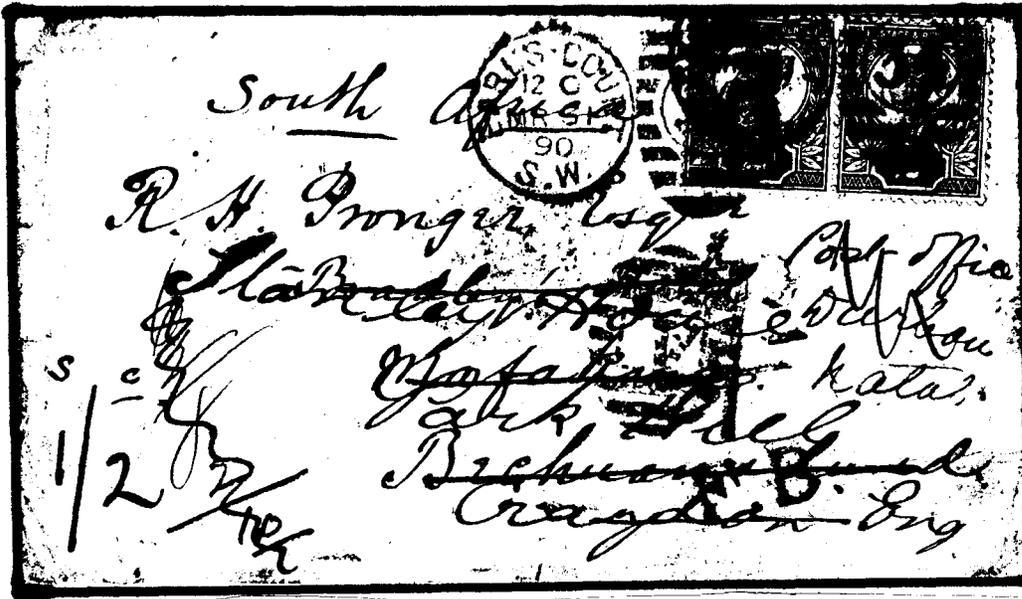
Cover A. Underfranked cover from the UK to Mafeking, British Bechuanaland.



to 8d, after which all the charge amounts were marked out with a wavy line. Finally, the cover was correctly charged 1s2d (manuscript "1s/2c"). The cover has an inspector's 9-bar numeral "4" and "F.B." marking from the foreign branch of the London post office, where it was probably correctly charged 1s2d postage due.

My thanks to Frederick for sharing the above with us. It is my hope that other readers will now be spurred on to send in items for future columns... Jan

Cover B. Underfranked and forwarded cover from London, UK to Mafeking, forwarded to Durban and then on to Croydon, UK.



ATTENTION, ATTENTION, ATTENTION!!!!!!

Your Treasurer seriously needs to update the record for those members with e-mail addresses. He has found that a number of the e-mail addresses in Society records are incorrect and/or no longer active. If you have recently added e-mail or changed your e-mail address in the last year, please let Bob know by e-mailing him at:

bobbisey@strato.net

The Rhodesias

Alan J. Hanks/Canada, Editor

Comments and updates to this column are invited, as are installments for future columns as a guest author.

34 Seaton Dr., Aurora, Ontario, Canada L4G 2K1, or e-mail him at a.hanks@aci.on.ca

Send yours to Alan at

Northern Rhodesia George VI 1½d and the "Tickbird" ... Alan J. Hanks, Editor

The definitive stamps of Northern Rhodesia for George V, George VI and Elizabeth (first set) all had a similar design. It consisted of a vignette of the ruler's head set in a frame containing the figures of value at the top, the country name at the bottom and animals to the left and right of the design. These animal figures consisted of a giraffe to the left and a pair of elephants to the right, and a native boat in the far background with four figures in it (Fig. 1).

Figure 1. KGVI 1½d definitive design.



These stamps would no doubt have been of interest to the thematic collector as well as collectors of African material. A number of scarce varieties have occurred on these stamps, most notably imperforate between vertically on the George V 4d value (SG 6) with one copy recorded and imperforate to margin on the same stamp, with one pair and a block of six.

These were described and illustrated by Otto Peetoom of Ormskirk Stamps in issue No. 1 of *The Rhodesian Philatelist* in July of 1993. In the George VI values, imperforated between horizontal varieties are known on the 1½d value (SG29), two blocks of four, two pairs and as block of twelve from the lower left corner. These were described and illustrated by Mr. Peetoom in issue No. 10 - December, 1995.

A variety which is not as dramatic as those described, "Tickbird" flaw.

but is nonetheless interesting, is that known as the "Tickbird" flaw. This is found on both the 1½d carmine-red and yellow-brown stamps (SG 29 & 30) of the KGVI series. A block of the yellow-brown



stamps (SG 29 & 30) of the KGVI series. A block of this stamp is shown below in Figure 1.

The flaw is readily visible with the naked eye as a "squiggle" of solid color on the back of the smaller elephant in the right hand side of the design and is illustrated enlarged in Figure 2.

The carmine-red value was included on the original issue date of March 1, 1938 and it was first thought that there was only one printing. However, the value was used for the surface and airmail letter rates of internal destinations as well as for countries in the African Postal Union. Later research showed that there were actually three printings, with a total number of stamps in excess of five million. This fact is quite surprising, as mint copies of SG 29 are relatively uncommon. The yellow-brown value was issued in January of 1941 and saw extensive use. Delving into dealer's boxes of covers will attest to this, while mint copies are readily available. Three copies of the flaw are illustrated below (Fig. 3).

Figure 3. Examples of the "Tickbird" on three copies of 1½d value.



The left and middle copies are SG 29, one used from Chingola (?) and the other from Mankoya, and the right-hand copy is a mint SG 30. Mint copies of SG 29 are excessively scarce and this particular stamp was described in detail by Otto Peetoom in issue No. 13 of *The Rhodesian Philatelist* in February of 1997.

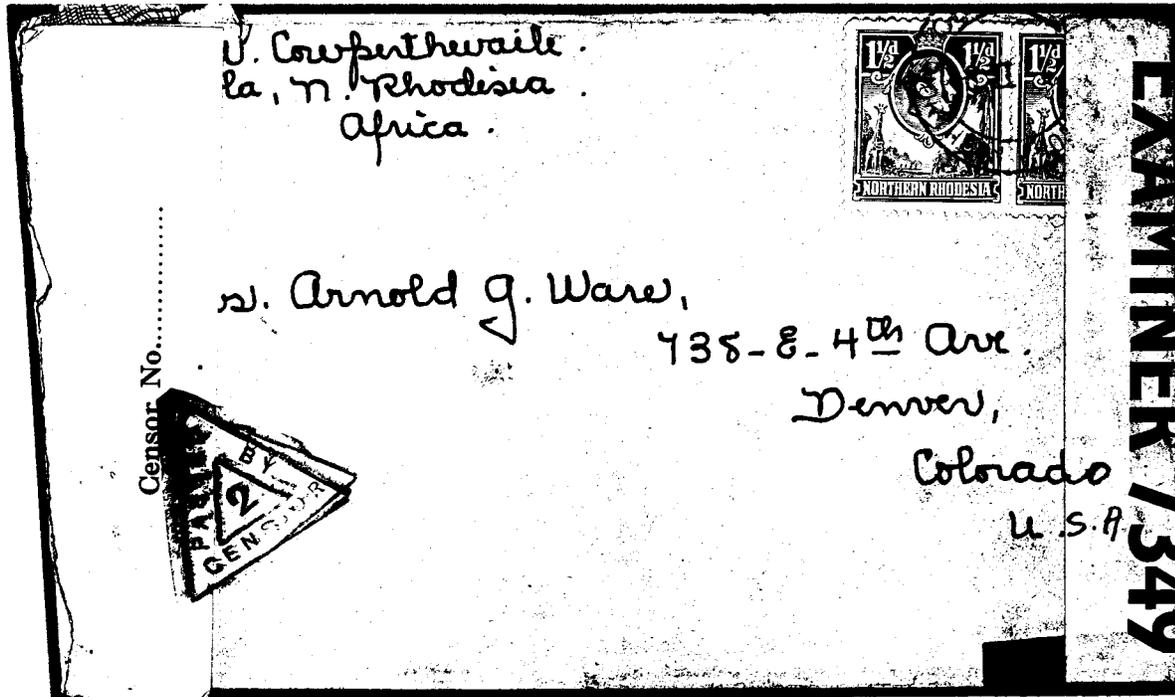
Copies of the flaw on cover are quite scarce and I have only ever seen two examples of SG 30 used on cover, one of which was in execrable condition and the other being illustrated on a 1942 cover from Chingola to Colorado (Fig. 4). The variety is fortunately on the left stamp!

In the Peetoom article on SG 29, he describes the "Tickbird" as a white egret, but I believe this is incorrect. The *Animal Life Encyclopedia* describes two birds known as "Oxpeckers" or tick birds, one the yellow-billed oxpecker and the other the red-billed oxpecker. These birds belong in the family Sturnidae, whereas egrets are in the family Ardeidae and most feed in shallow water or muddy areas. The exception is the

cattle egret, which feeds on insects in grasslands and will often above, although rarely on the elephant, who seem not to follow large animals who kick-up insects as they walk, hence tolerate them. So, from a biological standpoint, our "Tickbird" the name. These egrets, originally found only in Africa will flaw is somewhat of a misnomer, although I am sure the name follow buffalo, antelope, zebra and elephants. True tick birds will stick. Until next time.

feed directly on the skin of rhinoceros and the animals listed * *

Figure 4. A rare cover (from Chingola to Colorado) showing SG 30 "Tickbird" flaw.



South West Africa/Namibia

Hans Ulrich Bantz/South Africa, Editor

Reader comments, updates and installments for future columns are invited by contacting the Editor at P.O. Box 6913, Westgate 1724, South Africa or by e-Mail at ulib@mweb.co.za

Summary: This installment deals with the opening of the first German South West Africa postal agency at Otyimbingue. The intention is to give a sense as to the difficulties encountered by the first postal agent, Hugo von Goldammer. Included is information concerning the equipment he received, as well as, the postal rates and routes applicable during the time when the Otyimbingue canceller was used from 16 July 1888 until the end of November 1891.

Our first installment of the column closed with the acquisition of Angra Pequena by the German merchant Adolph Luderitz in 1883. Dr. Ey rated this acquisition in his handbook: *The Stamps of the German Offices Abroad and of the German Colonies, and Their Cancellations* (authorized translation by Erich Heides, Balje ueber Stade 1951) as follows:

"There was nothing attractive about Southwest Africa, the territory placed under German Protection with appropriate flag-hoisting ceremonies on August 7, 1884. A wide arid desert belt along the coast, and in the interior tribes, Hereros

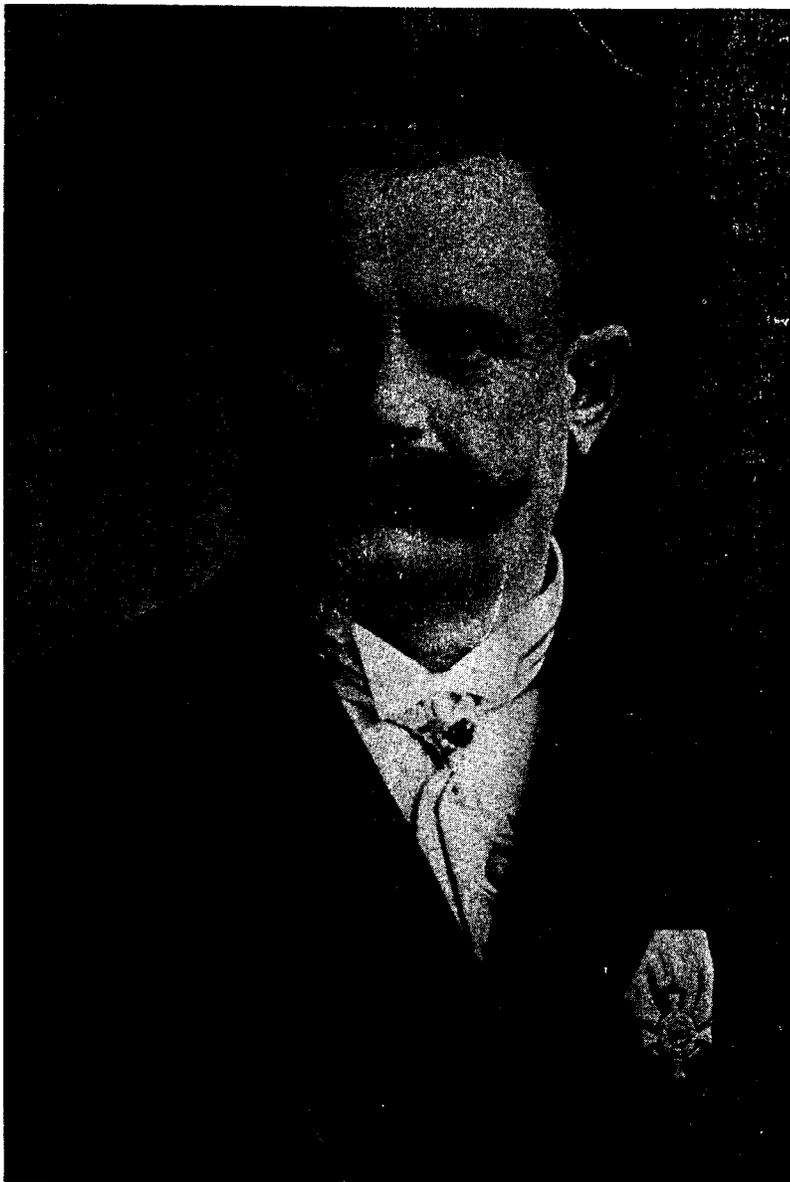
and Hottentots, which had come as conquering invaders and fought each other continuously in embittered strife permitting no safety to be established. Nobody had wanted the country. Only missionaries had been performing their unselfish service since 1805. Even England had refused in 1880, when Bismarck sent the following telegram to the German Consul in Cape Town: *I have been informed by Mr. Luederitz that the Colonial Office entertains doubts whether his acquisitions north of the Oranje River are entitled to German protection. You are requested to*

declare officially that he and his undertakings are under the protection of the German Empire. (signed) Von Bismarck

That was in 1884. A mission station established in 1849 existed at Otyimbingue, which was chosen as the seat of "Government". This comprised Dr. Heinrich Ernst Goring, Imperial Commissioner of South West Africa, Polizei Wachtmeister (police constable) Hugo von Goldammer (Fig. 1), who was expected to establish a police force and to assist Dr. Goring as "Amtsdiener" and Referendar Louis Nels, as a Trainee state official.

There was only one established harbor along this hostile coast, Walvisbay, on which England had already laid her hands in 1878. Routes for mail transport were, as one can imagine,

Figure 1. Hugo von Goldammer, first South West Africa postmaster
Bezuidenhout collection.



extremely poor. Runners carried the mail to Walvisbay, about 200km west of Otyimbingue, from where it was taken by sailing ships to Cape Town and from there by weekly British mail steamers to Southampton. The Cape Town-Southampton leg of the route was, by distance, the longest, but time-wise was the shortest, taking 20 days under normal circumstances.

The Cape Colony did not belong to the Universal Postal Union (U.P.U.). The rate for a letter was initially 60 pfennig (pfg) per 15 grams, reduced to 40 pfg as of January 1889. The exchange of correspondence took far too long for effective communication between Otyimbingue and Germany.

Dr. Goring asked, shortly after arriving in South West Africa,

- from the A.

for the establishment of a postal agency at Otyimbingue and for the admission of the protectorate to the U.P.U., in order to take advantage of its lower rates. His request was granted under the condition that the "German Colonial Society for South West Africa" would establish a regular boat service between Cape Town and Walvisbay, and would organize a safe and reliable runner service between Otyimbingue and the coast. This was accomplished by contracting the services of the schooner "Louis

Alfred" which travelled the Cape Town-Walvisbay route every second month.

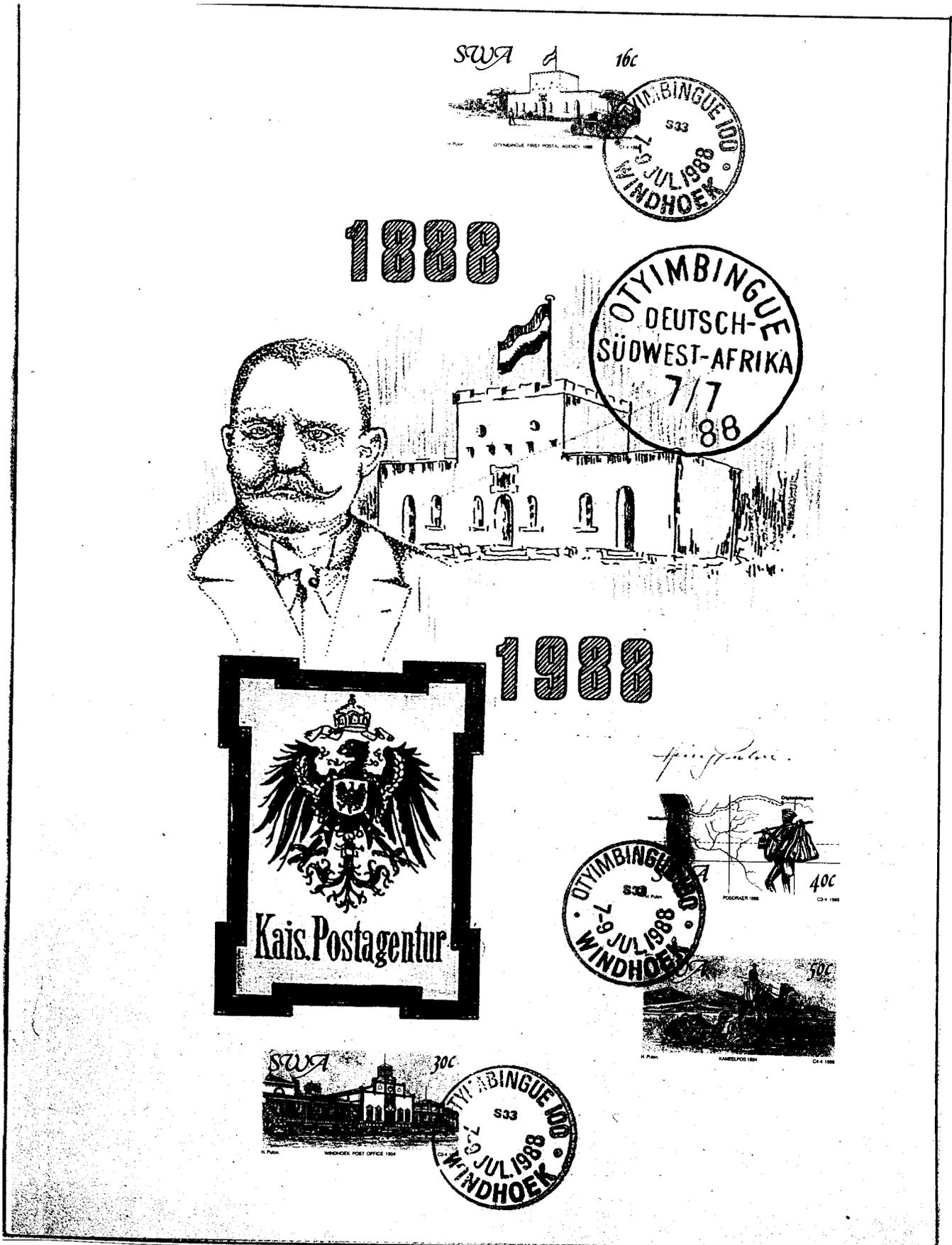
Von Goldammer was, besides his other duties, appointed postmaster for the Otyimbingue postal agency. German South West Africa was admitted to the U.P.U. on July 1, 1888. However, von Goldammer received the letter, dated April 12, 1888, with the instruction to open this agency on July 1, 1888, only on July 15. He informed the Imperial Minister of Posts in a letter, dated August 12, 1888, that he opened the Otyimbingue postal agency on July 16, 1888 for the first time - not on July 7, 1888, a day given as the official opening date in various publications which is incorrect (von Schumann, 1988: *Hugo von Goldammer 1856/1905*. A short biography of the first postmaster of South West Africa - Exhibition catalogue Otyimbingue 100; pp. 6-12, Windhoek 1988; in German).

The cover of the exhibition catalogue reflects that the event was held on the occasion of the centenary of the opening of the opening of the first post office in South West Africa/Namibia (Fig. 2). It shows von Goldammer, the

Otyimbingue government building, the postal agency sign, the Otyimbingue canceller used at the time by the first post office

as well as the set of commemorative stamp stamps cancelled with the exhibition postmark.

Figure 2. Cover of the Exhibition Catalog for OTYIMBINGUE 100, centenary of the opening of the first post office in South West Africa.



In preparation for its opening, Otyimbingue received the following standard equipment for a colonial postal agency: (1) Official seal inscribed "Kaiserlich Deutsche Postagentur" above Otyimbingue, the imperial crown and the posthorn (Fig.3); (2) a date stamp [Fig. 4]; (3) a box with day/month numerals and slashes separating the day from the month. [The slugs were inserted by hand on a daily basis and fastened with screws. Numerous errors can occur. The numerals for the years were delivered from Germany annually. Emergency measures had to be taken, if the year slugs failed to arrive on time.]; (4) a "T" postage due cachet [Fig. 5]; (5) an iron apparatus for inking the cancellers; (6) one brush to clean the cancellers; (7) one underlay for stamping - cancelling pad; (8) one knife to open the letter bags; (9) one brass letter scale; (10) a set of weights for the scale; (11) one cast iron letter box in blue enamel; (12) one post office sign cast from zinc; (13) five waterproof mail bags which could be sealed; (14) five regular mail bags; and (15) consumables - ink, coils of string, sealing wax, postal forms, registration labels [Fig. 6] and (16) German stamps and postcards [Fig. 7].

Figure 3. The official seal.

Figure 4. The date stamp.



Figure 5. The postage due cachet

Figure 6. The registration label.

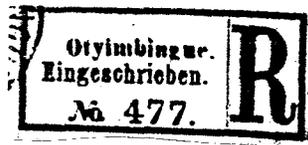


Figure 7 Stamps & postcards* (Michel numbers in brackets)

- 2000 5pfg. stamps (40)
- 2000 10pfg. stamps (41b)
- 4000 20pfg. stamps (42c)
- 500 50pfg. stamps (44b,c)
- 200 2mark stamps (37c)
- 500 U.P.U. 10pfg. postcards (P14)
- 100 10+10pfg. reply paid postcards (P15)

* Referred to under the term "Vorlaufer" (forerunners).

Applicable postal rates to Germany for items of mail mostly found in collections, from the opening date until April 30, 1890, were as follows: *ordinary letter* - 20pfg. per 15 grams, *postcard* - 10pfg., *registration* - 20pfg., and *primed matter* - 5pfg. per 50 grams.

On May 1, 1890, German inland rates were introduced to encourage communication between the motherland and its colonies. The lower, new rates were as follows: *ordinary letter* - 10pfg. for 15 grams, *letter of 15-25 grams* - 20pfg. (the so-called *sweite Gewichtsstufe*), *postcard* - 5pfg, *registration* - 20pfg, *printed matter* - 3pfg.

Constant unrest among the natives forced Dr. Goring and his staff, including the postal agent von Goldammer, to move in the direction of Walvisbay and eventually actually having to go there, thus ending up on British soil. Von Goldammer took his equipment along and a unique situation arose as a result. He actually used the German Otyimbingue canceller on British territory - a German post office abroad? The timetable for the use of this canceller reads as follows: *Otyimbingue* - 16 July 1888 until about 15 November 1888, *Usab (Husab)* - November 1888 until December 1888, *Walvisbay* - December 1888 until 8 July 1889, *Otyimbingue* - 9 July 1889 until September 1889, *Garinaub* - September 1889 until October 1889, *Tsaobis* - October 1889 until 13 March 1890 and *Otyimbingue* - 14 March 1890 until 30 November 1891.

The Otyimbingue postal agency was closed at that time and von Goldammer moved with his equipment to the new seat of government - Windhoek - where he applied the Otyimbingue canceller until the proper Windhoek date stamp arrived from Germany in March of 1892.

Otyimbingue was reopened as Otyimbingue on July 1, 1895 and closed on April 30, 1915 when the South African forces entered the area during World War I. But this is another story to be followed-up in the next South West Africa column.

Until then I invite the reader to contribute to future installments of this column.

READER ASSISTANCE SOUGHT!!!

Journal feature articles, "Cover with a Story", "A Philatelic Favorite", "And Other Stories", "Bits & Pieces" all needed for future issues.

Also seeking a member to take over handling the advertising management function Contact the Editor

Modern Times

Will Ross, Editor

Comments, updates and installments as a guest editor for future issues are encouraged.
 Calabasas, CA 91302, or e-mail him at rosskw@earthlink.net

Contact Will at 4120 Schuylkill Drive,

This installment is written in haste, as I race out of town on business. Given the short time that I had available to write a column, I felt at a loss for material that could be described in a few sentences and do it justice. My friend, our editor, came to the rescue.

When Bophuthatswana attained its independence in 1977, its first postal emissions included definitive stamps, a commemorative stamp set and postal cards. The stamps are easy to find mint, a little harder to find used, and getting harder to find on cover. The postal cards were always tough and getting tougher to find. But those are not my topic.

Boph issued two other types of postal stationery that day in December. They were Inland and Overseas Aerogrammes.

Figures 1 and 2 are mint aerogrammes from my collection. I have never seen either one commercially used, nor have I ever seen a first day cover. Long time readers of the journal well know that the search for commercially used examples is one of the longest lasting "Challenges" to the reader. Undoubtedly, very few of them were used commercially. When I find them, and I shall, they will be true gems of my collection. If any of you have them or have seen them, please let me know.

Wish I had more time dear readers, but work is the constant companion that keeps me from my stamps. My home office is a mess of unsorted covers, stamps and stamp literature. The amazing thing is that when I tell my wife, "I'll clean it up next century," I really meant it! Until next time, Happy Stamping.

Figure 1. Boph mint
Inland Aerogramme.

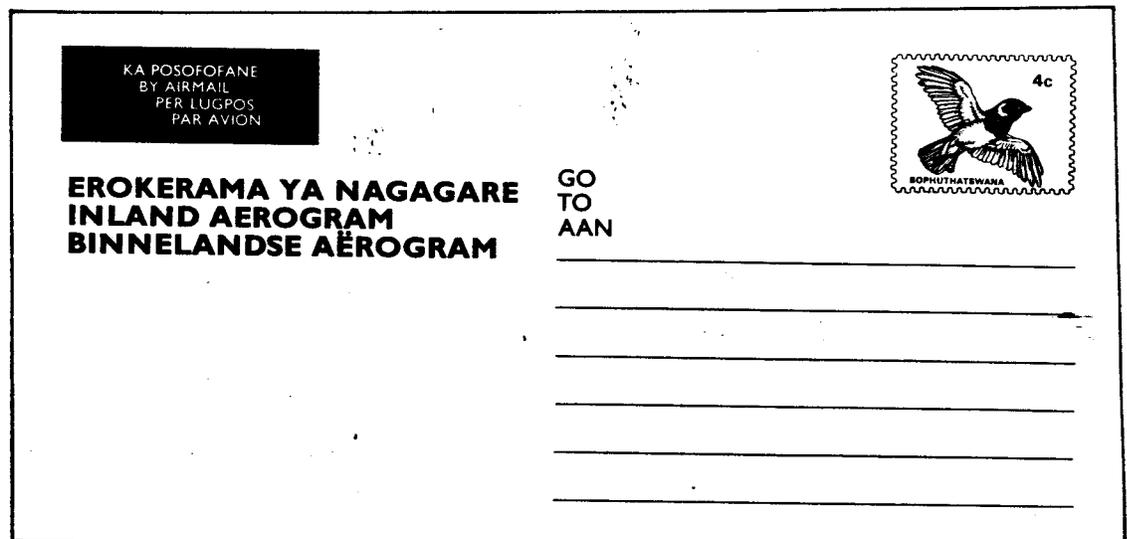
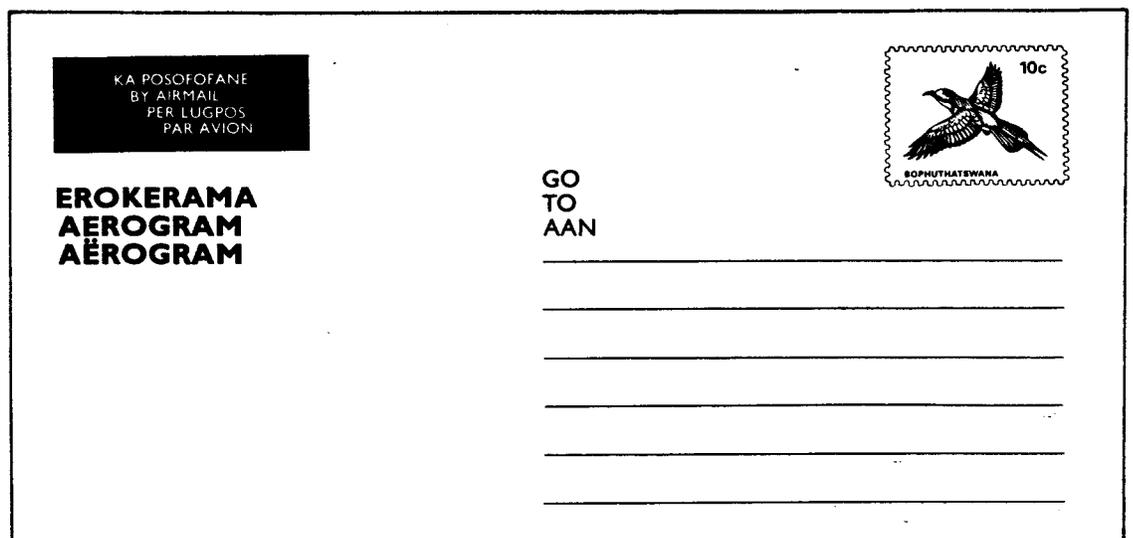


Figure 2. Boph mint
Overseas Aerogramme.



Society Affairs

A Few Words From Your Board:

Vice President's Message.. Regis Hoffman/USA

This is my first message as newly elected vice-President, so perhaps some introductions are in order. I have collected African stamps and postal history for most of my philatelic life, with special interest in military mail, civil censorship, modern postal history, and fiscals/revenues. My wife, Gina, is very supportive, and my two small children seem to have an interest in my stamps - especially the ones with animals on them!

My first task is to thank all the previous officers whose dedicated work has enabled the Society to prosper and grow. We have had meetings at major national and international shows, been represented by numerous exhibits, and have a first-class journal to share our knowledge and discoveries with other collectors. Each of these is critical in maintaining an active organization, and we all owe a debt of thanks to those members who have contributed to the success of our society. To continue this success will require the efforts of all members, be it by writing articles, publicizing the society, by attending and helping out at meetings.

There are two topics I would like to address in this column. The first is exhibiting, and its importance to the Society. Exhibiting is one way to disseminate your knowledge, gained by philatelic study, with other collectors and members. I have found that exhibiting forces me to study and explain various items of postal history that may have languished in a "miscellaneous" pile for years. In addition, this exposes other collectors to the many facets of African philately, and hopefully will lead to new members, which further strengthens the Society. A side effect of this is the opportunity to recast your exhibit into articles for *Forerunners*, which is another way to help the organization.

I have seen several exhibits of southern Africa philately, but wish there were more. Several topics I would love to see exhibits on are (If you have an exhibit on one of these, great! I am not slighting anyone, but I do not know all the exhibits that are shown): "The Stamps of Basutoland", "The Stamps of Nyasaland", "South African Occupation of German East Africa", or maybe a thematic exhibit on the mineral wealth of South Africa (such as the gold fields or diamond mines). The possibilities are endless, and need not exhaust your wallet.

The second topic is the value of a society such as PSGSA. One unique aspect of the Society is that it encompasses a rather broad geographic and philatelic reach; everything from

Bechuanaland to Zululand, from British colonies to Homelands, and from the Boer War to independence movements. I find this broad reach fascinating, and one of the strengths of the Society. It is very difficult to study any specific area of southern Africa philately in a vacuum; rather, one needs to fully appreciate the complexity and richness of the philatelic heritage.

* * *

The Secretary's Scribblings . . Ron Strawser/USA

As I am not only one of PSGSA's new officers, but am also one of its newer members, I thought I should introduce myself. I am a married 46-year-old petroleum engineer living in Midland, Texas. I have long specialized in the stamps, covers, and postal stationery of the Belgian Congo, which I have exhibited nationally and internationally. I also collect and hope to exhibit such diverse areas as Zanzibar postal stationery and the postal history of the US 1940s Famous Americans issue. About two years ago I began collecting Transvaal postal stationery, which led me to join the PSGSA. This led me to the position of Secretary after a bit of arm-twisting. I have enjoyed the benefits of belonging to this and several other philatelic societies and look forward to giving back some to the hobby. It can be of any assistance to any of the members I can be reached at 4 Amhurst Court, Midland, TX 79705 USA, or via e-mail at strawserCiglobal.net which will get a quicker response.

* * *

Treasurer's Report. . . Bob Hisey/USA

Submitted below is the financial report for Fiscal Year (FY) 98/99, ending June 30, 1999: As a result of stringent cost control, we ended up FY98/99 better than budget by \$895, and with a net increase in our bank balance of some \$1200. However, the budget for next year, FY99/00, does not look as good. Dues income for FY99/00 will be some \$800 lower due to lower membership and no carryover of previous year's dues.

Our budget for FY99/00 dues income is \$3000, versus an actual cost of the journal for FY98/99 of \$3200.. Assuming \$200 income from the auction and \$400 from ads (actual 98/99) leaves only \$400 for all other expenses, and zero to help rebuild our reserves.

On the up side, if we gain members and continue stringent cost control, we may come out better. We presently have 112 members active at the end of 1998/99, including 8 life members and also 12 non-paying exchange memberships

Respectfully submitted, Bob Hisey, Treasurer.

From The Archives... Tim Bartshe, Director/Archives

What follows is an expanded letter I wrote recently for "The Philatelic Exhibitor"(TPE). It is somewhat applicable, as we have quite a few photocopies of exhibits in our archives. Beginning with this issue I want to start running a series of articles dealing with exhibiting from the synopsis to the exhibit itself This is one of the best ways of expressing our philatelic ideas and concepts in a cogent package of stamps, covers and minimal words to put forth a story.

Exhibiting: Something for Everyone

Introduction

I would like to take this opportunity to talk about something that has become very near and dear to this old philatelic heart; exhibiting at stamp shows. I have been collecting stamps for over 45 years, almost uninterrupted; well, OK, when I was a college student and so poor I did not know whether to buy dinner or gas for the car. I have been a philatelist for nearly 20 years, beginning to study what I was putting into those albums, the history behind the stamps. For those of you that are members of the AAPE (American Association of Philatelic Exhibitors), I apologize for repeating my thoughts put in the last issue of *The Philatelic Exhibitor*. For those of you who are not, it is a quarterly publication edited by John Hotchner and deals with all aspects of exhibiting as well as judging feedback. A while back, John requested a short note from exhibitors regarding how long it took for one to bring home a gold medal at a National Exhibition. What follows is similar to what I wrote in answer to this request.

Background

Over the past 20 or so years I specialized in the Boer Republics, particularly the Orange Free State. As luck would have it, most of the major collectors were breaking up their holdings (unfortunately for their owners, posthumously) and I was in a position to take advantage of the acquisition opportunities that arose. Over the years, I toyed with "doing something" with my collections someday, but never took that first step. I became active in specialist societies and began to write articles and columns in order to enhance my knowledge of the areas. This was as good a first step to exhibiting, but still far from that precipitous leap.

Two events changed my philatelic life permanently. Early in 1996, I became acquainted with Stanley Luft, an international exhibitor and APS judge for exhibits and literature, and subsequently became involved with the Collectors Club of Denver as well as the ROMPEX committee. Also, in November of that same year, David Crocker, a renowned philatelist and dealer from South Africa, as well as a good friend, visited me at my home. During his stay with me I had the occasion to show him my OFS collection, stock pages and

volumes of material roughly arranged in "order". I was surprised by his comments ranging from "I have never seen an example of this before" to "You should organize this and exhibit". With encouragement from such accomplished philatelists, each with vast experience in exhibiting as well as accredited judges, I finally entered into the labor that would lead to my first exhibit.

Where to start? Read Randy Neil's book and photocopy the collection and start to paste up the story that I wanted to tell. Where to exhibit? Well, ROMPEX was my "home" show and with it coming up in six months, I figured, why not. To begin exhibiting at a National show, skipping the local regional stamp show, was somewhat aggressive, but I elected to be baptized by fire. After all, I had the material; it was up to me to present it in a way that could be appreciated and understood by others. Two hundred hours later, I had enough put together to gain critical analysis from experienced friends and fellow members of PSGSA. A few changes and the final printout of the 80-page exhibit and I was ready for mounting at ROMPEX 97. I was told it was as good an exhibit, but self-doubts pervaded my heart. Arriving Saturday morning to find a vermeil ribbon along with a special AAPS award ribbon was truly a great relief and joy for me. I had done it and survived!

At the judge's critique, I asked what I could do to improve my award. Dan Brouillette told me that there was little to do on the material. What put me DOWN from a gold medal was the fact that I introduced a few covers, wanting more (Dan's words). I smiled and thought of all the covers I left out, having limited myself to only five frames! The next time out at Omaha, I added 16 pages of covers and was rewarded with my gold along with the APS research medal as frosting on the cake.

The following year 1998, I basically took off from exhibiting. I had achieved one goal and began another by entering into the APS apprentice judge program completed at STAmPsHOW last August in Santa Clara. Having that under my belt, I dove back into exhibiting. My next exhibit was a 5-frame display of the postal cards of the Orange Free State until occupation. That has received a gold both times it has been shown along with the Marcus White award. A one-frame exhibit will debut at ROMPEX in May and a new frame exhibit will be shown at Cleveland (kind of honoring our annual meeting). This is so much fun, and I have learned more about my collections in two years than I did in 20. Many discoveries have been made and new paradigms created; all because of some encouragement from a few friends.

I do not live with the illusion that this is the norm, nor do I expect any or all of my future exhibits to fare as well. However, I was fortunate to have the MATERIAL to make a

gold-medal exhibit. All it took was the work to make the material earn the award. Similarly, a well put together exhibit without the real monster items will still be rewarded with a fine medal-level award. It is the story, a beginning, an end and a nice juicy middle, that make a good exhibit worth looking at. A well thought-out exhibit generally receives a very good medal level and not all gold-medal exhibits require a million dollars worth of material.

Future

We at PSGSA have a unique opportunity to expand the exhibiting community by "just doing it" with our collections. We represent a broad cross-section of southern Africa philately that few people in the United States know about. What might be common to exhibitions in England are rarities here. I do not know how long it has been since the Orange Free State has been exhibited across the country at World Series of Philately APS shows. Geldhof was an active APS member and published his treatise 1938! When was the last time you viewed an exhibit of Transvaal, Natal or Rhodesia at a stamp show? Thank heavens for Bob Taylor and Guy Dillaway who have been exhibiting Cape material for a number of years and David Wessely's Bechuanaland, all of which were available for viewing at PACIFIC 97.

Based upon what members have contributed to *Forerunners* over the years, there are as lot of fine collections out there waiting for their story to be told. There are no laws in the APS judging manual which state that exhibits must be classical and expensive. The difficulty of acquisition is the key point, not how much money was spent (you can look it up; it is the rules!). Many new exhibits are coming onto the circuit composed of second half 20th century material. In fact, the APS now has a new medal level for post-1980 material, so the excuse of "I do not collect classics" will not hunt. So many fertile areas exist in our areas, particularly since the beginning of the struggles for independence in southern Africa; Rhodesian civil War, Border Wars in Angola-Namibia and Homeland postal history, just to name a few. These are all areas that would be welcomed additions to any exhibit committee's frame inventory.

Just getting started is one of the largest hurdles to overcome. Without someone there to help you from making the normal but novice mistakes brings fears to even the strongest of hearts. I know I have been there and so have many other members. There are so many things to think about, from the title page (second most important page of the exhibit) to computer programs to the synopsis (THE most important page(s) of the exhibit, in my opinion). Over the next issues we will deal with all aspects related to the exhibit and exhibiting itself.

anyone interested in dipping their philatelic toes into the exhibiting waters. There are many ways to do this. A good place to start is suggestions for reading material. The APS Judging Manual (4th edition just released) is one of the most important publications an exhibitor could read. It is not just for judges! Many exhibitors do not have a copy and have never bothered to read what judges are supposed to look for in judging an exhibit. This book outlines the criteria utilized to determine how an exhibit fares with its peers in a particular category. It tells you how to organize an exhibit and what to show though not necessarily how to show it. That last problem can be dealt with by borrowing Randy Neil's book on how to put together an exhibit. Between these two you are on your way.

Secondly, title pages, synopsis pages and selected pages from exhibits will be shown on occasion in *Forerunners* to help show what a good page looks like as well as may be a bad one. TPE does this as well, but ours would be a focus on our area and our very own peculiarities and peccadilloes. Thirdly, that group of encouraging members would be willing to critique pages as fellow exhibitors as well as judges. I know of at least five APS accredited judges that are members and probably more and a few of them would also be willing to make critical comments on exhibits.

This all leads to the bottom line I selfishly wan to promote. Every year we have an annual meeting at this PEX or that and a few of us show up and trade war stories over as beer or a cup of coffee. The annual meeting for PSGSA in 2002 will be held at ROMPEX in Denver the weekend after Mother's Day. I am guaranteeing the ROMPEX committee that we will fill at least 100 frames! That is 1600 pages of southern Africa material from probably about 15 exhibits.

I know that I can count on about six or eight of those exhibits today. Where are the other frames going to come from? Well, that is where you, the "closest" exhibitor, come in. There are almost three years left before the meeting in 2002, plenty of time to create an exhibit in the mind, put it on paper, have it fine-tuned and finally mounted in frames.

If you have never tried to exhibit before, you will really love it, once you get over the initial fear of "ridicule and rejection". Believe me, it does not happen in the real world. Judges are there to help, not "ridicule" (at least most of them) and no exhibit committee will "reject" an exhibit out of malice. The public appreciates the most entertaining and attractive exhibit, no necessarily the million dollar one.

Please let me hear any feedback from you regarding this idea and the pages you see in this edition. What can be don to help out? Any and all comments welcomed!

I, myself, and many other members want to aid and assist

Society Meetings

1999 Annual Meeting Notes. . .Ron Strawser, Secretary

PSGSA held its annual meeting at the APS StampShow in Cleveland on August 28th. Eight members were in attendance including Bob Taylor who chaired the meeting. The Treasurer's report was presented and the election of officers was briefly discussed. The complete results of the election were not available at the time of the meeting.

Tim Bartshe proposed the **PSGSA meeting for 2002 be held at ROMPEX** in Denver, Colorado during the third weekend in May. He wants to have 100 frames of southern Africa exhibits at this show, so our members should start thinking about what exhibits they can show there. Tim hopes to obtain some judges that are very knowledgeable in this area. More details will be forthcoming. It should also be mentioned that Tim gave a very interesting talk and slide presentation on the early issues of Transvaal that was enjoyed by all of those in attendance.

Society to Meet at LONDON 2000

There will be a joint meeting of the southern African specialist societies during the international. PSGSA will be participating. The date is May 28th, the time slot being 10:30 a.m. to 1:30 p.m. Further details later.

Stamp World 2000, Anaheim

This event is to be held during July. There are tentative plans for a meeting there. More to come later.

* * *

News of the Membership

Welcome Aboard

*No new members this reporting period. * * **

Member Biographies

Regretfully ye olde Editor has packed his files so well, in anticipation of moving to a new residence, that he is unable to locate the member biography archive. Therefore, we will have to wait until the Nov/Feb issue for "bio's" to appear.

* * *

The Honor Roll

This feature acknowledges Society members for notable achievements such as exhibit awards (in any area), philatelic judging, assuming positions of responsibility and publishing. Society publications receiving awards are also noted. Members are encouraged to notify the Editor of their achievements.

Forerunners - Silver awards at JOPEX 99 (South Africa), APS STAMPSHOW 99 and COLOPEX 99.

D.E. Hyland - Gold & PSGSA Best Exhibit Award at JOPEX for "The Bechuanalands", an exhibit covering the Bechuanalands and Stellaland from 1884, and some revenue stamps, both mint and used, varieties and correct usage on cover were included - as reported by Ulli Bantz and Alan MacGregor.

Introducing our Aerophilately Column Coeditors

Paul Magid began collecting as a youngster and soon moved from a world wide collection to British Empire and from there to Rhodesia. In an effort to expand on his Rhodesia collection, by including postal history, he bought a few air mail covers - first flights on the Cape Town route. He soon reached a point where he began to concentrate on Imperial Airways African route and its feeder services and has not looked back since.

Paul began exhibiting at national shows as it provided a framework for his research and write-up of covers and forced to be concise, accurate and thorough. He received gold awards at several shows and the reserve grand at VAPEX last fall. He began exhibiting intentionally when his coeditor, Kendall Sanford, invited him to send eight frames to Australia for an airmail exhibit. Since then Paul has exhibited at NORWEX and ILSAPEX in South Africa.

As Paul has not yet received an award at the large vermeil level, he is limited internationally to showing five frames, a requirement he finds confining for his Imperial Airways material which he normally shows in the US as a 10-frame exhibit. He is, therefore, thinking of putting together a narrower exhibit focusing on East African airmails to see whether it will fair better on the international scene.

Paul is as member of APS, the Rhodesian Study Circle, AAMS, the BAeF (the British Aerophilatelic Federation), and an Imperial Airways study group in Britain which is run by Stan Wheatcroft, whose uncle in Britain corresponded with the great South African aerophilatelist, Wyndham, who produced many of the covers which preserved the history of flight in Africa during the thirties.

Paul recommends any and all of the above organizations to persons interested in air mail collecting. For those who are interested in exploring the British African air mails, BAeF and the Imperial Airways group are excellent sources of support. Most of the research materials are available only in Britain and the collectors are real scholars who are generous with their time and knowledge. BAeF produces a quarterly journal which covers worldwide air mails and publishes questions from members which draw responses from experts in the field. The organization also has regular regional meetings and general membership meetings at which members can talk about their specialties. It also has auctions which contain many interesting and hard to obtain items at reasonable prices.

The Imperial Airways group meets once a year in Measham in the English Midlands which happens to be Stan Wheatcroft's home. Members swap and sell and share information about Imperial Airways arcana. The group publishes a gazette about twice a year, which is worth double the membership fee (20 pounds for Americans). I will be glad to provide additional information about any of the groups upon request.

Kendall C. Sanford has been an aerophilatelist for about 36 years, and is a life member of the American Air Mail Society (AAMS). He has a keen interest in all aspects of aerophilately, especially literature, survey flight covers and crash covers.

Ken has written many articles and is a regular contributor of book reviews and other items to all of the major worldwide aerophilatelic societies of which he is a member. In this regard, he has served as AAMS President for the 1985-86 term, and has been a member of the Board of Directors for most of the time since then. He has been a member of the American Air Mail Catalog Committee for the Foreign Flag Flights Section and the Interrupted Flights Section.

Ken was on the Board of Directors of FISA for nearly 25 years. He has given displays of his Pan Am and Imperial Airways crash cover collections all over the world. Ken is especially interested in the development of air mail services in southern Africa.

Ken has served as a judge at two of the Aeropex exhibition Australia. His most recent accomplishment was to design and publish the AAMS's internet web site for which he is the "webmaster".

In closing, Ken has lived in Switzerland and Canada for the last 23 years, and retired from his job as the International Air Transport Association at the end of 1997.

New Int'l Representative for Canada

Our Director/International Affairs, Jan Stolk, announces that **Alan J. Hanks** has agreed to serve as "our man in Canada". Alan is a long-standing member who has served us well in the past by coordinating a Society meeting at CAPEX 96, as well as being the Editor of "The Rhodesias" specialty column currently appearing in the journal. Alan has also had the honor of serving as President of the American Topical Society, one of the largest specialty organizations in the world. Thank you Alan for stepping forward! !

Society Translation Service

The following members have volunteered to provide translations - Afrikaans and German to English: Bob Hisey, 7337 Sparta Rd., Sebring, FL 33872 USA, e-mail at bobhisey@strato.net; or Dr. H.U. Bantz, P.O. Box 6913, Westgate 1734, South Africa, e-mail at ulib@mweb.co.za

The International Scene

CHINA 99 - A Success!

As reported by Frederick Lawrence:

I just returned yesterday from CHINA 99 in Beijing. It was a spectacular exhibition! (This year is the 50th anniversary of the founding of Peoples Republic of China.) It was put on by China Post which is part of the Ministry of Information. No expense was spared. New frames and above-frame lighting units were built just for the exhibits. The jury and commissioners were treated royally. The show was held in a city-block square exhibition and convention complex of six buildings, located adjacent to the diplomatic district of northeast Beijing, and took up all six buildings. Some of us who were there estimated that to do all of this in the US would cost upwards of US\$10 million.

Stamp collecting is quite popular in Asia right now and the show was packed every day. There were 35,000 tickets for each date which were sold in advance - all were sold out before the show opened. There was an additional 15,000 tickets which were put on sale at the door each day. Attendance was limited to no more than 50,000 each day. There were long lines to get in, to buy the special stamps,

presentation packs, etc., issued for the show by China Post, to get show cancels, and to see the special exhibit of rarities of Chinese philately. Thematic exhibits and the exhibits of Chinese philately in the national class were very popular, and people were jammed in 2 or 3 deep in front of the frames to see them. Midway through the show, attendance was at 350,000. When the final numbers are in, I will bet it is well over half a million bodies through the doors.

Two floors of the largest building in the exhibition center were filled with dealers and postal administrations - one floor was just dealers from China. I counted only two dealers from the US and three from Europe; the rest were from Asia.

The exhibits of Chinese philately in the national class were heavy with "liberation philately" - material from the third civil war, or "war of liberation" as it is referred to today by the PR of China government, between the Communists (under Mao Tse Tung) and the Nationalists (under General Chang Kai Shek). The Grand Prix National was the best of the "liberation philately" exhibits. The exhibitor was mobbed by the press when when the award was announced at the Palmars. We were told that he is something of a national hero in China for

having put together this philatelic record of the important communications during the "war of liberation". As always, the winners write the history books.

While there, I visited the famous Tian'anmen Square, Forbidden City, Temple of Heaven, National Art Museum (big display of "art of the struggle for liberation", Great Wall, and Imperial Summer Resort and Hunting Preserve at Chjengde. The Forbidden City and the Great Wall are imposing and impressive constructions. Even having seen the PBS/ Discovery channel/Learning channel TV specials, I was not prepared for the enormity of these edifices and the amount of resources which were expended to create them. If you see nothing else before you die, you should make every effort to see the Forbidden City and the Great Wall.

Specialty Auction being held by Dutch sister society (FVZA) - To be held on December 11, 1999. Items include the private illustrated postal stationery cards of Transvaal from the Dr. Jonkers collection; various Kruger items, e.g., postcards, letters to/from Paul Kruger, also from the Jonkers collection. Auction catalog available from The Secretary FVZA, P.O. Box 33223, 3005 EE Rotterdam, Netherlands, or e-mail at janstolk@ uni-one.nl
ABW commemoration, South Africa, October 1999 through May 2002 - additional information is available on the world wide web at: www.timelessafrika.co.za. Also, see pages 95-96 of the Nov '98/Feb '99 issue of *Forerunners*.

The Marketplace

Member adlets are free and run for three consecutive issues (one year) and then removed. Members desiring to continue the run of their ad for another period must so notify the Editor to that effect in writing.

Ad Placement Guidelines: (1) Brief ads are free to NON-DEALER Members and run for 3 consecutive issues; (2) ads may be placed by individuals who are not Society members; the commercial ad rate schedule applies in these cases; and (3) payment for an ad must be received prior to placement.

Ad Payment Options: (1) US bank draft in dollars payable to "PSGSA"; (2) Pound Sterling cheques at current exchange rate as published by major bank in local area WITH "PAYEE" LEFT BLANK; (3) Sterling, Rands or Dmark currencies at current exchange rates, or US dollars, SENT VIA REGISTERED MAIL.

Send payment only to: Bob Hisey, Treasurer, 7227 Sparta Road, Sebring, FL 33872 USA

Send camera ready ad copy to: Bill Brooks, Editor, P.O.

Commercial Ad Rate Schedule

Premium Position (inside front, inside/outside back pages):

1/2 page: single issue - \$45, annual (3 issues) - \$120 full page: single issue - \$75, annual (3 issues) - \$200 *Non premium*

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Mafeking Covers. Want to purchase or trade for covers to, from, or through Mafeking, 1885-present. Send photocopies, prices or trade want list to Frederick Lawrence, Ph.D., 5016 South Kenneth Place, Tempe, AZ 85282 USA.

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

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

Botswana. Seeking mint and used postal stamped/formula stationery - especially stampless and stamped aerogrammes, postcards, registered and/or EMS envelopes and postal orders. Peter Thy, P.O. Box 73112, Davis, CA 95617 USA.

South West Africa postal stationery. Seeking pre-1969 items. Send offers. Jan Stolk, P.O. Box 33223, EE Rotterdam, Netherlands.

Join the Philatelic Federation of Southern Africa. Write PFSA, P.O. Box 375, Johannesburg 2000, South Africa.

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