



# \*\*\*\*\**FORERUNNERS*

*JOURNAL OF THE PHILATELIC SOCIETY FOR GREATER SOUTHERN AFRICA*

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

Volume XVIII, Number 1, Whole No. 50

July-October 2004



The Centenary of the Namibian War of Anti-Colonial Resistance.  
Stamp Issued in 2004.

## Highlights of This Issue

- Progress of Southern African Telegraphs
- Development of the Railway
- Mashonaland Zebra Mail Coach
- The White Lady from Brandberg
- Interview with Franco Frescura
- SA Prisoners of War in Switzerland during WW2
- Bechuanaland Telegraphs
- Surcharged Stamps of Lesotho 1986-91
- Otto Forgeries
- Display Exhibiting

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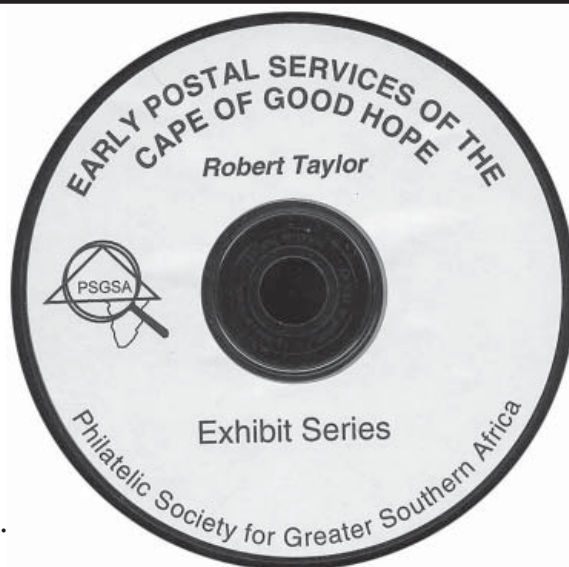
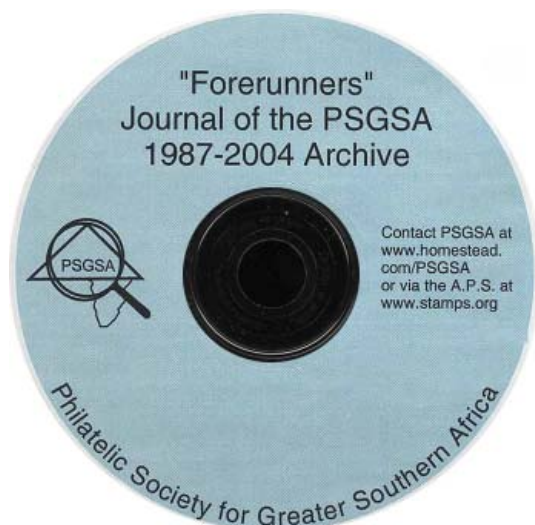
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Founded 1987

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Please report address and email changes.

#### Front Illustration:

The Namibian war of anti-colonial resistance against Imperial Germany, 1904-08, is remembered with this stamp from 2004. Independent Namibia adopted the policy of national reconciliation meaning that revenge will not be sought for past injustices.

## \*\*\*FORERUNNERS

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

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## Editorial Notes

It is a busy time for our Society. We celebrate the 50th issue of our journal. At the same time, the CD-ROM version of Forerunners is about ready to ship. It will contain all 50 issues in searchable format. Another new Society publication has just been published. And not the least, the first of a series of exhibits on CD-ROM has been released containing Roberts Taylor's Cape Postal History exhibit. See 'Forerunners Forum' section for order information. The Society web page has slightly been modernized and found a new host. There you will find a presentation issue of Forerunners that can freely be downloaded and distributed for promotional purposes. There is also a membership application form. Spread the information and help our Society grow.

The deadline of the next issue will be February 15. Please let us have your contributions - small or large - as soon as possible. Also note the call for 2004/05 dues - don't miss your copy of Forerunners.

## Society Affairs

The Forerunners is the official journal of the Philatelic Society for Greater Southern Africa. The journal is published three times per year for the periods July/October, November/February, and March/June. Subscription to the Forerunners is included in the membership fees to the Philatelic Society for Greater Southern Africa (PSGSA). The membership fees are \$25 to North America and \$30 air to Europe and southern Africa. A sample copy of Forerunners is available from the Editor for \$9. Presentation issue can be freely downloaded together with application form from [www.kronestamps.dk/psgsa/](http://www.kronestamps.dk/psgsa/). Advertising rates can be found in the Market Place section. Payment options are (1) check drawn on a US bank and made payable to PSGSA, (2) £ Sterling bank draft at current exchange rate with 'payee' left blank, (3) US \$ or £ Sterling bank notes at the current exchange rates and mailed at the sender's own risk, or (4) Paypal to the Society Treasurer at [bobhisey@comcast.net](mailto:bobhisey@comcast.net). All membership fees and other payments should be mailed directly to the Treasurer. All communications about membership, subscriptions, publications, activities, and services of the Society should be sent to the Secretary.

## Some Useful Web Links

|  |   |
|--|---|
| American Philatelic Society                    | <a href="http://www.stamps.org/TheAps/index.htm/">http://www.stamps.org/TheAps/index.htm/</a>                   |
| Philatelic Foundation of Southern Africa       | <a href="http://www.philatelysa.co.za/Home.htm/">http://www.philatelysa.co.za/Home.htm/</a>                     |
| Bechuanalands and Botswana Society             | <a href="http://www.netcomuk.co.uk/~midsoft/bbsoc.html/">http://www.netcomuk.co.uk/~midsoft/bbsoc.html/</a>     |
| BotswanaPost                                   | <a href="http://www.botspost.co.bw/index.htm/">http://www.botspost.co.bw/index.htm/</a>                         |
| South Africa Post Office                       | <a href="http://www.sapo.co.za/comm/postofficeframe.html/">http://www.sapo.co.za/comm/postofficeframe.html/</a> |
| Philatelic Society for Greater Southern Africa | <a href="http://www.kronestamps.dk/psgsa/">http://www.kronestamps.dk/psgsa/</a>                                 |

|  |   |
|--|---|
| Rhodesian Study Circle                                   | <a href="http://www.rhodesianstudycircle.org.uk/">http://www.rhodesianstudycircle.org.uk/</a>                           |
| Stanley Gibbons On-Line Stamp Catalogue                  | <a href="http://www.allworldstamps.com/">http://www.allworldstamps.com/</a>   |
| Cwiakala Auction Agents                                  | <a href="http://www.cwiakala.com/">http://www.cwiakala.com/</a>   |
| Toke Nørby's Perpetual Calender                          | <a href="http://www.norbyhus.dk/calendar.html/">http://www.norbyhus.dk/calendar.html/</a>                               |
| Orange Free State Study Circle                           | <a href="http://www.ofssc.org/index.html/">http://www.ofssc.org/index.html/</a>   |
| Rich's Southern Africa Colonies (Transvaal Study Circle) | <a href="http://dialspace.dial.pipex.com/town/terrace/ywmw18/">http://dialspace.dial.pipex.com/town/terrace/ywmw18/</a> |
| Natal and Zululand Study Circle                          | <a href="http://www.nzsc.demon.co.uk/#subscriptions/">http://www.nzsc.demon.co.uk/#subscriptions/</a>                   |
| Anglo-Boer War Philatelic Society                        | <a href="http://www.boerwarsociety.org/">http://www.boerwarsociety.org/</a>   |
| Nampost Philatelic Services                              | <a href="http://www.nampost.com.na/">http://www.nampost.com.na/</a>   |
| South African Philatelic Dealers Association             | <a href="http://www.sapda.co.za/">http://www.sapda.co.za/</a>   |

## Show Reports

Chris Miller's exhibit on WW2 South African Censorship received a GOLD at INDYPEX. Tim Bartshe received a GOLD at Rocky Mountain Stamp Show 2004 in Denver for his OVS postal card exhibit together with the American Philatelic Congress award. At the same show Jerome Kasper got a PLATINUM for his one frame exhibit on Southern Rhodesia military letter cards. Several exhibits with southern African themes at APS STAMPSHOW 2004 in Sacramento won high awards. Peter Thy's Bechuanaland postal stationery exhibit won a GOLD. This exhibit also received PSGSA's award for best southern Africa exhibit. Inglefield-Watson and Peter Thy's book on the postal stationery of the Bechuanalands and Botswana won a GOLD. Bob Hisey and Tim Bartshe's book on the telegraph system of Orange Free State was awarded a Vermeil. Tim Bartshe's exhibit on the VRI overprints of Orange Free State was shown as part of the World Series Champions. Jerome Kasper received GOLD for a one frame exhibit of Southern Rhodesian military air letters. Finally, Alfred Kugel received GOLDS for two one-frame exhibits on the Boer occupation of Natal and Cape of Good Hope. Very strong southern African showing at STAMPSHOW.

### Back Issues Available

Back issues of the Forerunners are in stock and available for purchase. These are listed by whole number: #1, 2, 3, 4, 6, 7, 8, 9, 11, 12, 13, 14, 15, 16, 17, 22, 23, 24, 25, 26, 27, 28/29,\* 30, 31, 32, 33, and 34-46. The price per copy is #1-3, \$2; #4, \$4, #6-11, \$3; #12-13, \$4; #14-15, \$5; #16-17, \$6; #22-27, \$7; #28/29, \$10; #30-33, \$7; #34-50, \$9. Prices include shipping by lowest rate. Many back issues only exist in few remaining copies. Send orders to the Editor together with payment. \* Combined as a British Africa Anthology with articles from 15 speciality groups celebrating PSGSA's 10th Anniversary during PACIFIC 97.

### Instructions for Manuscript Submissions

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



## Treasurer's Report 2003/04

We had an excellent financial year in 2003/04 due to reduced printing costs with our new printer and format, and reduced mailing costs from our remailing program. Congratulations to Editor Peter Thy and our overseas remailers, Jan Stolk and Brian Dennis.

After years of declining membership, in common with most philatelic groups, our membership has actually risen this year, with 91 members at year end. Congratulations especially to our Membership Director, Ashley Cotter-Cairns.

Financial details are shown in the attached P&L statement and Balance sheet. Our expenses were a healthy \$630 under our income, in spite of a rather poor showing in ad revenue.

Our reserves now stand at 2 times our yearly expenses, fast approaching our goal of 3 times.

Respectfully submitted, Bob Hisey, Treasurer.

### PSGSA Treasurer's Report July 31, 2004

| <b>Income</b>        | <b>Actual 2003/04</b> |                      |
|----------------------|-----------------------|----------------------|
| Donations            | 50                    |                      |
| Ads                  | 53                    |                      |
| Dues                 | 2010                  |                      |
| Misc.                | 0                     |                      |
| Total Income         |                       | 2113                 |
| <b>Outgo</b>         |                       |                      |
| Sept. journal print  | 283                   |                      |
| Postage              | 126                   | 409                  |
| Mar. journal print   | 246                   |                      |
| Postage              | 135                   | 381                  |
| June journal print   | 355                   |                      |
| Postage              | 165                   | 520                  |
| Remailing            |                       | 60                   |
| Affiliate dues       |                       | 35                   |
| Editor postage       |                       | 10                   |
| Misc.                |                       | 68                   |
| Total Outgo          |                       | 1483                 |
| Gain/deficit         |                       | 630                  |
| <b>Balance Sheet</b> |                       |                      |
|                      | <b>July 30, 2003</b>  | <b>July 30, 2004</b> |
| Assets               | 0                     | 0                    |
| Checking Account     | 3734                  | 4364                 |
| Gain                 |                       | 630                  |

## Call for 2004/05 Dues

Dues for 2004/05 are unchanged: United States \$25, Canada, Europe, and southern Africa air \$30, other destinations air \$35.

Payment options are: 1. US dollar check payable to PSGSA. 2. US, UK, or Euros banknotes in registered letter otherwise at your risk). Send to Treasurer at address given on page 1.

We can accept payments by credit cards via 'PAYPAL', a service from pretty much anywhere in the world. If you are already a member, just 'beam' the money to the Treasurer, Bob Hisey at bobhisey@comcast.net. If you are not enrolled, you can quickly investigate and sign up by using this URL, www.paypal.com. This is a very safe service, backed by eBay. It

is completely free in the US, and only a small exchange fee, which the PSGSA can absorb, for foreign members.

If you have already sent in your dues, please tell the Treasurer so the books can be corrected. It so apologies. Let also the Treasurer know if there are any changes in address and preferred email.

Finally, note that the Treasurer has a new email address (bobhisey@comcast.com).

## 'Forerunners on CD'

by Bob Hisey

After long preparation, the Society is at last able to offer all members the 'Forerunners' on CD. The CD contains all 50 issues from 1987 until today. By providing it on a CD, the cost will be kept low, and the storage space minimal.

Since no electronic files of the Journal have been available until recently (from #47), only two choices were left. The first was to scan and save each page as an image that would ensure archival accuracy. The second was to scan each page into an Optical Character Recognition program (OmniPage Pro 12) to create electronic files that could then be saved as Acrobat pdf files (pdf=portable document format, readable on any computer with the free Adobe Acrobat reader, available on their website).

The first alternative would have created a truly enormous file, in the gigabyte range, and it also was not amenable to searching.

The second created moderate files, some 3 MB per issue and 150 MB overall. It also could be searched with normal file search systems. The disadvantage is that OCR introduces its own 'typos' that have to be hand proofed and corrected.

The OCR/pdf route was taken, in spite of certain drawbacks. It was decided in the interest of time that proofing would only be done on articles and items of continuing philatelic interest and not on ephemera such as society news, auctions, adlets, and boilerplates. Some typos in the original were corrected, but all OCR typos were certainly not found. OCR also had extreme trouble with small type, especially italics. The user will also find that many page numbers are missing. They were of such small type and so close to the edge of the paper that they were often not captured and when they were, they are often wrong. Each page, however, is paginated correctly in the pdf file itself, which compensates somewhat.

The base CD is of archival quality, the best available at the present time. The manufacturer claims 300 year life, so with care it should last long enough. For best care, make a working copy and store this archival copy in a cool dark place.

The quickest and simplest way to search is to first transfer the file folder 'Forerunners' to your hard drive and then use the pdf search engine. It will then tell you which issues contain the desired word, which can then be searched individually for the actual occurrence.

The CD is available from the Treasurer at \$25 plus s/h \$5. Contact the Treasurer at the address/email listed on page 1.

# Interview With Franco Frescura

by Ashley Cotter-Cairns

Ashley Cotter-Cairns talks to Franco Frescura, renowned philatelist, professor of architecture, and one-time senior manager of philately in Pretoria

ACC: I hear you have quite a colourful history.

FF: You might say that! I was born in Trieste, Italy, on 28 September 1946. Because Trieste was on the border with Yugoslavia which, at that stage, was threatening to take it over, we moved to Rome in 1953. Following my father's expressed desire to make lots of money, in 1956 we moved to Johannesburg, South Africa, where I spent most of my youth.

Don't get me wrong. There's nothing wrong with my father wishing to make money, it's just that when I was a teenager, very little of it came my way to spend on rock 'n' roll and the company of young ladies of unspecified virtue. It was around this time that, feeling the need to harness a set of unruly hormones, I turned to stamp collecting.

I must admit that much of this impetus was provided by a specialised exhibit of "penny ships," which I saw at an international exhibition in 1960 or 1961. In retrospect it was probably Jack Hagggar's or John Driver's, and I was fascinated by the idea of studying stamps according to printing variants.

Unfortunately there wasn't anybody around to explain the meaning of such research, and I subsequently put together a small collection of 1d ships, with all sorts of arrows and explanatory sketches at the side. In the process I floated off paper a large bag of late Union stamps, probably destroying a wealth of perfectly good postmarks.

It wasn't long before I came to the conclusion that philandering was better than philately and my collection went into abeyance. In fact, I sold off most of it to a local dealer whose premises were located above a secretarial school, thereby giving me the means of pursuing both hobbies.

ACC: The usual 'youth break' from philately that I (and most readers) will recognise! What next?

FF: The next twenty years were pretty well barren, from a philatelic point of view. I read Architecture at the University of the Witwatersrand; took my time in graduating as a BArch, but then completed my MArch and PhD in minimum time. In 1966, I went to hear Robert Kennedy's speech on campus, and in 1969, I was elected to the Student Senate for the first time.

In 1971, I decided that the cartoonist's pen was mightier than the Apartheid sword, and in 1973, I was sent down from university for describing the then Prime Minister Vorster as a "butcher" and Parliament as "a pack of neo-Nazis." In retrospect I remain astounded by my own moderation.

The apartheid government wasn't nearly as impressed, and stripped me of my citizenship, including all ID documents, passport and personal papers, probably as a prelude to deportation. Fortunately, the Italians decided that they already had a surplus

of out-of-work cartoonists and plainly told the South Africans that they would not take me back. So, I sat out the next ten years in South Africa, doing research and writing books about African indigenous architecture, until 1983 when my RSA citizenship was restored to me.

In 1970, I visited the local offices of the Progressive Party, and there met a stunning, long-legged blonde called Lesley. Not wishing to pass up on the opportunity, I immediately proposed marriage, quite literally within the first five minutes of meeting her, little believing that seven months later she would hold me to it. This was on a Wednesday. We had our first date

on the Friday, the second on Saturday, and the third on Sunday. On the Monday we were arrested, together with another 600 students, for marching in protest against the local Security Police headquarters.

I am delighted to report that, thirty-three years later, we're still causing havoc together. Apartheid might be gone, but injustice lives on. On the last day of 1977, we were joined by our only child, a daughter called Gabriella, who today lives in London and is an editor with a publishing house there.

I went back to philately in about 1976, when a chance remark to a colleague on the hockey field led to me joining the local philatelic society. I exhibited for the first time in 1977 when I was awarded a vermeil for a study of the decimal provisional overprints of Swaziland, Basutoland and Bechuanaland of 1961.

At that stage I decided that exhibiting for medals was not really "my thing", and although I have exhibited regularly since then (if once every six years is regular!), I have never been awarded anything less or anything more than a vermeil for my collections.

Part of the problem, I think, lies in the fact that I naively believe that one of these days a jury will be more impressed by



the quality of my research than by the depth of my wallet. That, and the fact that, as a matter of self-preservation, I cannot go home and look Lesley in the eye while I tell her that I spent the equivalent of a holiday for two in Florence on a piddly piece of paper which may or may not be forged, re-gummed, re-perforated or totally unmarketable at some future date.

This, I suppose, must be my secret for a happy marriage to a non-philatelist.

ACC: Did you manage to avoid ruffling government feathers in your future endeavours?

FF: Mostly. In 1985 I took up the position of Senior Lecturer in Architecture at the University of Port Elizabeth – the American equivalent of a tenured Professor, but after ten years there I developed such an allergy to the place that when the SA Post Office offered me the position of Senior Manager: Philately in Pretoria, I positively leapt at the opportunity.

There followed five years of “having fun”, although the maze of new labour legislation, affirmative action and internal politics would have tested the patience of Mommy Theresa. In 1999 we turned a major corner and went from a R5.5m loss to a projected R1.5m profit in five years, at which stage I opted to follow Thompson’s dictum (remember “Up the Organisation”?) that leaders in creative positions should retire in the job.

I am now Professor and Chair of Architecture at the University of Kwazulu Natal, in Durban, but as they have a tendency to retire their staff at the age of 60, I expect to be moving on within the next three years.

ACC: Tell us about your relationship with the hobby.

FF: My collecting habits tend to be a little unorthodox, to say the least. I have put together a vermeil collection of Swaziland, and collect Southern Rhodesia, CGH postal history and colonial postcards, which fit in rather neatly with my work, as an architect, in cultural conservation.

I also have an extensive collection of cinderella material, and more recently I have begun to piece together a collection of preparatory sketches, art essays and the final artwork for stamps.

As an artist, I subscribe to the German Bauhaus principle, that is to say, that the designer must work within the constraints of the production process – in our case, the security printer – and I am fascinated by the diverse thought processes followed by individual artists in graphic design.

In time I can see a book coming out of this, in glorious technicolour and with a leg at each corner, to double up as a coffee table.

ACC: Any memorable collecting moments?

FF: Probably my most prized philatelic discovery took place when I purchased on auction, sight unseen, a lot of Cape pre-stamp entires, one of which turned out to contain a delightful pen-and-wash drawing of a wildebeest hunt near Grahamstown in 1836. It also included an account of a soldier’s court-martial, thus giving a charming cameo of military life on the South African border during our early colonial era. Now THAT was nice!

However, I think that my research has produced some rather radical discoveries, such as the conclusion that a number of odd-

ball cancellers used at the Cape towards the 1890s were part of an experimental programme; that the Cape large single circle cancellers were provisional reliefs; and more recently, that many of the so-called field-cornets posts were, in fact, tied into the Cape’s convict labour system.

This last one is likely to have wider repercussions for local historians and spatial archaeologists, as hitherto relatively little was known of the location of these camps.

ACC: How about anything you missed that you wish you had acquired?

FF: I am not certain though that I can look back with much regret as to what “might have been.” I have always followed a policy of sticking to a budget in my philatelic purchases, so... no mon, no fun. Sorry.

There was the one time though, when a dealer in Cape Town sent me an unsolicited lot of photostats of the early ZAR/Swaziland overprints, including the 10s as well as numerous positional blocks of the lower values. At that stage John Cope had not yet conducted his definitive research on the subject, and this accumulation would have allowed me to build up an extensive study of this issue.

I offered to pay his asking price on the spot but he said no, not to worry, come to my house when you’re in Cape Town next month and we can settle the whole matter. I specifically flew to Cape Town two weeks later only to be told when I got there that he had sold the lot to a visiting dealer from overseas.

I still do not have the 10s, I have still to do a definitive study of this issue, and quite frankly for a long time I felt so despondent about this collection, that for the next ten years it just lay in my cupboard.

ACC: Much has been written about the current state of collectors’ societies. What’s your take on the situation? Can anything be done to improve the future of the hobby?

FF: I think that when it comes to organised philately, the PSGSA is little different from many other societies throughout the world. I wrote an article about this for the journal some time back, but maybe it would be worthwhile revisiting some of the issues involved.

1. Your Mr Kissinger once stated words to the effect that the reason why the internal politics of academia are so bitter is because there is so little at stake. I think that the same applies to philately. I believe that most collectors foregather for the fellowship, and that philately is just incidental to this. So, when the quarrelling gets bitter, most people would rather leave for societies where the fellowship has not been forgotten. Just remember that Round Table, Toastmasters, Lions, and yes, even Masonry and the Venerable Order of Lesser Spotted Elks are there to welcome our refugees, battered egos and all.

2. There is altogether too much bashing of modern material, as well as the personal integrity, intelligence, morality and parental origins of anyone who collects it. This is snobbish, insulting and narrow-minded, for it drives away anyone who might graduate to the more classical issues, and become a potential customer for older collections.

3. The days when men controlled the household budget are over, guys. Get over it and get a life. Include your spouse in your collecting habits and tailor down your budget expectations to a more realistic level.

I recently sold off some material from Italian Colonies, which originated from my father's deceased estate. Had this been from the Commonwealth, its appearance on auction would have received major coverage in the philatelic press. Because it came from the continent its sale went off unheralded.

Unfortunately, for family reasons, it had to be sold, even though it fetched 12% of catalogue. I do not believe that either the auction houses, or the philatelic press, have the knowledge or acumen to recognise rarities outside the narrow bounds set by catalogue compilers, and if you wish to look for price fixing, your culprits are sitting right on your bookshelf.

And the future? I think we can look to a narrowing down of collecting habits. The run-of-the-mill stamp issues will continue to lose ground while the social and ephemeral side of philately will continue to hold its own against other areas of collecting.

The unusual, the attractive, the socially relevant is already much sought after, and we can expect prices to maintain current levels.

However, if we seek to expand our base, we will have to slaughter a few sainted bovines, and forego some cherished hypocrisies, such as the fact that we all collect for fun and not for gain.

Oh yes? And what do we tell our families when they hold us to account for our philatelic expenditure? "But my dear, it's such a good investment, you know." What unadulterated rubbish! We all collect for gain, at least in part, and there's a host of non-philatelists on the outside looking for new areas of investment on the collectables market. Bring them in, join your knowledge to their financial muscle, and maybe, just maybe, your accountant will also become a philatelist.

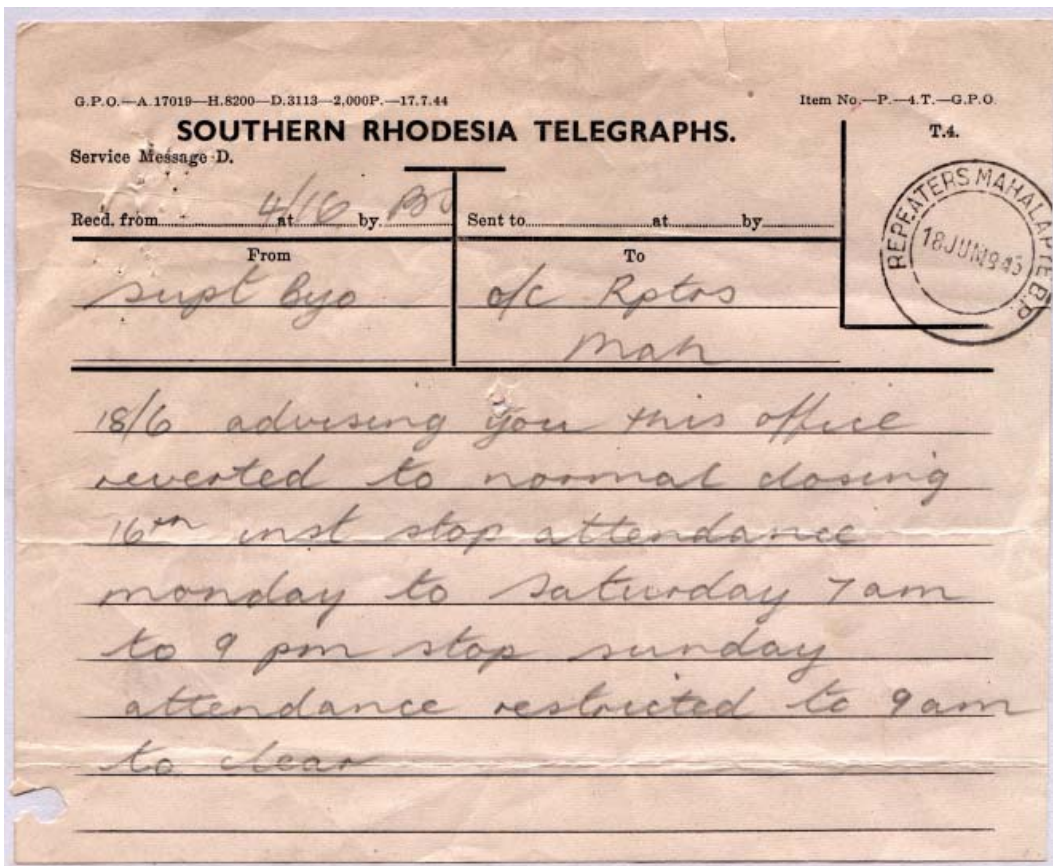
However, this can only be done by extending our database. Collecting is based on purchasing, and wise purchasing is only possible when you have a client base armed with all the facts. This is why printing numbers, reprintings and dates of issue are so important. This is where the PSGSA and its researchers come in, and where the collector and the PO should be collaborating. The two do, after all, lead a symbiotic life.

[Note: After some electronic back-and-forth and talk of scanners, digital cameras, fax machines and the Internet, good old pen and ink came to the rescue for the illustration. We will have to accept Franco's word that it's a good likeness. Certainly, one can see why the "stunning, long-legged blonde called Lesley" was swept off her feet...]

## Rhodesian Telegram Form Used in Bechuanaland

by Peter Thy

Southern Rhodesian telegram form used in 1945 in Bechuanaland Protectorate to write down an incoming official telegram. The telegram contains a message from the telegraph superintendent at Bulawayo to the Repeaters telegraph office in Mahalapye. The form is the original form and not a carbon copy. The text relates to telegraph office opening hours. The form specifications in the upper left corner suggest printing of the form in 1944 (G.P.O.-A17019-H.8200-D.3113-2,000P.-17.7.44). The receiving cancel in the upper right corner reads 'REPEATERS MAHALAPYE B.P.' This cancel was recorded during the Bechuanaland postmark study with 'REPEATERS' removed. Now we know the text of the original cancel.



# Philatelic Display Exhibiting and Collecting

by Tim Bartshe

The new APS exhibiting divisions have been sanctioned now for over 3 years, one of which is Display (the Display Class of old). What does this mean to collectors and exhibitors? Well, to be brief, it simply codifies what virtually all of us do: we collect what pleases us and not some sanctioning body. We collect anything from picture postcards to airline baggage tags to exhibition tickets. We accumulate what makes the area we are interested in broader and richer than it would be with just philatelic items.

This form of exhibiting is not a free for all, but a structured one with the primary purpose still telling a cogent and interesting story. Whether it is 'The Murder of Lidice' or 'Ailments of Venus Revisited' or 'Come Let's Take a Ride on the Hindenburg,' the viewer comes away with the wonder and knowledge of a new subject.



Figure 1. Viljoens Drift, OVS.

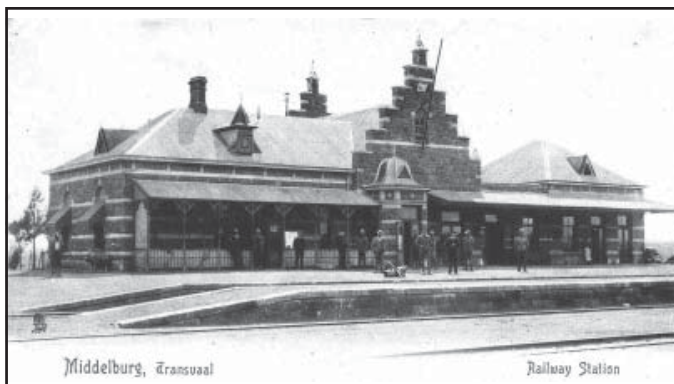


Figure 2. Middelburg Station, ZAR.

I would like to share with you some the 'collateral' material I collect in relation to a philatelic subject I have written about over the years. The railway system was one of the most important

factors for development of the vast and sparsely populated land mass of Southern Africa in the late 19<sup>th</sup> Century. The discovery and development of enormous mineral wealth in the Free State and South African Republic could not have advanced as far and as fast as it did without the railway system. Even though they were late in realizing the full potential of interconnecting with their neighbors, the 1890's saw a rapid development of the system connecting both to the Indian Ocean at Delagoa Bay and Port Elizabeth and the Atlantic at Cape Town.

Streaking through the heart of the OVS and into the rapidly growing Witwatersrand and Johannesburg, the rails not only carried produce and minerals but people and communication. Just describing the traveling post office system through postal markings leaves a rather hollow story with no development of how this transportation functioned regarding the movement of all classes of items. It is through the use of non-philatelic material that this story can blossom into one of depth and interest not only to the philatelist, but the person interested in the history of the area and its peoples.

For instance, the rail system was constructed not only of rails and ties but the fairly regularly spaced stations which served as loading and unloading docket for materials and persons along with being a conduit of 'instant' communications via telegraphy. This can be brought visually into the story through the use of picture post cards so popular in the first decade of the 20<sup>th</sup> Century. Figures 1 and 2 are examples of such small stations like Viljoens Drift just south of the Vaal and a large one such like that at Middelburg.

Upon meeting the engineering demands of river crossings, bridges needed to be built (some of which were later destroyed during the War). Figure 3 shows the span across the Orange River at Bethulie, the eastern rail crossing of the Orange River. These are relatively mainstream items that should be included in any collection. Exhibiting picture postcards is now allowed as an experimental class at the APS winter show, Ameristamp Expo.



Figure 3. Bridge over the Orange at Bethulie, OVS.

Another form of collateral material that could be included in an exhibit of the railway system is tickets. A number of formats



Figure 4 (a) NZASM 1st class ticket Klerksdorp; (b) OVGS ticket Smaldeel to Kroonstad; (c) OVGS 3rd class ticket Vet River to Smaldeel.

have surfaced from the Republican era through the Military control into the consolidation period of the CSAR (Central South African Railway) and finally the SAR (South African Railway) after Union. Examples of these are shown in Figures 4-6. First Class from Klerksdorp to Park (Johannesburg) was £1.9.0 reduced to £1.7.6 (Figure 4a). Third Class seating from Smaldeel to Kroonstad on the OVGS (Oranje Vrijstaatsche Government Spoorwegen) ran £0.5.5 (5 shillings 5 pence) seen in Figure 4b. A colorful roundtrip ticket was used by the same OVGS seen in Figure 4c for a second class Vet River-Smaldeel return.

Upon military takeover, new formats of tickets were produced by the IMR (Imperial Military Railways). Figure 5 shows 'Form IMR 1' for a single journey paying for 200 persons at a cost of £20 issued November 1900 from Krugersdorp to Pretoria. Figure 6, a much later 'Form T. 267' was a return for first class from Greylingstad to Heidelberg issued free, possibly to military VIPs or otherwise late during the war April 1902.

Other interesting forms were used for different purposes to keep control on such items as checked luggage (Figure 7). The large 'Form T. 113' shown here is an older IMR form that was used in 1905, long after civil control was regained over the railways. This was a waybill which kept track of an item being

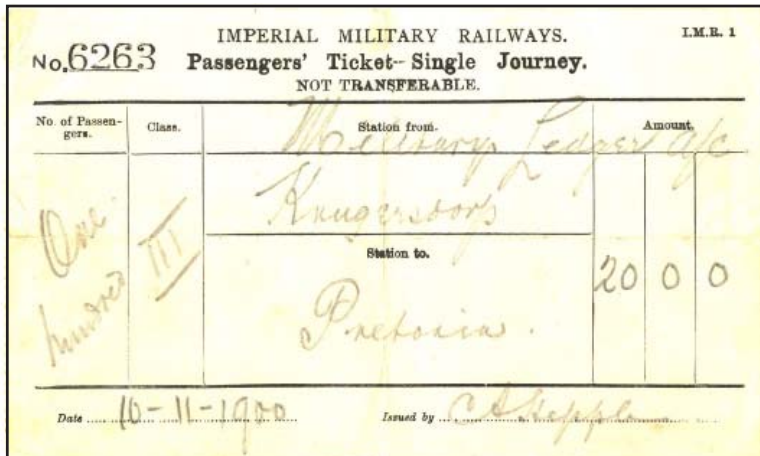


Figure 5. IMR ticket Krugersdorp to Pretoria.

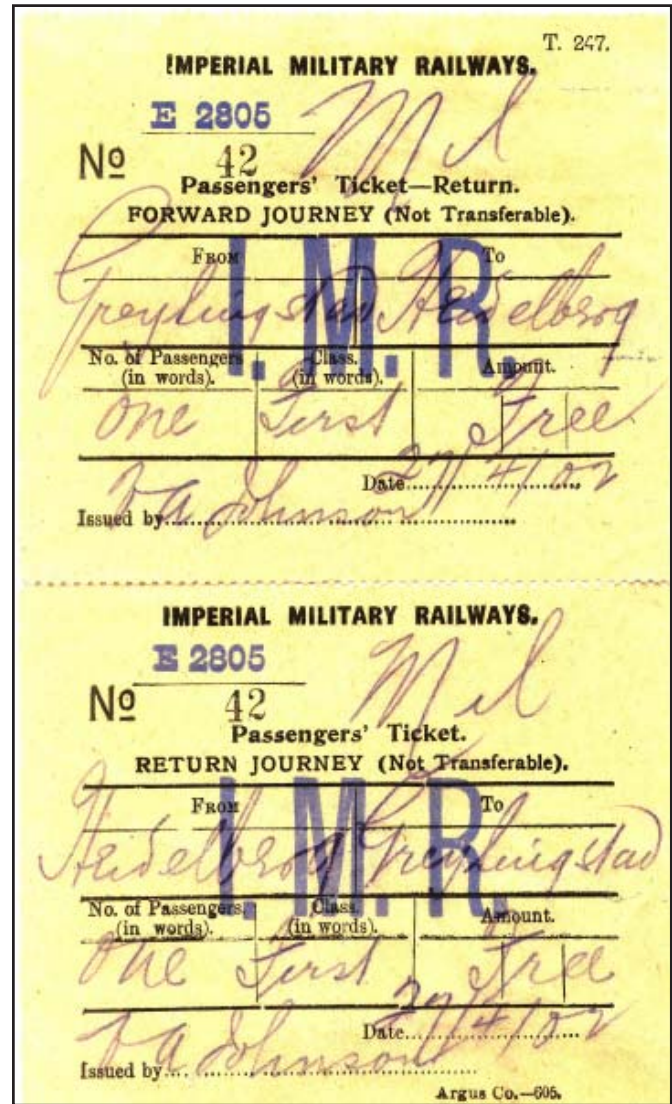


Figure 6. IMR return duplex ticket Greylingstad.

sent, in this case a trunk weighing 150 pounds. As the apparent weight allowance was 75 pounds the overage was charged £1.6.3.

The affixed smaller form gives the CSAR designation, 'Form T. 293 No. (M7-A),' was the passenger's luggage ticket which was given to the baggage handler upon receipt of the luggage receipt or ticket. Later 'Form T.293 M.8' apparently superceded the need for both the older IMR form and the smaller M.7A by 1906 (Figure 8).

Two forms for the NZASM are shown in Figures 9 and 10. The former is Model 98 describing a seat reservation of collective tickets (local traffic) valid from 1 September to 31 October 1899 issued at Elandsfontein. "The NZASM is not responsible for any liability for safety or refund on unused portion of £33 paid." The £33 probably was not a good investment considering the tickets would not be valid after the start of the war in October. Figure 10 is a cloth tag related to the above transaction. Note the lovely boxed station cancel for Elandsfontein in purple



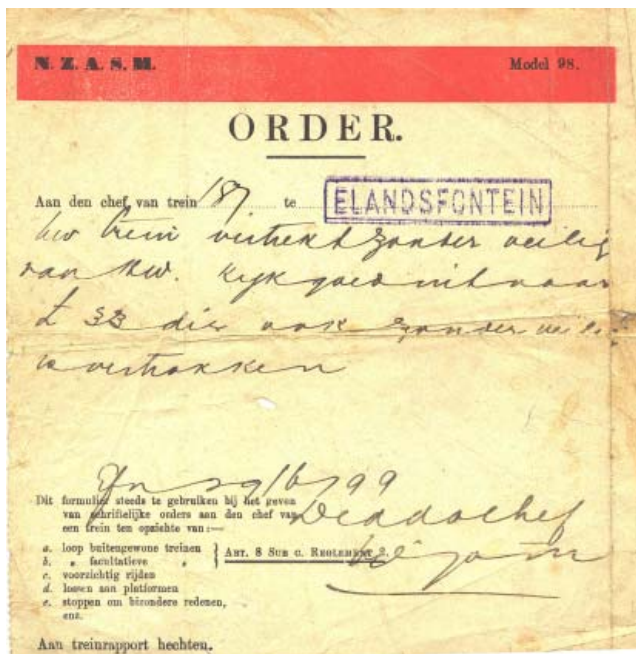


Figure 9. NZASM ORDER ELANDSFONTEIN Model 98.



Figure 10. NZASM REGISTER form 139.

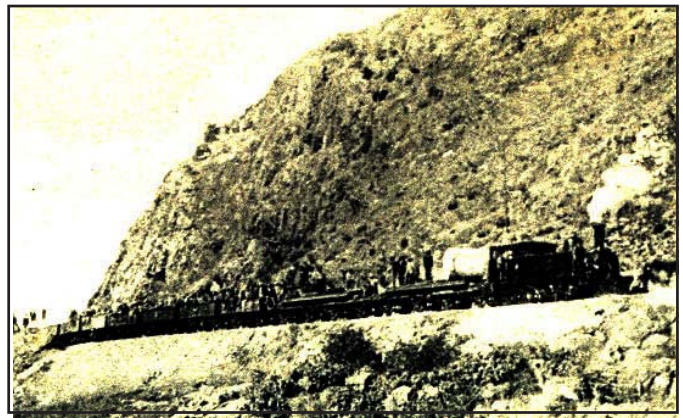


Figure 11. Train Wonderboompoort near Pretoria ca 1905.



Figure 12. Train at Park Station Johannesburg pmk 1904.



Figure 13. Train at Winburg Station ca 1905.

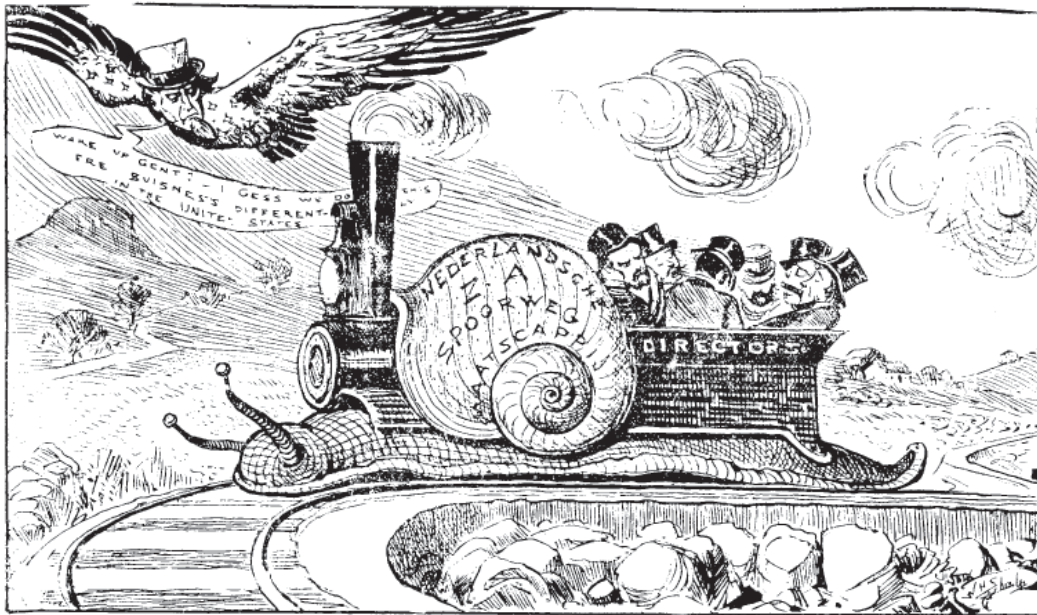
on Figure 9. These station cancels are quite rare particularly from stations other than Pretoria.

What would a discussion of railroads be without the trains? The examples of trains on the early cards are not common, but show the work horses of the system. Figures 11-13 show different trains operating in the Transvaal and Orange River Colony most likely in CSAR days ca 1905.

Finally, as noted before, any item which helps fill out the story line of your exhibit may be used. The final items I am showing here are a couple of original paper clippings concurrent to the early railway development from English-language newspapers of Southern Africa. The first, Figure 14, shows a political cartoon of the railway opening at Charlestown Natal

with a manuscript notation of 7/4/1891. Some allegory with the words 'Advancing Independence' and 'Responsibility' is handing a wreath to Oom Paul Kruger. The wreath surrounds the words 'Unity' and 'Dingaan Remembered' is on the garland. The hill in the background is inscribed 'Amajuba Forgotten' and the people are singing "God Save the Queen" on the left and "Volkslied" on the right. The caption reads: "NATAL: — Welcome, Oom Paul! The erring past forgotten\May happy Time the present Joy increase\And, through this generous union begotten\Our children praise this olive wreath of Peace!" This opening of the railway from Heidelberg via Standerton to the frontier at Volkrust connected the domestic line across the Drakensburg Mountains to the system in Natal linking it to the port of Durban on the Indian Ocean.

✧ THE ✧ PRESIDENT'S ✧ RAILWAY. ✧



SLOW-(?) SURE!

A Railway from Delagoa Bay to Pretoria, so as to connect the Capital with a seaport, independent of either the Cape Colony or Natal, is the dream night and day of the President. The concession for the line, as is well known, was given to the Netherlands Railway Company, but owing to financial difficulties, this Company is severely handicapped in the carrying out of the work. It is thought, however and with some truth no doubt --that if a Yankee firm had been entrusted with the whole contract, "Cheap Trips to the Seaside" would have been placarded on the walls of Pretoria before now, and one of the grand objects of the President's life would have been an accomplished fact.

Figure 15. Newspaper clipping: The rail road to Delagoa Bay.

The second cartoon shows a political satire on the NZASM and President Kruger regarding the construction of the line to Delagoa Bay. Date of this item is unknown but must be sometime in the early 1890's. The details related to its construction are beyond this discussion, but suffice it to say that the artist wished the Yankee ingenuity had been tapped instead of the "SLOW -(?) SURE!" Dutch company Nederlandsche S.A. Spoorweg Maatschappij. The American eagle flying overhead with Uncle Sam's head quips "Wake up Gent? - I gess we do this ere business differently in the United States". Part of the caption states "It is thought, however and with some truth no doubt — that if a Yankee firm had been entrusted with the whole contract, 'Cheap Trips to the Seaside' would have been placarded on the walls of Pretoria before now, and one of the grand objects of the President's life would have been an accomplished fact."

I hope this little journey into the unconventional has piqued your interest in the Display Division. It is something different and represents a new avenue of expression which is not only entertaining to the exhibitor, but the viewer as well.



Figure 14. Opening the rail road to Natal.

# Full Steam Ahead

by Ashley Cotter-Cairns

A report by Sir Charles Metcalfe, published in "The Geographical Journal," the literary review of The Royal Geographical Society of London, in 1916, sheds light on the incredible challenge that faced those who sought to modernise the continent of Africa.

If you've ever harboured dreams of being a railway pioneer, perhaps your romantic illusions will be tempered a little by the contents of a report I obtained recently on eBay. (I hope everybody here is not only familiar with eBay, but is also using it to find bargains to enhance their collection and library.)

The rather tatty-covered copy of a journal that contains a full draft of the speech given by Sir Charles Metcalfe on November 29th, 1915 (Geographical Journal, Vol. 47, No. 1 (Jan. 1916), p. 3-21). Its full title is: "Railway Development of Africa, Present and Future." A significant portion of the report's interest centres on the past development (past being before 1915 in this case, of course), and it's this I found most fascinating. A fascination that prompted me to share the information with other members. Part of an excellent maps is shown here

## BEGINNINGS

The railway history of South Africa did not begin until 1857, when an Act of Parliament was passed, allowing the construction of 54 miles of railway from Cape Town to Wellington.

The line, funded under a six per cent bond from the British government, was constructed by the Cape Town Railway and Dock Company (CTRD). (This company later built the branch line from Salt River to Wynberg, before being bought out by the Government of the Cape Colony in 1873.) The cost was around 400,000 Pounds Sterling (or \$712,000 US).

If you imagine what you can buy with that amount today, you might consider what an enormous sum of money it was a century and a half ago – but for a working railway line, I'd consider it a bargain. Railways held the key to unlocking Africa's vast wealth. Without the investment, the rewards would remain unobtainable. But it was a far cry from this tentative first link to the vast network that criss-crossed the continent by the 1930s, and is still vital to millions of South Africans today.

It is fitting that the discovery of diamonds in Kimberley led to new developments in the railway system. But this was hampered by a strange decision from the South African leadership. In Metcalfe's view, the Cape government made a grave error when it purchased the two lines from CTRD in 1873.

Metcalfe wrote "...evidently there was no conception on the part of the Cape Government of the great industry that would result from this discovery [of diamonds], for after purchasing the Cape Town and Wellington railway, which was the same gauge as we have in England [4ft 8.5in], they converted it into a 3ft 6in gauge, which has unhappily remained until now the main line gauge in South Africa." Metcalfe went on to note the consequences of this decision: "This has been a great handicap

to the trade and development of a country of great distances," the maximum speed on the chosen gauge being half that of the English gauge. (Note: This "great handicap" was overcome in later decades with the development of the Garratt class engines, capable of producing great power on the narrow gauge rail system.)

## THE GREAT RUSH

With the great diamond rush creating more human and freight traffic than any time in Africa's recent history, the development of the railways exploded. 1874 saw the commencement of a line north from Port Elizabeth. In 1876, East London's line began, while Durban 'jumped on the wagon' in 1878. The vital route from Cape Town to Kimberley was built a section at a time, reaching Beaufort West in 1880.

The Cape Town and Port Elizabeth railway developments, in a race to link up with Kimberley, met at De Aar Junction, some 500 miles from Cape Town, and both lines opened in March 1884. They completed the link to Kimberley in 1885, which opened on November 28th.

There followed a lull in construction. Kimberley representing the limits of the developed world in South Africa at the time. But when gold was struck in Johannesburg and this new rush increased the importance of the Transvaal, the Cape government pressured President Kruger to accept a railway link from one or more of the chief ports of Cape Town, Port Elizabeth, East London and Durban.

The canny Kruger was suspicious of the Cape's advances. He refused to allow a link from the south until the Transvaal was linked to Delagoa Bay, realising the importance of having an outlet for his country's traffic independent from Cape control.

The next significant development came with the signing of the Matabele Concession, which formed the basis for the British South Africa Company, formalised in the Royal Charter in 1889. A specific point in the charter was that railways would be connected to the new territory. Also in 1889, Rhodes signed an agreement for the British South Africa Company, which was also signed by the Cape government, for the Cape to build a railway from Kimberley to Vryburg.

This agreement held major political significance. The Orange Free State felt isolated by the Transvaal, and this agreement was used by the Cape government to gain leverage with the Free State and extend its railway into their country; potentially giving the Free State an advantage that the Transvaal did not enjoy. December 1890 saw the lines from Kimberley to Vryburg, and Naauwpoort to Bloemfontein, open for business.

## KRUGER SIGNS

Kruger realised that he could not hold out against the pressure of connecting the Rand goldfields of Transvaal to the Cape railway system forever. But he was smart enough to make sure he got a good price for his concession, securing funds to extend

the Delagoa Bay line to Pretoria from the Cape.

Building this essential link at a frantic pace, the Cape railway joined up with Transvaal, linking Bloemfontein to Germiston, the line opening in September 1892.

Meanwhile in Natal, goods were still being hauled on ox carts from Charlestown. The rail connection to Germiston was not completed until 1895. Delagoa Bay and the Natal and Cape ports conducted a trade battle over the Johannesburg traffic, competition that was not resolved until Union in 1910.

Not even the Boer War could halt the railway's inexorable expansion, the route from Vryburg to Mafeking reopening in 1902 (presumably after the end of hostilities). In the same year, Port of Beira in Portuguese East Africa began building a line towards Rhodesia. There were reports of white settlers starving due to the lack of supplies. Without a railway, wagons took three weeks to travel the 300 miles from Bulawayo to Salisbury.

But building the railway was a Herculean task. The construction of this particular line showed just how inhospitable the continent was to pioneers. According to Metcalfe, "For the first 30 miles the ground was under water, the mosquitoes were very bad, and a path had to be cut through the jungle, where then one could not see a yard ahead... Sickness carried off half the staff. The value of quinine was not known and all the people were thin and yellow. Now one passes through the country in a beautiful railway carriage, and cannot realise the original difficulties."

The occupation of Matabeleland in 1893 led to several proposals to link Mafeking with Bulawayo by light railway. But it did not happen until 1896, after the Matabele rebellion, coupled with an outbreak of rinderpest, a disease fatal to oxen, cattle, buffaloes and yaks, made ox wagon transport incredibly expensive – 200 Pounds Sterling per ton for the 600-mile journey from Mafeking to Bulawayo.

The shortage of foods led to eggs being priced at four Shillings each. Rhodes saw that the need for a railway was pressing, and sanctioned the construction of an extension to the 3ft 6in railway to Bulawayo. This line opened within a year, in November 1897.

#### RHODES ACROSS AFRICA

Having masterminded the route from Mafeking to Bulawayo, Rhodes put all his energy into opening up more of the continent with new railways. Beira to Salisbury was completed in 1899, followed by the link from Salisbury to Bulawayo in 1902. (Rhodes did not live to see this completed.)

A proposal to take a line from Gwelo across the Zambezi River at Kariba Gorge was rejected because the country was too difficult beyond the Zambezi. Instead, Rhodes arranged the funding for a line from Bulawayo past the Wankie coal mines to Victoria Falls, this stretch opening in 1904.

A link was then built past the lead and zinc mines of Broken Hill and the Bwana M'Kubwa copper mine, all the way to the Congo border, a distance of 507 miles, completed in 1909. The line was then extended it through the copper districts of Katanga, from Elizabethville to Kambove through 100 miles of mines, and onwards towards the Bianco plateau and Bukama – some 2,500 miles from Cape Town and that first 54 miles of railway to Wellington, achieved in a little over half a century.

Development continued throughout South Africa during these years, with many districts, particularly in the OFS and Transvaal, being opened up by the railways. At the time of his speech in 1915, Metcalfe reported that the Union of South Africa administrated some 8,500 miles of railway lines, with a further 2,465 miles within the British South Africa Company in Rhodesia. During the occupation period of German South-West Africa, which was linked to the South African railway system after General Botha's successful campaign, a further 1,400 miles were included in the above total.

The accountant-minded among you might find interest in the figures quoted by General Botha during his speech at the South Africa Party Congress in Bloemfontein. He stated that the total public debt of the Union was 131,000,000 Pounds Sterling, of which more than 114,000,000 Pounds Sterling was "reproductive expenditure" – namely railways, harbour, telegraphs and telephones. It sounds like a massive amount of money, and it was, but it's not too shabby when you consider that these expenses were bringing civilisation to one of the most inhospitable and huge land masses on the planet.

#### ONGOING DEVELOPMENT

Metcalfe's summary indicated that the age of railways was far from its peak in 1915.

Within the Union of South Africa, 810 miles of railway were being built in 1916, of which, 300 within Cape province, 163 miles in the OFS, 212 in Transvaal and 135 in Natal.

The Rhodesians were building no less than 550 miles of local lines. From Beira, a line was proposed linking Chinde on the Zambezi River to Blantyre and on towards Lake Nyasa. Another line was proposed from Mokambo Bay, close to Mozambique, into the Namuli Mountains and Nyasaland. Other projects on the table included a line from Pemba Bay to the south end of Lake Nyasa, and a railway following the Stevenson road along the border of Rhodesia and German territory, from Karonga to Kituta.

Metcalfe was also called upon to project what the future might hold for the African rail networks.

"This network of veins of railways which are steadily being pushed forward into the centre of Africa must inevitably connect, in the future, with great arteries going north and south through the continent.

"When the line from Kambove to Bukama is completed and the railway from Stanleyville to Albert Nyanza is made ... communication will be effected by rail or steamer from Cape Town to Alexandria and Port Said, and a short connection between Port Said and Jerusalem would link up railway communication between Africa and Asia Minor.

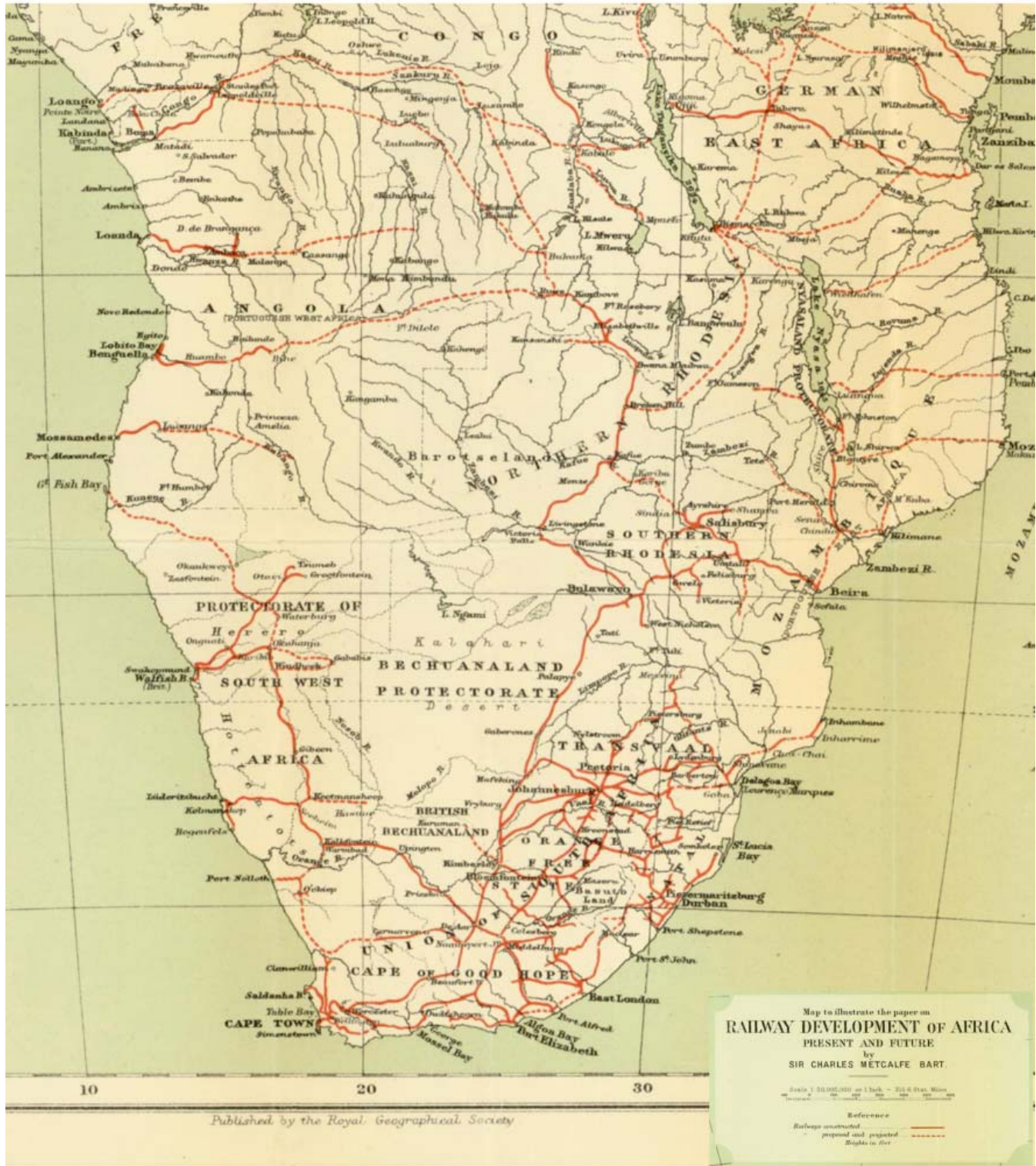
"It seems possible that even across the Sahara Desert, so painfully traversed by Barth and others, a railway will be made which will join up Cape Town with Algeria, and which with a tunnel from Ceuta to the Spanish coast would give an overland connection with Europe. From this Trans-Saharan line connections will of course be made, probably with Timbuktu on the west and the province of Darfur on the east."

To Rhodes, Metcalfe and other great railway pioneers, the age of steam must have seemed limitless. Commercial air travel was little more than a dream at this stage, but when it became a

reality, the great age of railway development was over, in Africa and elsewhere.

Not all of his fantastic predictions for the future of rail in Africa came to pass. But in 1915, decades of exciting and challenging civilisation-building remained ahead. As Metcalfe concluded: "Inaccessible Africa has been made accessible

through the efforts of explorers, missionaries and shipping companies, private companies and governments and their engineers. By the expenditure of much money and at a great cost of life, the barriers around Africa have been surmounted and the way opened to the plateau of the interior... Africa will lie open to all, a smiling, prosperous and civilised continent."



Extract from a map showing the rail way system of Africa that illustrated Metcalfe's article in Geographical Journal of 1916.

# A Century's Record: Historical Sketch of the Telegraph Progress of the Cape of Good Hope to 1907

by Sir Somerset Richard French, Postmaster General

The first line of telegraph erected in the Colony was opened in April, 1860, by the Cape of Good Hope Telegraph Company (Limited), and extended from Cape Town to Simon's Town. Early in the following year a line was constructed from East London to King William's Town, and the Government was authorised by Parliament to enter into a contract for the erection of a connection between Cape Town and Graham's Town. The first section of this latter line, viz. - Graham's Town to Port Elizabeth, was opened on the 2nd January, 1862, and two years later the whole of the work was completed and the line opened for traffic.

The rates charged by the Telegraph Company for transmission of a telegram of 20 words varied according to the places between which transmission was to be effected, and were as shown in the following table published by the Company. -

|                            | Cape Town. | Caledon. | Swellendam. | Riversdale. | Mossel Bay. | George. | Avontuur. | Humansdorp. | Uitenhage. | Port Elizabeth. | Grahamstown. | Port Beaufort. | King William's Town. | East London. | Simonstown. |
|----------------------------|------------|----------|-------------|-------------|-------------|---------|-----------|-------------|------------|-----------------|--------------|----------------|----------------------|--------------|-------------|
|                            | s. d.      | s. d.    | s. d.       | s. d.       | s. d.       | s. d.   | s. d.     | s. d.       | s. d.      | s. d.           | s. d.        | s. d.          | s. d.                | s. d.        | s. d.       |
| Cape Town ... ..           | ...        | 2 6      | 3 0         | 4 0         | 5 0         | 5 6     | 6 0       | 7 6         | 8 0        | 10 0            | 12 6         | 12 6           | 14 0                 | 15 6         | 2 0         |
| Caledon ... ..             | 2 6        | ...      | 2 6         | 3 0         | 3 6         | 4 0     | 4 6       | 6 0         | 6 6        | 8 6             | 11 0         | 11 0           | 12 0                 | 14 0         | 3 6         |
| Swellendam ... ..          | 3 0        | 2 6      | ...         | 2 6         | 3 0         | 3 6     | 4 0       | 5 6         | 6 0        | 8 0             | 10 6         | 10 6           | 11 0                 | 13 0         | 4 6         |
| Riversdale ... ..          | 4 0        | 3 0      | 2 6         | ...         | 2 6         | 3 0     | 3 6       | 5 0         | 5 6        | 7 6             | 10 0         | 10 0           | 11 0                 | 12 6         | 5 0         |
| Mossel Bay ... ..          | 5 0        | 3 6      | 3 0         | 2 6         | ...         | 2 6     | 3 6       | 5 0         | 5 0        | 7 0             | 9 6          | 9 6            | 10 6                 | 12 0         | 6 0         |
| George ... ..              | 5 6        | 4 0      | 3 6         | 3 0         | 2 6         | ...     | 2 6       | 4 0         | 4 0        | 6 0             | 8 6          | 8 6            | 9 6                  | 11 0         | 6 6         |
| Avontuur ... ..            | 6 0        | 4 6      | 4 0         | 3 6         | 3 6         | 2 6     | ...       | 2 6         | 3 6        | 4 6             | 7 0          | 7 0            | 8 0                  | 9 6          | 8 0         |
| Humansdorp ... ..          | 7 6        | 6 0      | 5 6         | 5 0         | 5 0         | 4 0     | 2 6       | ...         | 2 6        | 3 0             | 5 6          | 5 6            | 6 6                  | 8 0          | 8 6         |
| Uitenhage ... ..           | 8 0        | 6 6      | 6 0         | 5 6         | 5 0         | 4 0     | 3 6       | 2 6         | ...        | 2 0             | 5 0          | 5 0            | 6 0                  | 7 6          | 10 0        |
| Port Elizabeth ... ..      | 10 0       | 8 6      | 8 0         | 7 6         | 7 0         | 6 0     | 4 6       | 3 0         | 2 0        | ...             | 3 6          | 3 6            | 6 0                  | 7 6          | 9 0         |
| Grahamstown ... ..         | 12 6       | 11 0     | 10 6        | 10 0        | 9 6         | 8 6     | 7 0       | 5 6         | 5 0        | 3 6             | ...          | 2 0            | 3 6                  | 4 6          | 12 6        |
| Port Beaufort ... ..       | 12 6       | 11 0     | 10 6        | 10 0        | 9 6         | 8 6     | 7 0       | 5 6         | 5 0        | 3 6             | 2 0          | ...            | 2 0                  | 3 6          | 12 6        |
| King William's Town ... .. | 14 0       | 12 0     | 11 6        | 11 0        | 10 6        | 9 6     | 8 0       | 6 6         | 6 0        | 6 0             | 3 6          | 2 0            | ...                  | 2 6          | 14 0        |
| East London ... ..         | 15 6       | 14 0     | 13 0        | 12 6        | 12 0        | 11 0    | 9 6       | 8 0         | 7 6        | 7 6             | 4 6          | 3 6            | 2 6                  | ...          | 15 6        |
| Simonstown ... ..          | 2 0        | 3 6      | 4 6         | 5 0         | 6 0         | 6 6     | 6 0       | 8 6         | 9 0        | 10 6            | 12 6         | 12 6           | 14 0                 | 15 6         | ...         |
| Alfred Dicks ... ..        | 0 6        | 2 6      | 3 0         | 4 0         | 5 0         | 5 6     | 6 0       | 7 6         | 8 0        | 10 0            | 12 6         | 12 6           | 14 0                 | 15 6         | 2 0         |

On the 1st July, 1873, the lines of the Company became the property of the Government by purchase for the sum of £41,123, under Act No. 18 of 1872, and from that date were worked by the Telegraph Department. At the time of the transfer the entire length of telegraph line in the Colony was 760 miles, with 16 Offices.

On the 1st January, 1874, - i.e., six months after the transfer - the Government effected a reduction of 25 per cent. in the tariff, and on the 1st March of the following year a further average reduction of 33 per cent. took place. This brought the rate down to 5s. for 20 words from Cape Town to Port Elizabeth, and 8s. for a like number, between Cape Town and East London.

The year 1876 is notable as the year in which the telegraph to the Kimberley Diamond Fields was opened for traffic.

In 1877 the system of differential rates between certain places was abolished, and a general two-charge tariff substituted, viz.: - 1s. 6d. for 20 words between certain places not more than 150 miles apart, and 2s. 6d. between other places in the Colony, with the exception of Kimberley; the latter rate amounting to a reduction of about 50 per cent., as compared with the old tariff.

In 1878 the telegraph system of the Cape Colony was brought into direct connection with the Natal system, via Umzimkulu to Pietermaritzburg, and in the following year with Europe, through Durban, by means of the East Coast Cape Cable, opened by the Eastern and South Africa Telegraph Company on the 27th December. This led to the entrance of the Cape Colony into the International Telegraph Union in 1881.

On the 1st January, 1882, the rate to Kimberley was reduced from 5s. to 2s. 6d. for 20 words, and on the 1st August of the same year a completely new tariff was introduced, viz., -

- (a) 1s. for 10 words and 6d. for every additional 5 words to any part of the Colony;
- (b) 1s. for 20 words for "local" telegrams - i.e., messages between a town and its suburbs.

This tariff, with the exception of the "local" rate, remained in operation until 1899. The year 1882 saw also the opening of the first Telephone Exchange in the Colony, which was established at Port Elizabeth, following in 1884 by the opening of a similar Exchange in Cape Town with 54 subscribers.

The first South African Telegraph Union Convention was entered into between the Cape Colony, Natal and the Orange Free State in 1883. This agreement effected the abolition of the system of double inland rates for telegrams exchanged between the countries, parties to the Convention, and brought the tariff for such messages down to the level of the rates in force within the Cape Colony.

The year 1885 stands out as the one in which the amalgamation of the Telegraph Service with that of the Post Office was brought about.

In 1887 the South African Republic gave its adhesion to the South African Telegraph Union Convention, one of the results of which was uniformity of telegraph rates throughout South Africa.

On the 28th January, 1889, direct telegraphic communication between the Cape Colony and the Transvaal was established, and later on in the year the West Coast cable to Europe was opened, bringing Cape Town into direct connection with the cable system.

In 1892 a Telegraph Service was inaugurated in the Crown Colony of Basutoland under the administration of the Postmaster-General of the Cape Colony; and in the following year the telegraphs of the British South Africa Company were also placed under the management of the Postmaster-General of this Colony, and remained so until the 23rd February, 1897.

By the annexation of British Bechuanaland to the Cape Colony in November, 1895, the telegraph system in that territory became a part of the general system of the Cape Colony.

In 1899 the telegraph rates within the Cape Colony and to the Transvaal, Natal and the Orange Free State were again revised, the rate being fixed at 1d. per word with a minimum charge of 1s.

A third telegraphic connection between South Africa and Europe, in the form of a direct deep-sea cable from Porthoumno, Cornwall, to Table Bay, via St. Vincent, Ascension and St. Helena, was opened in 1901; and the following year direct communication between South Africa and Australia was established by means of a cable landed at Durban, with which the Western Cable was connected by a special overland line from Cape Town, constructed exclusively for the cable traffic.

As a result mainly of negotiations initiated and carried through by this Department, considerable reductions have been effected in the rate charged by the Eastern and South African Telegraph Company for cablegrams between South Africa and Europe. From the following table it will be observed that during the last ten years the rate has been reduced 50 per cent., and that, allowing for the extraordinary inflation of the figures covering the period of the war, the number of cablegrams forwarded from Government Telegraphic Offices in the Colony indicate substantial increase in the traffic since 1899.-

| Date of Reduction     | Rate per Word. | Annual Number of Cablegrams forwarded from Cape Government Telegraph Offices. | Annual Value of Cablegrams forwarded from Cape Government Telegraph Offices. | Total Annual Value of South African Cable Traffic. |
|-----------------------|----------------|---|--|--|
|                       | s. d.          |   | £  | £  |
| 27th December, 1879   | 8 11           | ...   | ...  | ...  |
| 1st April, ... 1895   | 5 2            | 13,732  | 26,516   | ...  |
| 1st September 1899    | 4 0            | 17,866  | 26,402   | ...  |
| 1st January ... 1901  | 3 6            | 26,646  | 37,942   | 336,986  |
| 1st January ... 1902  | 3 0            | 31,077  | 38,075   | 465,791  |
| 1st January ... 1903  | 2 6            | 29,226  | 32,087   | 391,108  |
| (31st December, 1903) | 2 6            | 26,764  | 27,834   | 338,476  |
| (31st December, 1907) | 2 6            | 25,816  | 26,148   | 250,016  |

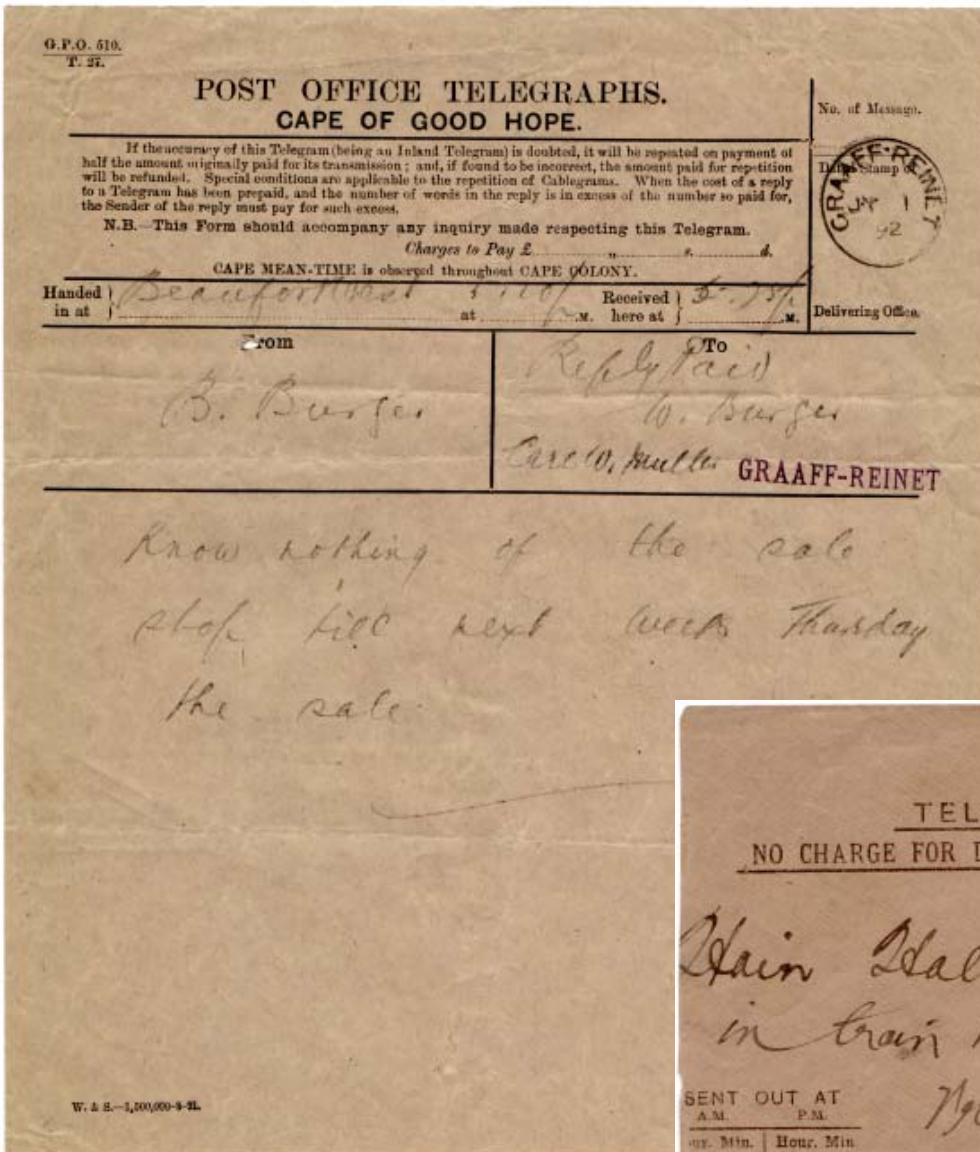
The appended statement shows at a glance the progress and growth of the Cape telegraphs since the acquisition by the Government of the lines of the Cape of Good Hope Telegraph Company in 1873.-

| Year. | Miles of Line. | Miles of Wire. | Number of Telegrams Forwarded and Received. | Number of Offices. | Revenue. | Expenditure. |
|-------|----------------|----------------|---|--------------------|----------|--------------|
|       |                |                |   |                    | £        | £            |
| 1874  | 945            | 945            | 91,068                                      | 22                 | 9,366    | 8,385        |
| 1884  | 4,219          | 8,663          | 1,494,694                                   | 203                | 50,331   | 53,703       |
| 1894  | 5,974          | 14,831         | 3,485,830                                   | 336                | 75,508   | 82,910       |
| 1904  | 7,966          | 30,720         | 6,782,968                                   | 547                | 213,673  | 282,582      |
| 1907  | 8,221          | 31,800         | 5,132,350                                   | 595                | 180,261  | 237,182      |

The development of the telephone and private wire system in the Colony has also been remarkable within recent years. The comparative figures given hereunder illustrate its growth:-

| Year. | Number of Exchange Wires. | Number of Exchange Extension Wires. | Number of Private Wires. | Miles of Wire. |              | Sets of Apparatus. | Revenue. |
|-------|---------------------------|-------------------------------------|--------------------------|----------------|--------------|--------------------|----------|
|       |                           |                                     |                          | Overhead.      | Underground. |                    |          |
| 1880  | ...                       | 17                                  | ...                      | 19             | ...          | 11                 | £ 222    |
| 1890  | ...                       | 250                                 | ...                      | 284            | ...          | 477                | 5163     |
| 1900  | ...                       | 1510                                | ...                      | 1723           | ...          | 2314               | 21593    |
| 1901  | 1563                      | 497                                 | 599                      | 2395           | 549          | 2864               | 23204    |
| 1907  | 3197                      | 919                                 | 416                      | 3390           | 2431         | 4760               | 45768    |

It has been made apparent in the most recent reports of the Department that the general depression which has succeeded the war period has had the effect of arresting the development of the Post Office; but this may confidently be regarded as nothing more than a temporary check in the progress to which this record bears testimony.



Left: carbon copy of a Cape telegraph received at Graeff-Reinet on July 1, 1892.

Below: telegram envelope delivered at Vryburg Station to a passenger on the train toward Mafeking in 1897 (envelope cut slightly at left).

# Botswana Telegram

by Peter Thy

Used telegram forms are rarely found. The reason is that they normally should have been retained by the Post Office and destroyed after transmission. The example shown here (reduced in size) was submitted at Orapa on Feb. 1, 1972, for transmission to Vryburg. The sender paid 48c for the 9 word for which stamps were affixed on the reverse and cancelled by a normal postal canceller.

T. 20 (a)



**REPUBLIC OF BOTSWANA**

Department of Posts and Telegraphs — Lephata la Diposole Megala

No. .... 4 .....  
 Nomore

| Class<br>Mohuta | Office of origin—ofisi ya Tshimologo | Words<br>Mafoko | Code<br>Nako | Service Instructions<br>Ditaelo |
|-----------------|--------------------------------------|-----------------|--------------|---------------------------------|
|                 |                                      | 16              | 1009         | 48 ←                            |

Sent  
Ometsewe  
12/52

**TO GO** Mrs. T.S. Moseki Private/Bag 827 VRYBURG

Sent Oathorses fees Twenty-Rand already  
yourself Ten Rand

**FROM KE** Moses

NOT TO BE TELEGRAPHED — GA ROMELWE A P.W.O. 149

Signature of sender *M. Moseki* Address *Box 16 Orapa*

Seatla sa moromedu ..... Aterese .....

N.B.—The Department is not liable for losses incurred through incorrect transmission, delay or non-delivery of telegrams.

Goromente gaa ikemisetsa go duela ditathegelo tse di ka diralang mo go sa romeseheng sentle, gongwe tiego, gongwe go thoka go goroga ga mogala o.

218 0133242  
 (2)



# Journey to the Past: Zeederberg's Zebra Mail Coach Experiment of 1893

Werner Seeba

The enterprising Zeederberg brothers became famous South African transport pioneers in the latter part of the 19<sup>th</sup> century. The family was of Swedish origin. One of the brothers, Christiaan Hendrik, nicknamed "Doel" gained his first experience in transporting in Natal during the Zulu War of 1879. He subsequently went into partnership with his brother Roelof

personalities in the area, Tim Klienberg, had a unique experience in the famous area of Chunies Poort. It was with great difficulty that the area could be negotiated by heavy transport due to the large rocks which acted as a natural barrier. The area was also infested with lions and leopards. In any event, Mr. Klienberg, a very experienced driver, had volunteered to



Early photograph of a zebra drawn mail coach.

Abraham in 1887, operating the first regular mail coach service between Kimberley and Johannesburg. Then, in 1890 the Zeederberg's began weekly service between Pretoria and Pietersburg, eventually extending the route to Rhodesia with the encouragement of Cecil Rhodes.

One of the brother's transport efforts created tremendous interest during February 1893 when they introduced the use of a team of Zebras to pull a coach on the Pietersburg to Pretoria route. The illustration on the next page is a photograph taken a few minutes before the departure of the coach in front of the Transvaal Hotel, Pietersburg. It shows Doel Zeederberg standing at the head of the team.

The Transvaal Hotel, first opened in Pietersburg in 1886, served as the coach company's booking office. The dining room was well appointed and could accommodate up to 70 guests who were also able to enjoy sitting and smoking rooms as well as a commodious bar. There were 36 bedrooms in the hotel. Mr. E. Horowitz, an experienced caterer and obliging host, was the proprietor at the time. In addition managing the hotel, Mr. Horowitz had interest in a number of mineral claims for which he felt assured that their value would increase when legitimate capital were to be attracted to the area.

It was about in January 1896 that one of the best known

take an experimental zebra drawn coach, with a full load of passengers, to Leydsdorp. His assistant, a Cape area native named Washington, was also a driver with some experience. Mr. Klienberg has been quoted to say to Doel that "I want to see for myself just what those striped donkeys of yours can do."

The passengers, accustomed to horse and mule drawn vehicles, were not too happy to entrust their lives to the Zebras. However, two mules were put in the lead positions resulting in the teams acquitting themselves well when it came to handling the sharp and dangerous bends on the route. Additional

caution had to be taken in that the area was infested with lions and leopards. Despite frequent halts to rest the zebras, Kleinenberg managed to maintain an average speed of four miles per hour, which was a very credible performance on this route. On the return journey, there were only two passengers – the barman at the Transvaal Hotel, Joe Phineas, and a prospector named Roberts.

When they reached the Poort, Washington climbed down to act as "touleier" through the channel. Kleinenberg sat on the driver's seat, lightly holding the reins while half dozing in the warm sun. Suddenly, the coach stopped and to Kleinenberg's astonishment, Washington came running back and quickly climbed up on to the coach. He was out of breath, so he was unable to speak for several seconds.

"What's the matter?" asked Kleinenberg. "Lions, master, lions. The poort is full of them!" Washington replied. Kleinenberg, his rifle held in readiness, stood up on the driver's seat and shaded his eyes from the sun as he looked towards the front of the team. The zebra team exhibited restlessness, but no sign of the lions could be seen. In all likelihood they were several hundred yards ahead.

A head thrust through the window from inside the coach. "What is wrong Mr. Kleinenberg?" inquired Joe Phineas. "Lions,

better keep inside. The lions are about fifty yards in front of the team," replied Washington. "How many were there?" asked Kleinenberg. "I don't know, Master Tim, but I saw two and they were big ones!" Kleinenberg was still peering intently through the haze. Several minutes passed before he actually saw one lion. It was lying on top of a huge boulder. It was so perfectly camouflaged as to be almost indistinguishable from the surroundings. It was lying perfectly still, apart from an occasional swish of its tail. And then, behind it, he saw the second lion – also lazily stretched out on a rock. Both animals were looking in the direction of the coach with apparent mild interest. At this point the zebras were becoming increasingly restless and had attempted to move behind some

large rocks. They had pulled the coach forward for a few yards until it was now firmly wedged between the boulders.

Kleinenberg had little time to think over the serious position he was in. One of the lions had now stood up and given a resounding roar which echoed through the Poort. The mule

leaders of the team began to serious strain at their halters while the zebras, now panic-stricken, were attempting to move in all directions. At this point Kleinenberg realized that it would be foolhardy to attempt to shoot the lions under the prevailing conditions. The only solution was to try and free the animals so



The Zebra coach in front of the Transvaal Hotel with Doel Zeederberg standing at the head of the team.



TEAM OF ZEBRAS DRAWING A MAIL-COACH.

Crossing the Limpopo near Fort Tuli. St. Martin's-Le-Grand, Vol. V, 1895, p. 480.

as to enable them to try and escape. At the worst the lions would probably not kill more than three or four of them.

To carry out his plan, it was necessary to free the mules first. With his rifle held at the readiness in one hand, Kleinenberg, took advantage of every bit of available cover. He moved slowly forward on one side of the team while his assistant carried out a similar maneuver on the other side. The lead mules were very much straining at their harnesses at this point. With his knife, Kleinenberg quickly cut the harnesses of the mules on his side and then moved down the side of the team, slashing those holding the zebras. On the other side of the team, his assistant was keeping apace of him. The entire operation had not taken more than a minute or two. By the time they reached the last of the team, the others were already leaping and running in among the rocks in a desperate effort to escape.

Several of the team flashed past the two lions, who were watching them, and who were apparently undecided as to what they wanted to do. Suddenly, one of the lions took a flying leap on to the back of one of the zebras, and the victim and aggressor crashed to the ground in a writhing mass. At this time, the second lion was still crouching on a nearby boulder. Although he was not an easy target against the rocky background, Kleinenberg took careful aim, and just as the lion was about to leap on one of the passing zebras, he fired. It was a difficult shot but it did strike the lion in the back, paralyzing its hindquarters. The lion slipped off the boulder and disappeared from view.

By this time, Kleinenberg has almost forgotten about the first lion until he heard a terrific roar, looking up just in time to see a mass of furry fury running towards him. He jumped behind a boulder and waited until the lion was about fifteen yards away. He then took careful aim and fired. It was only afterwards that he discovered that the bullet had only grazed the top of the lion's head.

The wounded lion stopped and roar after roar resounded through the poort. It jumped on to a nearby boulder, looking down at Kleinenberg and snarling. He automatically reloaded as he watched the lion which he half expected to attack at any moment. Suddenly a piece of rock came hurtling through air, striking the lion on its head. Kleinenberg decided that it was now or never. He fired and the bullet struck the lion behind the shoulder. The lion stood transfixed for about five seconds and then leaped to the ground. The shot was, however, fatal and the lion rolled over as it hit the ground and then lay still.

The Passengers, who both were armed, exited from the coach and joined Kleinenberg who said to them, "this one is dead alright, but I am not certain about the other beast. We had better move carefully." By this time Kleinenberg's assistant had climbed on to as large boulder to try and spot the lion. He saw it within a few seconds. It was crouching alongside the boulder from which it had fallen when wounded. The lion saw Washington and attempted to rise but could not do so. It crawled forward a few feet and roared. Washington shouted to Kleinenberg and pointed to the spot where the lion was crouching saying "He can't walk!" Kleinenberg responded "We'll work around the boulder, but don't attempt to shoot him. Leave it to me." They then moved cautiously forward with Kleinenberg being the first to see the lion, which half turned its head when he approached - it was obviously in great pain. Being only about twenty feet away and an easy shot at that, Kleinenberg aimed at its heart. Before the echoes of the shot had died away, the lion had rolled over and lay still. Kleinenberg turned to his assistant and said: "Better climb to the top and see if there are any of the zebras still about." The assistant returned about twenty minutes later and said with a doleful look: "Not a sign of them, master." Kleinenberg nodded and responded."

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## Early Cape Postal History Exhibit on CD

Robert Taylor

The Society has released the first of a planned series of exhibits on CD-ROM. It is an honor that the first volume will be my early Cape postal history exhibit. The series editor is Bob Hisey who have done an excellent job editing and transforming the original exhibit into a readable and searchable pdf version in full color. See page 44 for ordering details.

The exhibit won it's last Grand at Sarasota 2002 and it is this reincarnation which is shown on the CD. I started to put the collection together in October 1978 with the purchase of 26 items from Commander Bill Collins, Winchester, England. Bill was one of the foremost experts on Cape philately and wrote the forward to Goldblatt's "Post Marks of the Cape of Good Hope." It was at his suggestion that Cape pre-adhesives would be an interesting subject. Through two visits to England and correspondence, we continued a close friendship until his death about 20 years later. He was the source of much of my material although some was purchased at auction and some from Richard Johnson, a South African dealer and also a personal friend. The

exhibit received it's first Grand at the Rockford show in 1981. It was the first time it was shown and Rockford was, at that time, a WSP show. The exhibit consisted of several frames of covers mounted on pages custom printed for me and with virtually no text. In those days, Postal history exhibits were a rarity. Today the exhibit would probably only get a Certificate. It next won the Grand at Philatelic Show in 1991.

The exhibit shows the rates, routes and markings used to develop a postal system for the Cape Colony between 1653 and 1853. Commissioned by the Dutch East India Company, Jan van Riebeck founded the colony in 1652 to service ships of the Company's fleet at midpoint between Holland and the East Indies. Under Dutch control by the Dutch East India Company for 140 years, no official postal service existed until the opening of the post office at Cape Town in 1792. Company correspondence was carried to and from Cape Town by ships' masters on Company ships. Private overseas correspondence entered and left the colony by private arrangement, including

remuneration, between the sender and the ship's master or crew or a passenger. Inland transmission of mail was also by private arrangement and often carried by a native runner.

In 1791, a delivery charge of 1 skilling per sheet was established for overseas mail and in 1792, the rate was indicated by the VOC handstamp of the Company, the first postal marking. No official rate for inland mail existed.

In 1795, the British took the Colony from the Dutch but services remained unchanged and handstamps were abandoned. Field Comets, appointed by the Governor on the recommendation of local magistrates or Landdrosts as subordinate magistrates, began to carry the post in 1798.

The Treaty of Amiens returned the Cape to the Dutch in 1803 and the first postal routes were opened, one between Cape Town and Algoa Bay and one between Simonstown and Cape Town. These routes were also available to the colonists for overseas mail and marked the beginning of an organized postal service. No handstamps were used and the overseas rates remained unchanged.

In 1806, the British again took the Cape from the Dutch and expanded postal routes and established inland and overseas rates. The use of handstamps was reintroduced and expanded and by 1853 when adhesive stamps were introduced, a well functioning postal service was in place.

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## Catalogue Footnotes

James Ralph Ryan

As the major catalogues have found it necessary to provide useful, but necessarily terse, notes on the various vagaries of stamp usage, I decided recently to delve into invalidation dates for various issues of the past seventy years. Professor Franco Frescura has rather quickly supplied me with some invalidation dates for one of his specialty areas.

### *Swaziland Withdrawal and Invalidation Dates*

The ZAR overprints were withdrawn 7 Nov. 1894. After withdrawal, unoverprinted stamps were used. This practice continued after the Boer War, Union and inter-provincials becoming valid as they became thus in the Union of South Africa. Union and interprovincials remained valid for one month (Jan. 1932) after the introduction of the lovely King George V definitives.

The 1932 definitive and 1935 Silver Jubilee sets were invalidated for postal use from 31 Aug. 1953.

The 1937 Coronation, 1945 Victory, 1947 Royal Visit, 1948 Royal Silver Wedding, 1949 UPU sets all were invalidated for postal use from 31 Aug. 1953. Frescura also included the King George VI definitive set, but 1954 printings are listed in *Gibbons and Bridger & Kay*.

Frescura states: "The withdrawal of a stamp was an internal matter for the post office to decide upon and required only an administrative decision to be made by the Postmaster General. These were made quite commonly, and it is unlikely and probably illegal for the PO to have refused to honour them upon tender. Demonetisation, on the other hand, required an act of Parliament and is consequently quite rare...."

I close with a lengthy quote from the *Mashonaland Philatelic Society's A Guide to the Stamps of the Rhodesias and Nyasaland* (p. 137):

"The Central African Federation by Order-in-Council dated 1st August 1953. On the 31st August, 1st September and 15th September 1953, the constituent territories of Southern Rhodesia, Nyasaland and Northern Rhodesia issued, in that order, new definitive stamps with inset portraits of H.M. Queen Elizabeth II. These stamps were withdrawn on the 1st July 1954 when the first Federal stamps were issued. On 1st January 1959, all territorial stamps not previously demonetized were demonetized. While no enabling legislation appears to have been passed, all undemonetized Territorial stamps were accepted as valid anywhere in the Federation between 1st July 1954 and 1st January 1959. They can, of course only be identified as 'Inter-Provincials' by their cancellations."

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## Lifting Postmarks

Peter Thy

The classic method of lifting postmarks from covers was by drawing it on a transparent overlay. The way I always did it was by photocopying the cover at 200 % magnification. Using this photocopy, I would draw the mark with a soft pencil or with ink. Subsequently, I would reduce the mark to 50 %. The results could be good and would clearly represent the postmark, despite that the details were not always preserved. It was also subject to interpretations, like improving on unclear dates and lettering.

This task has now become much easier. With the help of a standard household computer, a scanner, and a Photoshop-type program, it has now become a simple matter for many postmarks. There is undoubtedly many ways. What follows is the way I typically proceed. I scan the mark with surroundings at 300 dpi and save it as a tiff file. This file is opened in Adobe Photoshop. The first step is to change the image mode from RGB to CMYK colors and flatten image. Open the channel window and delete all but the black channel (most times at least). Go to adjust and play around with levels until a satisfactory result is obtained. Clean up with the rubber tool and save in jpg format. This is a simple procedure that seems to work for me and do not require extensive Photoshop skills.



Progressive lifting and cleaning of Bechuanaland postmark.

There are many additional possibilities for cleaning up and improving the image in Photoshop. It is possible to select parts of the mark that appear fainter than the rest and selectively increase the contrast of these. An example in the above mark is the year code. Also using the paintbrush tool, it is possible manually to touch up the text and other parts. However before doing this, make sure that you clearly can see the original text either on the image or the original. It is too easy to transform an '08' year code to '80' and thereby changing postal history.

# Bechuanaland Telegraphs

H. Hamilton Flowers

At the present time, when South African affairs are occupying so large a share of public attention, I may not be wrong in thinking that a short account of telegraphic work and progress in Bechuanaland will prove of interest to the readers of *St. Martin's-le-Grand*.



POST OFFICE, MAFEKING.

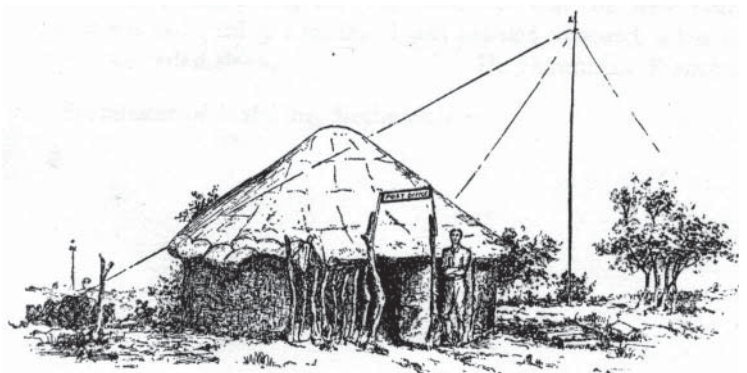
Bechuanaland, that large tract of country lying to the west of the Transvaal, is bounded on the north by the Bechuanaland Protectorate, on the south by the Cape Colony, and on the west by Great Namaqua Land. The natives are chiefly known as Batlapins and Barolongs, and are collectively termed Bechuanas. The history of these people is lost in antiquity; and there are few or no dates to guide the enquirer. They are supposed to have migrated from Central and even Northern Africa; and, after many tribal wars, to have located themselves to the best advantage. They cannot be considered a warlike race, and will only fight on extreme provocation; although, when acting on the defensive, they have on many occasions shown great bravery and good tactics. It is, however, next to impossible for the Bechuanas to govern themselves. They have always been hopelessly disunited; and the numerous claims to chieftainship, due largely to their polygamous customs, have lead to many jealousies and feuds.

Native politics came to a crisis in 1884, when the relations between two Barolong chiefs, Montsioa, of Mafeking, and Moshette, of Kunana, became strained. They each obtained the assistance of white men; Moshette's volunteers were principally Transvaal Boers; whereas Montsioa relied more on his own subjects, acting under the advice and guidance of traders and hunters who happened to be in his territory at the time. Mankoroane, the Batlapin Chief at Taungs, was continually harassed by these freebooters; and he also employed white volunteers to rid his country of the marauders. There is no doubt, however, that these whites were not over-loyal to the various chiefs they professed to serve; and, as time went on, things passed from bad to worse. The natives

found that they were unable to cultivate their lands; and—most distressing of all things to the native mind—that their cattle were fast diminishing in number. Petitions were therefore sent by the Chiefs Montsioa and Mankoroane asking for the intervention of the English Government. England was not slow to realize the gravity of the situation and the importance of action; for the Bechuana territory was the key to the northern trade route, “the great highway to the interior.” An expedition was accordingly sent out in January, 1885, under the command of Sir Charles Warren; and, after order had been restored, Bechuanaland was formally proclaimed to be under British authority. The southern part was made a Crown Colony, whilst the northern became a Protectorate.

Amongst the various equipment for Sir Charles Warren's force, the Field Telegraph, of which I was enrolled a member, was one of the most useful. It brought the several camps and the outside world into comparatively close touch, and as an agent in field operations, proved invaluable. The Cape Colonial telegraph system at this time terminated at West Barkly, whence a light line was rapidly extended through Taungs and Vryburg to Mafeking, and finally carried on by way of Kanye and Molepolole to Shoshong. The line was constructed by Lieutenants Anstruther and Heath, under the direction of Major Jelf, R.E. Many difficulties had, of course, to be contended with, the chief of which were clearing the bush for the track, and effectually guarding the working parties. Notwithstanding the almost tropical climate, an average of eight miles of line was completed each day a very fair record. The work was done very systematically. First of all the route was surveyed, pegged off, and cleared of bush. Then followed a mule waggon, running out wire and distributing poles. These were dealt with by a party of about twenty men, well trained in pole planting, straining, binding, staying, &c.

The operators, as well as the construction party, were chiefly composed of men from the Telegraph Battalion, Royal Engineers (R.E.); but owing to the large number of stations taken in circuit, and the number of men required for the work, it was also found



A PRIMITIVE POST OFFICE IN MATABELELAND.

(From a photograph.)



NOTE.—Telegraph lines also run alongside all the railway routes shown.

A Sketch Map of  
AFRICA SOUTH OF THE ZAMBESI,  
Showing the principal railway and telegraph lines.

Scale—1 : 12,000,000.

Drawn by Sherwin Engall.

necessary to engage telegraphists and linemen from the irregular corps (the 1st, 2nd, and 3rd Mounted Infantry, and 4th Pioneer Regiment). These were attached to the R.E. pro tem., and proved a very serviceable addition. The linemen found the South African "trek ox" to be a great destroyer of man's handiwork. This animal seemed to possess a wonderful love at first sight for the bamboo and light pine poles. After long journeys with heavily-laden transport waggons, the wily ox, when released from the yoke, would invariably strike out a bee line for the nearest pole, and, rubbing his face and neck most affectionately against it, bring it down. In order to discourage these little attentions, huge thorn brushes were bound to the poles. Then came the white ant, and considerably demolished the underground portion of the somewhat frail wooden supports. Added to this, terrific thunderstorms were of frequent occurrence, and the lightning, besides melting the brass tops off the vulcanite insulators, would fuse the wire and render as much as a fifty-yard span completely useless.

The operators' work was, of course, very interesting. All military orders and despatches, some of them very lengthy, were

transmitted over the wire, besides a fair amount of commercial and press work. The instruments used were the ordinary single current sounder sets (i.e., key, galvanometer, relay and sounder), the current being produced by hermetically sealed Leclanché cells, which were well adapted for transport. Duplex working was seldom resorted to, owing to the large number of stations kept in circuit. Several of the smaller intermediate offices were, however, fitted with what is commonly known as "the buzzer," the transmitter of which is a vibrator, and the receiver a telephone of the Ader pattern. By using ten Leclanché cells, "the buzzer" could, in most cases, be worked without interference with other stations that were using sounders. At the same time, the stations using sounders were provided with "buzzer" sets, and could at will switch over, and either clear small stations of their work or request them to leave a clear line.

Thunderstorms were of as much annoyance to the operator as to the lineman, and earth currents were very prevalent. Both interfered with the working very considerably; the former often conveyed severe shocks to the operator, and to overcome the latter the telegraphist had to exercise his ingenuity and insulate the floor as best he could, often by means of insulator cups on the chair legs. It was also a common practice to put a capsule of Chatterton's compound or sealing wax over the thumbscrew of the relay, and to wind a silk handkerchief round the telephone receivers.

I should state that the European freebooters, who had enlisted under the native chiefs already referred to, had received large grants of land within the Bechuana district as the reward of their services. These lands became known as the Republics of Stellaland and Goshen; and it was one of the objects of the Warren expedition to bring about the dissolution of states so turbulent and dangerous. To many of us it was a trifle disappointing that the result was accomplished without any actual fighting; but the complete success of the mission in restoring and permanently securing law and order, and in

placing the entire Bechuana territory under British control, compensated for the loss, and caused us to look with some degree of manly pride upon the medal that was issued; albeit it was of tin only, with merely a regimental number impressed upon it.

The Telegraph Battalion lost a good man and faithful comrade in sapper Charles Kingsland, who succumbed to the trying influences of the climate. His grave, and those of about half a dozen others belonging to different corps, are at Mafeking and are kept very neat in the small military cemetery there, which is well laid out with gravel paths, shrubs, and plants. Great credit is due to Mr. Edgar Rowland (one of the early settlers) for the care and attention bestowed on the last resting places of his fellow countrymen.

On September 1st, 1885, the military forces were withdrawn from Bechuanaland, and the country was handed over to the Civil Administration, under Sir Sidney Shippard, K.C.M.G. A body of about 500 armed and mounted police, under Sir F. Carrington, K.C.M.G., was enrolled to maintain law and order, and these were known as the Bechuanaland Border Police, or B.B.P. The telegraph system was also handed over to the Civil

Administration, but the line beyond Mafeking was dismantled when military occupation ceased. Townships were surveyed at Mafeking and Vryburg; and as the principal sites were very soon occupied, a brisk commercial business was carried on over the wires. The telegraph offices were located in the various police camps, in the same manner as during the Warren Expedition; but, as one by one the military camps were removed, so were a number of offices reduced. Those kept open were Greefdale, Mafeking, Setlagoli, Taungs, Vryburg, and Wittefontein, the distances between each averaging forty miles.

Maintenance then became a difficult matter; for as it was never intended that the field line should be worked as a permanency, the wooden poles soon showed signs of decay, and the wire (a thin 3-strand) contained many dry joints. "Buzzer" working was often resorted to in order to get signals through. After much gentle persuasion, the Government had the fifteen feet wooden poles replaced by twenty feet iron ones; but the same old wires were still used, the dry joints being cut out and new ones soldered in. This did not answer very well it was like putting a new patch on an old garment. The old poles were sold to surveyors, who found them quite a boon for flagstuffs.

We soon found ourselves blocked with work in connection with gold prospecting and mining booms; several syndicates were formed in Bechuanaland, and there was quite a rush to Barberton, Witwatersrand, and Malmani. The Transvaal lines were unable to cope with the amount of work, and unfortunately the Bechuanaland and Transvaal authorities could not come to terms for the construction of a line between Mafeking and Malmani (a distance of but nineteen miles), which would have relieved the pressure. So an enterprising syndicate started a service of express riders between these two places and did a roaring business.

In May 1890, the British South Africa Company started an extension from Mafeking, through the Bechuanaland Protectorate, to Fort Salisbury in Mashonaland, their newly-acquired territory. The new construction was well carried out. No. 8 line wire was used throughout; iron poles were carried as far as Nuanetsi (a point between Tuli and Victoria), and substantial wooden poles were used beyond. The telegraph troop of the B.B.P. was disbanded in September 1886, and a civil staff formed, the Commissioner and Magistrate of Mafeking, Mr. R. Tillard, acting as Superintendent of Telegraphs. The troopers retained their appointments as telegraphists. The postal work was placed under the charge of the Commissioner and Magistrate of Vryburg, Mr. P. J. Truter, and the magistrates' clerks acted as postmasters. At this time there was but one mail a week each way, and the public would form an excited crowd round the offices and receive their correspondence and parcels from an open window. This was usually the event of the week.

In February 1890, the postal and telegraphic systems were amalgamated, and Mr J. E. Middleton (formerly a District Engineer of the Cape Colonial Service) was appointed Postmaster General and Superintendent of Telegraphs. Those of us who were in charge of telegraph offices were made postmasters; our office accommodation was enlarged, and, what joy! our salaries also.

It was finally decided to hand over the control of the Bechuanaland offices to the Postmaster General of the Cape, Mr. S. R. French, and this was done during April 1894. The result has been a marked success. By October 1894, the railway system had been extended from Kimberley to Mafeking. The telegraph line was at some points as much as fourteen miles away from the route selected for the railway, but was very speedily and successfully shifted by Inspector J. Gilbert, of Kimberley.

When the British South Africa Company had extended its territory from Mashonaland to Matabeleland, a branch telegraph line was constructed running through Tati to Bulawayo; and it is over this line that all the news from Bulawayo in connection with the recent Matabele revolt has been transmitted.

On the 16th of November last, Bechuanaland ceased to be a separate Crown Colony, and was annexed to the Cape Colony. There is every reason to believe that it will prosper exceedingly under the Cape administration; and it is certain that the Postal and Telegraph Staff will have a wider scope for their abilities. I cannot do better than quote the following sentences from the last report of the Cape Post office:—

"In connection with the annexation of Bechuanaland to the Cape Colony on the 16th of November last, the post and telegraph services of that territory, which had already for some years been administered by this department, were formally taken over. It is estimated that the above-mentioned services which, when the administration was first assumed by this department in 1893, showed a deficiency of over £7,000 per annum, will, during the current financial year, show a cash surplus of revenue over expenditure."



THE MARKET SQUARE, MAFEKING.

A few words descriptive of some personal experiences, directly resulting from Dr. Jameson's raid, may fittingly conclude this short sketch. The old proverb, "It is an ill wind that blows nobody good," kept ringing in my ears as I sat poring over my official correspondence one very hot afternoon during this last January. Could it be real, or was it my vivid imagination that heard the sounder click off in the plainest language a summons for me to proceed to Capetown for embarkation to England as a Crown witness in the trial *Reg. v. Jameson and others*? Yes, there was no imagination this time about my oft-sighed-for trip to England. I had only two days in which to balance accounts, hand over the office, pack up, and be off. What joy, after fourteen years'



THE POST OFFICE AT BULAWAYO.

absence from the mother country, to be given such a favourable opportunity of once more seeing relatives and old acquaintances, roaming over the beloved haunts of rural England, and watching again the sights of London! The reason for my journey was in this wise.

It was reported on the morning of December 30th that the two telegraph wires running south of Mafeking were cut, and the poles broken, at a point about three miles along the railway line. On testing, not only was this found to be the case, but the line running north was found to have been cut at Pitsani Pitlogo. Mafeking was thus entirely cut off from telegraphic communication with the outside world. Immediate action had, of course, to be taken; so I at once arranged with the railway authorities for the services of a ganger with half a dozen natives to run me along on a trolley, carrying the necessary apparatus for repairs. The wires had to be pulled up and jointed, insulators and brackets fixed, and poles replanted. This was not easily accomplished under the broiling summer sun; but communication was restored about noon, and tracks were then made for home. The outward express came thundering along as we were nearing the Molopo river, and the trolley had to be quickly got off the line. This was accomplished none too soon, for, just as the trolley was thrown down the embankment by the excited natives, ably assisted by the ganger, the snorting engine, with its train of carriages, rushed past. The trolley with its load was replaced on the metals, and Mafeking reached in safety, where I found that lengthy despatches were already being transmitted over the wires by the busy operators.

The northern line being still down, a horse vehicle was obtained and a start made at four o'clock the following morning. The fault, which was similar to the one already described, was got at, after a journey over very uneven roads and rough veldt, and was duly repaired. After a rest at Pitsani, the horses' heads

were turned homewards, and Mafeking was reached at eleven o'clock the same evening. The weary Postmaster was hospitably entertained by the members of the Caledonian Society, who were having a convivial evening, seeing the old Year out and the New Year in; and it was not until 3 a.m. that I was enabled to snatch a few hours of much-needed sleep.



MR. H. H. FLOWERS.

Mr. H. H. Flowers.

We have much pleasure in giving the portrait of Mr. H. H. Flowers, Postmaster of Mafeking, Bechuanaland, who as all newspaper-readers know, has been an important witness in

Jameson's trial. Mr. Flowers is a native of Bath, and for two years held an appointment in the Postal Telegraph Service there. He went to South Africa with the intention of entering commercial life, but, on the call to arms for Sir Charles Warren's Field Force, he volunteered for service in the 2nd Mounted Rifles, under Sir F. Carrington. At the close of the expedition, during which he acquired a good knowledge of the construction of field lines, he was placed in charge of the Setlagoli office. Twelve months later, when the telegraphs were handed over to the British Bechuanaland Civil Administration, he was transferred to the Vryburg office, and in 1890, upon the amalgamation of the postal

and telegraph services, was appointed Postmaster of Mafeking.

Mr. Flowers, like many another Postmaster in South Africa, is a subscriber to *St. Martin's-le-Grand*, and we can also number him among our contributors. Those of our readers, if any, who missed the first installment of an article from his pen, on the subject of the Bechuanaland Telegraphs, should turn to it now, as we are promised the remainder of it for our next number.

We hope that Mr. Flowers will enjoy his trip to the old country.

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## Surcharged Stamps of Lesotho, 1986-1991: Part 1, SG 715 to 718

Morgan Farrell

From 1986 to 1988 and again in 1990 and 1991, postal rate changes necessitated large numbers of stamp values that were not then available. The need was met by surcharging stamps from definitive sets that were available and no longer needed (as much). The work was done by Lesotho Ads in Maseru. Stamps must have been turned in from various post offices and so I would guess that whatever showed up was used. As will be seen later, this led to a couple of surprises when stamp collectors began to try and sort it all out. It's my belief that yet more surprises are possible and even likely.

The workmanship at Lesotho Ads was poor and this resulted in many surcharge variations, varieties and errors. This is my attempt at chronicling the events and listing what is known to exist. I don't for a minute believe that this list will be complete and it's my hope that other varieties and errors will be reported so that a complete list will eventually emerge. I find the whole course of events to be fascinating. It surpasses by far similar events that occurred with surcharging in Basutoland/Lesotho in 1961 and 1980-81. Events in those years also created much philatelic interest and collectors were sent scrambling to discover the whole picture. As astounding as it may seem, I haven't seen any evidence that any of these many errors were philatelic creations. Though some few errors were probably sold philatelically, none were made for any other reason than to do postal duty. Stamps with errors were ignored, sold over the counter and readily used for postage. In fact many discoveries were made by collectors who first noticed the errors on stamps used in the mail and then made their way to the given post office to see if there were any left for purchase.

### *Stamps Surcharged*

The stamps that have so far been found to be surcharged are:

- 1981 Bird definitives - 1s (perforated 13 only), 25s, 60s, 75s
- 1982 Bird definitives/watermarked - 1s, 2s, 10s, 25s, 60s, 75s
- 1982 Bird definitives/unwatermarked - 1s, 5s, 10s
- 1984 Butterfly definitives - 1s, 2s, 3s, 4s, 5s, 7s, 30s, 60s, 75s
- 1988 Bird definitives - 12s, 30s, 40s
- 1989 Bird definitives - 12s

### *Watermarks*

The 1982 bird stamps were first printed on watermarked paper. Six of the values were later printed on unwatermarked (1s, 2s, 3s, 5s, 7s, and 10s). Of these the 1s and 10s values were surcharged on both watermarked and unwatermarked stamps.

### *Surcharge Types*

I am borrowing drawings of the different types (see ill. 1.) from a list provided to me from David Ambrose. There are 13 types, some with different settings. The different settings are to accommodate the different formats of the stamps being surcharged, ie. 10 rows of 4 for horizontal bird definitives, 4 rows of 10 for vertical bird definitives, and 7 rows of 7 for the butterfly definitives. It appears that the same type would be reassembled on a new surcharge printing plate to meet this need. It follows that the same surcharge varieties would appear in different positions in the different settings. Occasionally a variety would "disappear" in its new setting and occasionally a new variety would appear. This will be dealt with further when discussing the individual issues.

- Type 1 - 9s (2 settings)
- Type 2 - 9s (1 setting)
- Type 3 - 15s (4 settings, possibly 5)
- Type 4 - 35s (3 settings) - includes small "s" varieties
- Type 5 - 35s (1 setting)
- Type 6 - 9s (1 setting)
- Type 7 - 35s (1 setting)
- Type 8 - 20s and 40s (1 setting each)
- Type 9 - 16s (1 setting)
- Type 10 - 3s and 7s (1 setting each)
- Type 11 - 16s (1 setting)
- Type 12 - 16s (1 setting)
- Type 13 - 16s (1 setting)

### *Varieties*

There are several interesting varieties of the surcharges, both constant and non-constant. Sometimes minor varieties will be noted if it is useful to demonstrate something such as a setting. In the future I hope to develop a more detailed study of minor varieties so that most stamps on a sheet might be plated.

Unfortunately, the illustrations don't always show the smaller varieties well. At some point in the future, I hope to show these more clearly in a more detailed presentation.

*Errors*

These issues are rife with errors. I will list all that I know about. I would be disappointed if this writing was the final word. Certainly there are other undiscovered errors and an addendum or even a revision will be needed.

*Misplaced Surcharges*

Misplaced surcharges are not uncommon and should probably come under the heading of "errors" above. They are sometimes difficult to catalog though in that one sheet may have different misplacements in different parts of the sheet.

*Postscript*

My collection of the surcharged stamps of Lesotho (1986 - 1991) is significant. I'm not usually able to acquire higher priced stamps such as some of these, but it happened that I had good luck in this case. I sold a large number of stamps in APS circuits and the money from their sale came to me at the time that good Lesotho surcharge material became available. I picked up the key items before they got away and then went on the hunt from there.

The authority on these stamps seemed to be Professor David Ambrose of Roma, Lesotho. He wrote an excellent article in the July/August 1992 South African Philatelist that helped me tremendously with learning what to look for. Subsequent correspondence with him helped even more. The only other references that I was able to find regarding these stamps was the Stanley Gibbons Stamp Catalogue, Part 2, British Commonwealth, and various dealer's price lists. Other attempts at getting further information have been disappointingly unfruitful.

The following, as well as installments to come, summarizes what I know about these stamps. There is so much more to learn. I need some complete sheets to find more varieties. I also need to study the material that I have more closely. Maybe I could find detail to identify these surcharges in such a way that singles could be plated.

My goal in this writing is to share what I have learned concerning the following areas:

- 1) Which stamps were surcharged
- 2) The surcharging types and their settings
- 3) Varieties of surcharges, both constant and non-constant
- 4) Known surcharge errors, including various misplacements of surcharges

I would like to learn of the surcharging process to better understand the varieties that I am looking at. I would also like to get a better idea of printing numbers of both normal stamps and errors. I would like to learn of personal stories of finds. Mostly, I would like to hear of other varieties and errors. I consider this to be a work in progress. I am sure that errors exist that I have not yet heard of.

Undiscovered errors and what to look for: I would look for things that can be easily missed, especially in kiloware. Stamps may exist with different imprints than they are supposed to have. Stamps that are watermarked and should be unwatermarked and

vice versa. With only one sheet each found of SG 716b, 721c, and 730a, why can't there have been other such oddities that were used in the mail and waiting to be found in kiloware or cheap packet material - even in dealer's stock. I predict there will be more such finds.

Please forward any new information to Morgan Farrell, P.O. Box 1064, Hamilton, MT 59840, USA or email mtf3@qwest.net.

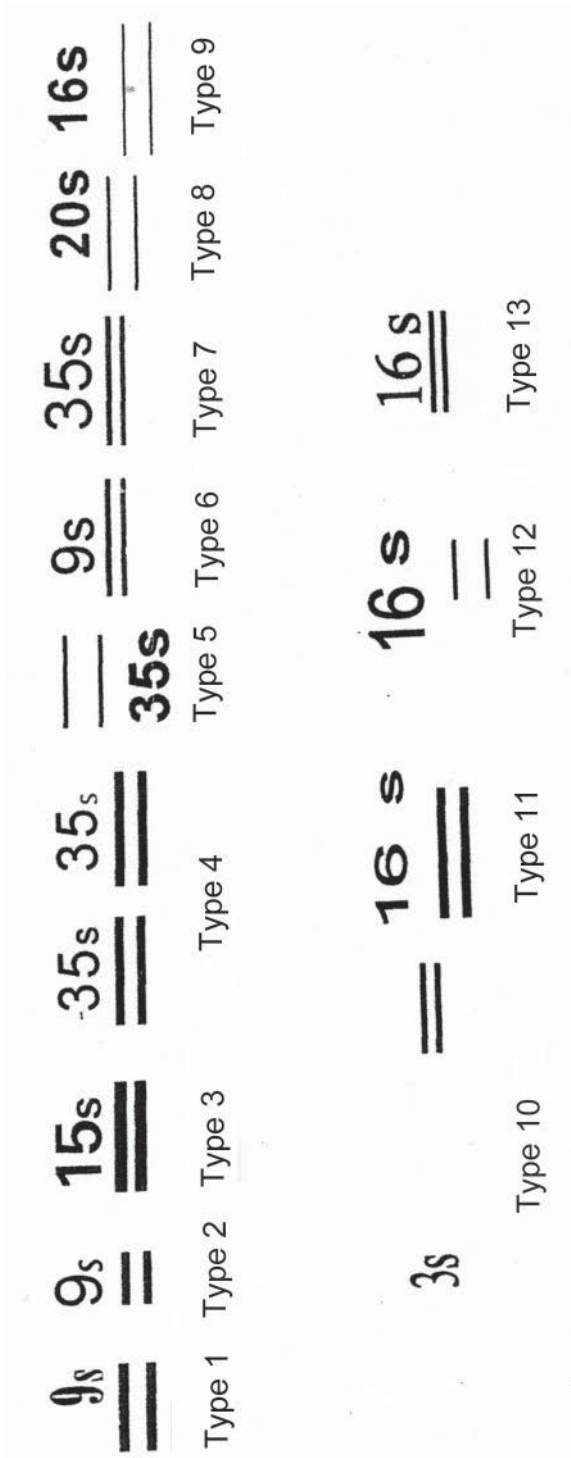


Illustration 1

## 9s on 10s

SG 715 - 1982 imprint with watermark (ill. 2)

Control 2C2C2C2C (ill. 3)

SG 715a - 1982 imprint without watermark (ill. 4)

Controls 2B2B2B2B (ill. 5) and 2A2A2A2A

This surcharge is on the 1982 bird definitive and was issued June 1986. As shown, it occurred on both watermarked and unwatermarked papers. All are surcharged with the Type 1 surcharge and in the same setting.

Stamps from 1982 with watermark are perforated through the margin lengthwise, and without watermark are not perforated through the margin.

### Varieties

Row 3/4 - bottom bar is tapered at right (ill. 6)

4/2 - vertical gap (white line) through bars (ill. 7)

5/1 - top bar is tapered at left (ill. 8)

9/1 - notch in left side of upper bar

### Errors

There is a double surcharge, SG 715b (ill. 9) that is only known used. SG lists a double surcharge with one inverted, 715c, which I have not found yet. I also have an unlisted variety with inverted surcharge (ill. 10). I have two misplaced surcharge varieties. one is split vertically (ill. 11). The other is in the centre of the stamp vertically (ill. 12).



Illustration 2



Illustration 4



Illustration 3



Illustration 7



Illustration 10



Illustration 6



Illustration 11



Illustration 8



Illustration 5



Illustration 9

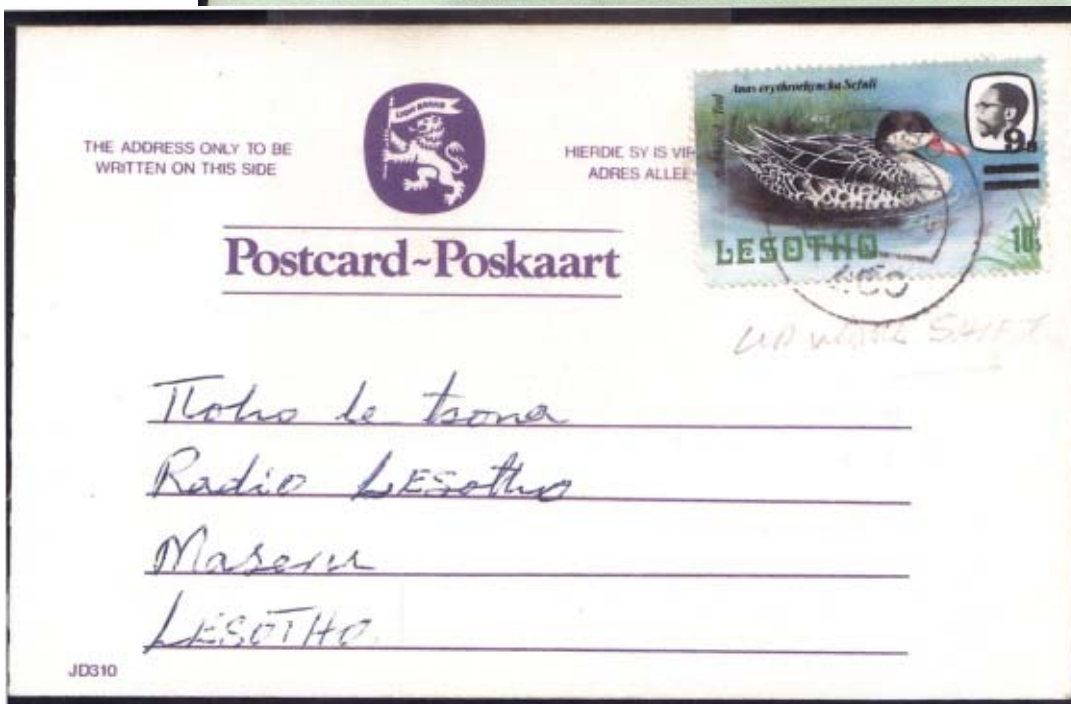


Illustration 12

## 15s on 1s

SG 716 - 1982 imprint with watermark (ill. 13)

Controls 2A2A2A2A and 2B2B2B2B (ill. 14)

SG 716b - 1982 imprint without watermark (ill. 15)

SG 716c - 1981 imprint, perforated 13 (ill. 16)

Control IAIAIAIA (ill. 17)

The surcharge is on the 1981 bird definitive, but only on those perforated 13. It is also on the 1982 imprinted stamps both with and without watermark. Only one sheet has so far been found of the unwatermarked stamp. These were issued August 1986. All are surcharged with the Type 3 surcharge and are in the same setting.

### Varieties

Row 1/5 - a small diagonal line above and to the right of the "s"  
(ill. 18)

1/6 - large speck on wing (ill. 18)

1/8 - small dot 2 1/2mm over "s"

2/3 - diagonal line 6mm above "s"

2/5 - extra bar and line through "1", SG# 716a (ill. 18) and 716ca

3/7 - mark to right of bars (ill. 19)

4/6 - tiny dot above left end of top bar

4/7 - top bar of "S" shortened

### Errors

A double surcharge is listed by SG (716cb), but I have not found this yet. I have an example with a heavy offset of the surcharge on the back of the stamp and a mirror surcharge in the margin (ill. 20). This is likely from a still wet surcharged sheet corner that was placed face down on this part of the margin. No misplacements have been seen.



Illustration 20



Illustration 18



Illustration 13



Illustration 16



Illustration 14



Illustration 17



Illustration 15



Illustration 19

### 15s on 2s

SG 717 - 1982 imprint with watermark (ill. 21)

Controls 2A2A2A2A (ill. 22) and 2B2B2B2B (ill. 23)

The surcharge is on the 1982 bird definitive with watermark. These were issued August 1986. They are surcharged with Type 3 surcharge and are rearranged in a new setting from that used on the 15s on 1s stamp. This was done to conform to the 10 rows by 4 arrangement. The result is that the same varieties occur in different positions on the sheet.

#### Varieties

Row 3/2, 3/3 - a small diagonal line above and to left of "s"  
(actually on 3/3)

4/1 - mark to right of bars (ill. 24)

5/3 - downward sloping bars (ill. 25)

6/3 - line through "1" (ill. 25)

6/4 - small dot 2 1/2 mm over "s"

8/2 - a small diagonal line above and to the right of the "s"

8/3 - tiny dot above left end of top bar

10/2 - top bar of "5" shortened (ill. 22)

It should be noted that two prominent marks seen on the 15s on 1s stamp are not seen here. The variety (6/3) with the line through "1" is present but the "extra bar" seen on the previous issue is not. As well the variety "speck on wing" is not seen here. Since these 15s on 2s stamps are of horizontal format as opposed to the vertical format of the 15s on 1s, it can be seen that these two markings would have been too high on the stamps to appear on these. There is also an additional variety (5/3) that is not noted on 15s on 1s.

*Errors*

I have a double surcharge variety that is not a true double but a kiss print (ill. 26). It was found on the top row of some sheets. I am not sure if this is the stamp that SG has used for its listing of the stamp with double surcharge (717a). I would presume that it's not, but I haven't found a stamp with a true double surcharge yet. I have a triple surcharge, SG 717b (ill. 27). The two additional surcharges are faint and misplaced vertically. It is not well seen on the illustration. I would suspect that this was a badly surcharged sheet that was simply "repaired" by again surcharging it correctly. This is likely the scenario in many cases of multiple surcharges on these issues. I also have stamps with heavy offset of printing on the reverse and I have two types with slight misplacement of surcharge (ill. 28 and 29).

*Forgeries*

Forged surcharges have been found on this stamp. I purchased a strip of three with triple surcharges from an auction in South Africa (ill. 30). As I suspected it would be after examining it, the APS issued a certificate declaring it to be a forgery. The dealer is highly reputable and I received a full refund, but I had to lose the stamps to do so, so I have no reference item at present. The enlarged illustration doesn't show it so well but, in the forged surcharge, the serif to the "1" is longer and curved. The "s" is also slightly larger. A similar item showed up in an auction in the UK, along with a single surcharge inverted, and a double surcharge inverted. To the best of my knowledge, these are the only forgeries that have so far emerged.



Illustration 30



Illustration 27



Illustration 21



Illustration 28



Illustration 29



Illustration 22



Illustration 23



Illustration 25



Illustration 26



Illustration 24

## 15s on 5s

SG 718 - 1982 imprint without watermark (ill. 31)

Control IAIAIA2A (ill. 32)

The surcharge is on the 1982 bird definitive on paper without watermark. It was issued November 1987. All are surcharged with Type 3 surcharge and in the same setting as that used on the 15s on 1s stamps. There is an interesting difference though in that the surcharge is now on the left side of the stamp as opposed to the right side in that previous issue. This changes a couple of the varieties to appear on neighboring stamp positions. As well it hides them somewhat.

### Varieties

- Row 1/5 - a small diagonal line above and to the right of the "s". There is also a faint "spot on wing" on this stamp as seen on 1/6 of the 15s on 1s stamp. It can barely be made out to appear on the lower branch behind the bird
- 1/8 - small dot 2 1/2 mm over "s"
- 2/3 - diagonal line 6 mm above "s" - barely seen here as it is hidden in a branch
- 2/4 - the end of the "extra bar" flaw is barely seen on huts to right of bird's tail
- 2/5 - line through "1" - "extra bar" is present, but very faint (ill. 33)
- 3/7 - mark to right of bars (ill. 34)
- 4/6 - tiny dot above left end of top bar
- 4/7 - top bar of "5" shortened

### Errors

I have two types of double surcharge, SG 718a. One is of two bold surcharges with one misplaced (ill. 35 and 36). The other is with a normal surcharge and another faint one that is misplaced and split (ill. 37). I also own a block with an unlisted triple surcharge (ill. 38). It is similar to the last, but it has two very faint surcharges along with a normal. These can not be made out fully from the illustration. I also own a strip with misplacement in that the surcharge slants upward (ill. 39).



Illustration 32



Illustration 31



Illustration 35



Illustration 36



Illustration 33



Illustration 34



Illustration 37

Illustration 38



Illustration 39

# South Africa Prisoners of War in World War II

## The Swiss Connection

Chris Miller

As more material is acquired one can try to piece a story together. I have recently purchased some covers in connection with the imprisonment of Sapper No. 34058 Arnold Kalk. I do not have direct access to records in South Africa so this is the story so far.

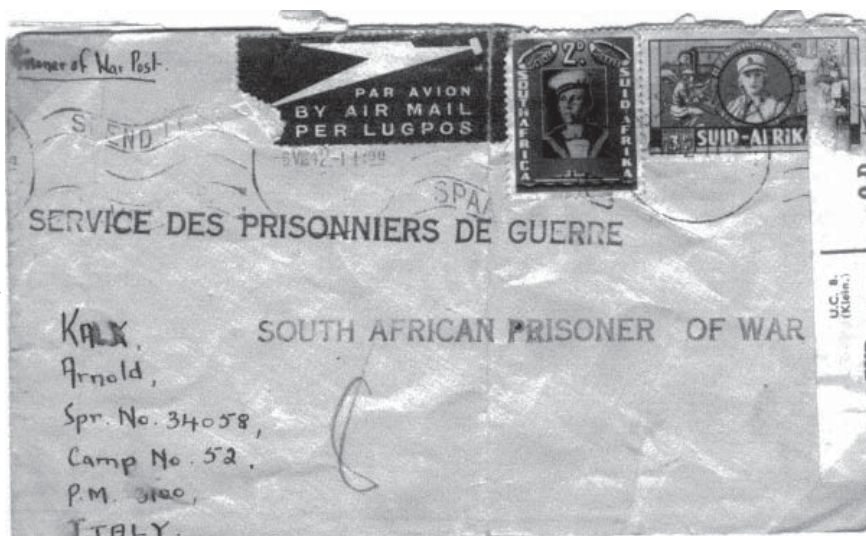
The earliest of these covers is dated 6 August 1942 by which time Arnold was a prisoner of the Italians and was being held in Italy (Cover No. 1). As a high proportion of the 33,000 Allied prisoners taken at Tobruk on 21 June 1942 were from South Africa this may have been where he was captured.

This cover has the unusual five pence postage rate, which provided airmail but only from London to Lisbon. This procedure was introduced in a Post office circular dated 9 June 1941 for a Prisoner of War in Germany or Italy only.

Post Office Circular 1198 (9 June 1941)

Letters for prisoners of war in Germany and Italy. Arrangement have been made (for) airmail transmission between the United Kingdom and Lisbon upon payment of a fee of 5d per letter. An airmail label should be affixed to the letter in addition to the fee of 5d. Such letters should be circulated to Cape Town for transfer to the Deputy Chief Censor.

The restricted airmail facilities, which are more familiar, were introduced by Post office circular on 22 June 1942 so Cover 1 could have used this faster service albeit at the increased fee of nine pence per quarter ounce. The routing of the five pence covers



Cover 1. Envelope addressed to Sapper Kalk, while a prisoner in Italy at 5d rate for partial airmail.

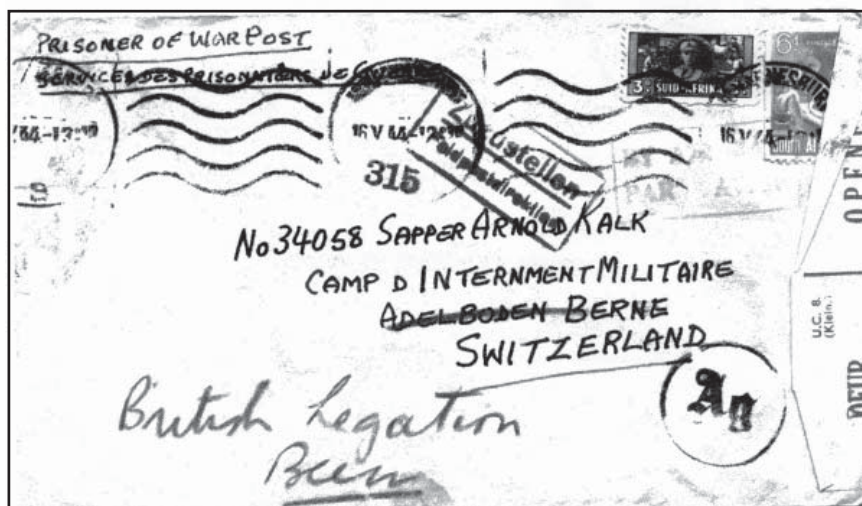
was via Cape Town, but the nine pence ones went via Johannesburg, where they were censored. The postage rate had to be paid by two stamps only.

Post Office Circular 1252 (22 June 1942)

Prisoner of War Restricted Air Mail Facilities. ...restricted airmail facilities for prisoners of war in German and Italian hands have been introduced. The weight of a letter for conveyance by airmail must not exceed 1/4 oz., the postage rate being 9d. per quarter oz. Envelopes should be clearly inscribed "By Air Mail - Par Avion." Circulation of such mail will be to Johannesburg.

By 30 December 1942, Kalk had reached the Swiss Internment Camp at Wald and German censorship took place in Munich (code 'd' on 'Ad' handstamp). Cover 2 was re-addressed from the Wald Camp to the British Legation in Berne and the German censorship took place in Vienna, Austria (code g). For the reason for this change in status, see the section on Evades mail below.

By September 1944 he was billeted with the Kaspar family in Wald (Cover 3). Although the records show that the South African Prisoners of War in Switzerland were repatriated when Switzerland was no longer landlocked by German occupied territory from September 1945, the date on letter to Kalk has been seen dated as early as 21 June 1945. The most usual reason for earlier repatriation was ill health so perhaps this was the reason.



Cover 2. Envelope addressed to Switzerland, but readdressed to the British Legation, Bern.

Some 900 South African Prisoners of War in Italian hands were able to escape over the border into Switzerland, when the secret armistice was signed with General Badoglio on 3 September 1943 after Mussolini was deposed. There was a short period before the Germans became aware of this and when the camps were unguarded.

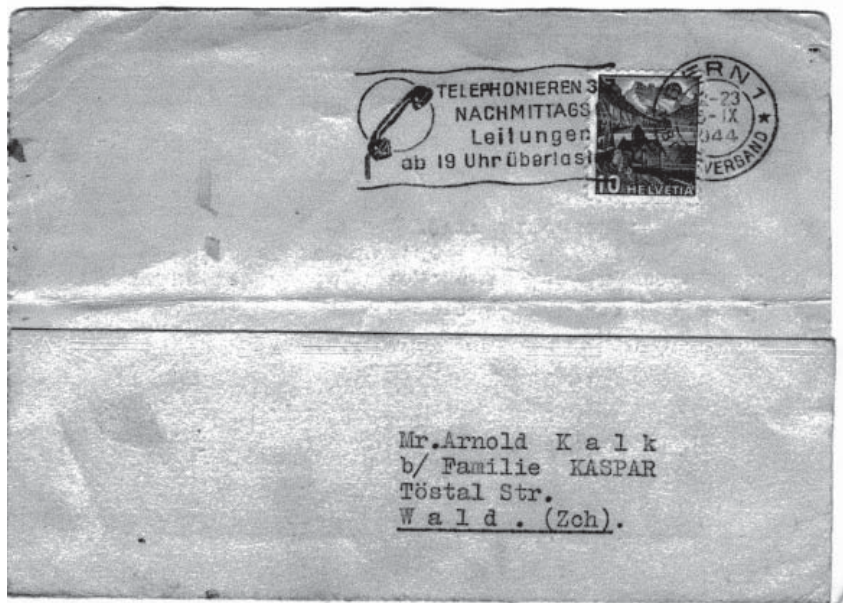
Prisoners of War who had escaped (evades) were regarded differently from forces personnel who crossed into Switzerland. This latter category had to be interned to preserve neutrality but escaped prisoners were in a separate category called evades and not interned.

Evades were still permitted to use the Red Cross message services and had the free mail privilege, they were encouraged to use a special airmail service via the South Africa Red Cross in London. Letters were to be stamped 20 cents and sent via London who would delete their address and add a six pence stamp for onward transmission. Later in the war the South Africa Red Cross ran out of money for this purpose so mail was sent from London to South Africa in bulk and no six pence stamp was used. Cover 4 is an example of this but is not from Sapper Kalk.

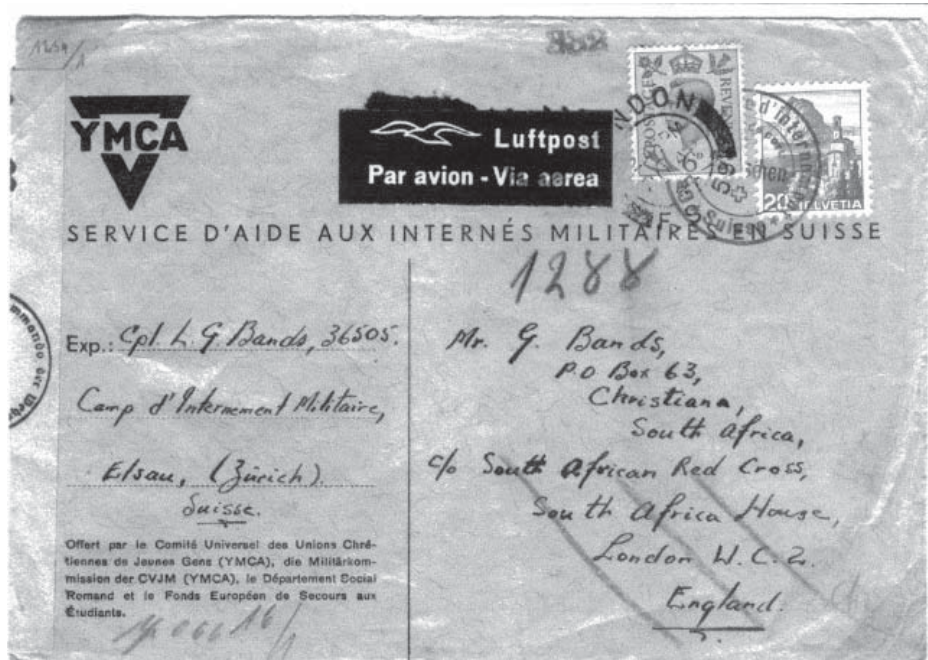
The Swiss stamp on these letters is cancelled with a Swiss Red Cross handstamp and the six pence British stamp by a London Foreign Service datestamp. This cover bears the German censor's label at left tied by handstamps with code 'b' for Berlin although it has been suggested that censorship actually took place in Stuttgart.

I am much indebted to Tom Mullins for the information on Post office circulars and evades mail.

I would welcome correspondence or offers of this type of material (see mail addresses on page 1).



Cover 3. Mailed to Kalk in Wald, but billeted with the Kasper Family.



Cover 4. Envelope Evades mail from Switzerland to South Africa. Mailed via London where the 6d stamps was affixed and the address modified.

## New Society Publication in Preparation

Krone Publications in collaboration with PSGSA are preparing for publication Peter Lodoen's adventures as a stamp designer for Botswana Post. The main content of the book first appeared in the Forerunners and will be collected together with a final chapter where the author dreams about the stamps he would have designed had he been given the opportunity. General interest book that should appeal to many Society members. The book will be about 60 pages with soft cover and in full color. Society members will be able to obtain the book. Look for ordering details in next issue.

## Forerunner Presentation Issue

A presentation issue of Forerunners is made available on our new website ([www.kronestamps.dk/psgsa/](http://www.kronestamps.dk/psgsa/)). It can freely be downloaded and copied (in b/w or color) for personal and promotional purposes. The issue is in pdf format with a size of about 2MB. It will need Adobe Acrobat or Reader to be read and printed. The issue contains a selection of recent articles in Forerunners and should give a fair impression of what the Society has to offer. Forward electronic or paper copies to your friends and other philatelist interested in southern Africa. Please give the Editor your feedback as to its usefulness.

# ‘Otto, Otto, Otto’

Tim Bartshe

Forgeries of the original designs of the South African Republic (Transvaal) are well known and have been documented for well over 100 years. It is not often that something comes along that stops you in your tracks thinking “What are these?” and “Where did these come from?” That happened to me upon a visit to fellow member Bob Hisey earlier this year. As we normally do, we sat in his ‘office’ drinking a favorite adult beverage discussing philately when, while looking through his Transvaal stock book,

What really catches one’s attention is the quality (or lack there of) of the ink and the paper used in these productions. The overprints were a much less difficult call to their genuine nature, being obviously of the wrong font.

The ink is very “blotchy” and “thick” not unlike the poor quality of Mr. Viljoen’s and his April 1870 printings for the ZAR. The paper is a very thin, almost onion skin that is translucent to nearly transparent. There is a discernable faint weave on the



Figure 1. 1d black on onion skin and 1d rose-carmine on this wove paper.



Figure 2. 3d red on blue-green paper Type 16a V.R. overprint and 3d carmine-red, Type 6 & 7 V.R. overprint.

I ran across something that elicited the above-mentioned thoughts. On stock pages were some two dozen stamps that were obvious forgeries of the original Otto design including forgeries of the V.R./Transvaal overprints on these same stamps. But were they?

There were three separate base values, 1d, 3d and 6d, the later two being of the ‘improved eagle’ design produced by Otto in 1871 (3d) and 1874 (6d).

Close examination yielded the classic tests for a genuine 1d issue, notably the right flag pole not touching the shield at bottom right and the “D” of “EENDGRAGT” in the ribbon at the left touching the upper border.

Viewing of the 3d displayed a nascent spur on the right leg of the eagle, a fair indication of a genuine issue (except for the plate Q forgeries).



Figure 3. 6d “Improved Eagle” tete-beche (MERGEFORMAT)

paper as well. In my research of the literature, no mention of these items appears. What are they?

Again, going back to the basic genuine stamps, there are no tete-beche varieties of the 6d improved eagle (see figure 3 above), no tete-beche varieties of the V.R. overprints on 3d (figure 8) and no V.R. overprints on the 6d improved eagle issue, let alone ones inverted (figure 9). There are also no known printings on such paper types

To sum up we are pretty sure that these are not some long lost printing done by or for the government in Pretoria during the First Republic. We are also quite intrigued by the fact that these items have not been to our knowledge reported in the philatelic

press. That being said, it is also curious that these were not found scattered across a series of collections, but one bulk lot as if it came out of someone's filing cabinet or storage chest. Who did these and why may always remain a mystery, particularly since the 1d plate is "right" as appears the 3d and 6d as well. Otto's later creations, except for the 6d "improved eagle" were pretty easily identified as such, but these are not from those plates. Are these night-time creations done to amuse? Were these labels some child's attempt to create some "stamps" with the original plates? As Bob said the next morning, he had heard a strange frog-like sound echoing through his head that sounded remarkably like "OTTO, OTTO, OTTO".



Figure 4. Forgery.



Figure 5. Original Otto Issue.

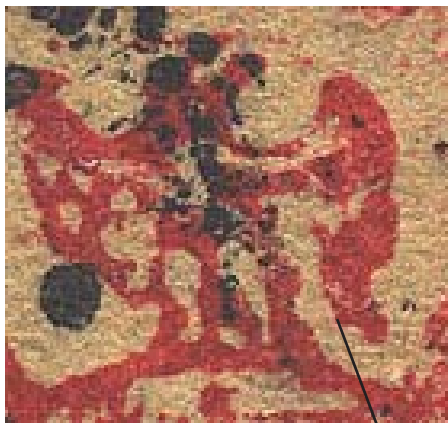


Figure 6. Forgery 3d.



Figure 7. Original Otto Issue 3d.



Figure 8. V.R./Transvaal tete-beche overprint and stamps. [Note: form brackets around the two lines of the overprint.]



Figure 9. (a) 6d improved eagle blue on blue-green wove paper Type 7 inverted. (b) 6d improved eagle blue on deep blue semi-opaque paper Type 7 inverted.

# The White Lady of Brandberg, Namibia

H.U. Bantz

*Summary:* The article deals with SWA's 2d stamp of the 1954 definitive issue, depicting the "White Lady" of the Brandberg. It looks at the philatelic information, the Brandberg massif, where the "White Lady" has been painted, and at the controversy surrounding the interpretation of the "Lady" and its connection with the cultural history of the area.

*Introduction:* On Nov. 15, 1954 a new definitive issue was released for the then South West Africa (SWA). The four lower values (Scott 249 to 252) of this set of 12 stamps depict rock paintings, commonly referred to as 'Bushman paintings.' However, since the originators of these art works are not known, it is better to leave the tribal connection open and to speak of 'rock artists' of which the present day Bushmen, or more correctly the San, might be descendants. The "White Lady" shown on the 2d stamp became one of the best-known rock paintings in Southern Africa due to its interpretation as having a Mediterranean origin. Here we look at the philatelic information on the 2d stamp, the Brandberg, where the "White Lady" has been painted, and at the controversy surrounding the interpretation of the "Lady" and its connection with the cultural history of the area.



*Philately of the 2d stamp*

*(Scott 250 and 262):*

When the 2d stamp was issued in 1954 it paid either for an 1 oz. domestic letter, also for a postcard, or for an 1 oz. surface letter sent to countries belonging to the then British Commonwealth. It served also as a revenue stamp, showing the appropriate inscription 'Inkomste-Revenue'. Designer of the four low value stamps depicting rock paintings, including our 2d, was Otto

Schroeder (1913 – 1975). Schroeder was honoured in 1975 by a set of four SWA stamps, printed in se-tenant blocks of four (Scott 380-383) and by SWA's miniature sheet No. 1.

The Government Printing Works in Pretoria printed the issue on cylinder 30, using the photogravure method. The first printing was done on paper watermarked with the 'Springbok Head,' normally facing sideways left on the 2d stamp as viewed from the front. A few sheets were fed wrongly and the Springbok's head is reversed, facing right. Six years later, in 1960, a reprint was done on paper with the "Union Coat of Arms" watermark,

using Cylinder 30 again. This reprint paid no longer for letters, but for an inland postcards only. The whole sheet was perforated 14 all round, which is called Harrow perforation. Inscriptions are in Afrikaans and English. The stamp was valid for postage until 31 Dec. 1972 on which date all sterling stamp issues of the Union of South Africa were demonetised.

The Brandberg (Scott 495 and 497) is situated in the North of Namibia, 85km from the Atlantic coast and 135km west of Omaruru. Its foot rises comparatively rapidly from the eastern part of the Namib Desert plain, which is just above sea level to 600m on the western and to 800m on the eastern side. The mountain consists geologically of granites, which broke about 150 million years ago during the Karoo age through sediments and basaltic lavas, culminating in the highest peak of Namibia, the Königstein, with a height of 2574m above sea level. Scott 497 depicting "Die Nadel (The Needle)" gives an idea on the roughness of the terrain of the upper Brandberg. Today's climate is very arid with an average annual rainfall of less than 30mm. The western side of this 30 by 23km mountain complex is true desert,



while at the eastern site, where the Maack Shelter with the 'White Lady' is situated, grass and bush and also some game, especially zebra, ostrich and springbok can be found. Permanent water exists in the Tsisab (Leopard) Gorge, which is the main approach to the Maack Shelter.



*Discovery and early interpretations:* R. Maack was in 1917/1918 a member of a party of land surveyors busy mapping the Brandberg. While resting below an overhanging rock he discovered what became known as the "White Lady procession" (Breuil 1948) with the about 40cm high 'White Lady' as the central figure. Maack's diary (1960) records his excitement at his discovery and describes how he chased after his companions in order to show the site to them. Maack accepted a Mediterranean origin for the paintings as they reminded him strongly of Egyptian frescoes or paintings on Greek vases. The Abbé Henri-Edouard Breuil (1877 – 1961, French stamp from 1977), in his time an authority on prehistoric cave paintings in Europe and Africa, saw Maack's copies of the paintings and was fascinated by them. He made a trip to South West Africa in 1947 and visited the Maack Shelter.

He published his copies of the “White Lady” and claimed a Cretan-Egyptian affinity, based on the type of head dress, in which he saw a helmet, the white goblet or flower in the right hand, the facial features, the delicate body and the triple curved bow, which he thought had its origin in Egypt. Miss Boyle, Breuil’s secretary, is known to have voiced the opinion that the central figure of the “White Lady procession” represented a hunting goddess, which she thought could be either Isis or Diana.

The analysis of rock art is faced, apart from ‘who did it’, with two further questions: a) how old? and b) what has actually been painted? The first question is still open as there is no reliable method of precisely dating the painting at present. New answers to the second question have come forward with a more appreciative change in thinking on African History and Prehistory. Maack’s and Breuil’s interpretations were euro-centred and any fantastic discoveries, like the Zimbabwe ruins, were credited to an outside source. Most professional pre-historians challenge now Breuil’s ideas and today’s interpretation is, that the figure represents a man, due to the absence of breasts and the presence of a bow, which has equivalents in sub-Saharan Africa and is quite different from an Egyptian bow as visualised by Breuil. The rock artists depicted most probably a procession of Bantu – speaking people performing a pagan rite, which we do not understand. The broad, bead decorated waist bands worn by

several figures in the procession can still be seen in use by the Herero-speaking Himba of the Kaokoveld. Herero entered the Brandberg area from the East and North about 400-500 years ago. The painting of the ‘White Lady’, which is according to current interpretation rather a “Black Youth”, would fall into this period and not into the time when the Mediterranean cultures flourished about 2500 years ago. The romantic idea of shipwrecked Egyptians or Cretans, who overcame the terror of being stranded at the Skeleton Coast and trekked across the hostile Namib Desert, is highly unlikely. Nonetheless, the painting keeps its secrets. It remains an alluring picture; the work of a great artist and the 2d is a nice stamp to have.

*Sources*

Breuil, H. (1948): The White Lady of the Brandberg, South West Africa. Her companions and her guards. South African Archaeological Bulletin 3:2-11.  
 Jacobson, L. (1980): The White Lady of the Brandberg: a re-interpretation. Namibiana Vol. II (1): 21-29. (Herein further references).  
 Maack, R. (1960): Erstbesteigung des Brandberges und Entdeckung der Weißen Dame. Journal S.W. Africa Scientific Society. 14: 5-38.

From ThemNews, Journal of Thematics Southern Africa, Vol. 4, No.5 (whole Number 23), pages 10-12; December 2003. Reproduced with permission.

## ‘Twee’ Provisional Stellaland Cover

Bill Brooks

We have not seen anything from Stellaland for some time. The stamps of Stellaland were available for internal use pending the proclamation of the Colony of British Bechuanaland, in September 1885, and the issue of this Colony’s own stamps. The 4d stamp shown here

has been surcharged to two pence by a handstamp. The cover was addressed to Venterstad in Cape Colony. It is franked by an uncanceled copy of the ‘twee’ provisional together with a pair of Cape 1d stamps that are tied by an incomplete strike probably at Barkly West dated OC 24/85. Backstamped at Kimberley, Burghersdorp, and Venterstad (OC 29). (Based on Drysdall, A.R., 1992, London Philatelist 101, 54-66.)



# Forerunners Forum

## Swaziland Postal Rates

Anne Westhouse writes from Toronto to enquire whether the illustrated airmail envelope, probably at minimum weight, going from Swaziland to Canada in Oct. 2003 with 2.95e in stamps was carrying the correct postage. Response to the editor or direct to Anne at [g.westhouse@sympatico.ca](mailto:g.westhouse@sympatico.ca).



## News From Botswana



Botswana Post has recently released two stamp series. June 30, 2004: Traditional lifestyle of Botswana. Design by Keeme Mosinyi and printing by BDT Printing. April 29, 2004: Contemporary Art. Design by Kuru Artists and printed by Jon Enschede. Both series are beautiful and well done.

Peter Thy and John Inglefield-Watson have launched a website that will contain additions and corrections to their recently published book on Bechuanaland and Botswana postal stationery. Go to [www.kronestamps.dk/corrections/](http://www.kronestamps.dk/corrections/)

New postal tariffs came into effect on May 1, 2004, after a break of 3 years. The internal letter rate was raised from 55t to 80t. Go to [www.botspost.co.bw](http://www.botspost.co.bw) for details.

## Translation Help

Translation assistance is needed for an exhibit on the postal history of the African Pioneer Corps recruited in the High Commission Territories (Bechuanaland Protectorate, Basutoland, and Swaziland) during WW2. Principally 'content translation' of messages in aerogrammes written home by soldiers serving with the Allied Forces in the Middle East. Only about 10 aerogrammes need translation. Assume that they are written in Setswana, Sotho, or Swazi. Contact Peter Thy at [thy@kronestamps.dk](mailto:thy@kronestamps.dk).

## More Hut Tax Tokens



Peter Lodon from Molopolole, Botswana, writes to show us the above Bechuanaland Hut tax tokens. They are from a current social studies textbook used in Botswana schools.

## New Books

Hisey and Barthse, 2004. *Philately of the Orange Free State, Vol. 2, The Telegraphs*. Hardbound, 250 pages in full color, \$35 plus \$5 s/h in the US, plus \$10 elsewhere by air.

Trotter and Midwood, 2004. Volume 2 of the "Revenues of Southern Africa - Basutoland". See below for order information.

## Lost Member

Mail to life member Jeremy Filmer Watson, Bangkok, Thailand is being returned with addressee unknown. Can any supply his current address?

## New Society Website

Our website has been redone and has found a new host. The new address is <http://www.kronestamps.dk/psgsa/>. The new version includes our presentation issue of Forerunners together with a membership application form.

## Southern Africa Revenues

Brian Trotter and Neville Midwood's Volume 2 of the "Revenues of Southern Africa - Basutoland" is now printing (new format). Volume 1 "Revenues of Southern Africa - Bechuanalands" is being revised and will be available (in new format) shortly. Work has started on Volume 3 - Swaziland. Order Volume 2 (colour) from [Neville.Midwood@btopenworld.com](mailto:Neville.Midwood@btopenworld.com) (N. Midwood, 69 Porlock Lane, Furzton, Milton Keynes, Bucks, MK4 1JY, UK). Prices are: £9 - UK hand delivery, £10 - UK + postage, £11 - Europe + postage, £12 - Rest of world + postage. If you want to pay using PayPal let Neville know.

## Society Publications

Hisey and Bartshe, 2003. Philately of the Orange Free State, Vol. 1, The Postage Stamps. Hardbound, 280 pages in full color, \$35 plus \$5 s/h in the US, plus \$10 elsewhere by air.

Hisey and Bartshe, 2004. Philately of the Orange Free State, Vol. 2, The Telegraphs. Hardbound, 250 pages in full color, \$35 plus \$5 s/h in the US, plus \$10 elsewhere by air.

Forerunners on CD, Issues #1 to 50 (CD-ROM). \$25 plus \$5 s/h.

Taylor, Robert. Early Postal Services of the Cape of Good Hope PSGSA Exhibit Series (CD-ROM). \$15 pp.

To order contact Bob Hisey at the addresses given on page 1.

## Web Page Editor

Our Society Web Page is in need of a dedicated editor. Just have a look at it! If you like working with and creating web pages, this job may be something for you. It is not an expert html source code programmer that we are looking for. We need a simple and informative website that can be constructed with a web page editor. Have a look on our current site and decide if you can improve it. Contact the Journal Editor if interested.

## Advertisement Manager

Our Society is in much need for a volunteer advertisement manager. Advertisements, large or small, have in the past contributed significantly to the financial health of our Society and has allowed us to add extra pages to the journal. Unfortunately, with this issue we have lost all our long time advertisers. We need somebody to take charge of our 'advertising department.' Somebody with the necessary outgoing initiative. What is required is to contact past and potential new advertisers. Also will be required is to review our advertisement schedule. All the needed support will be provided by the Editors and Treasurer. Please contact Bill Brooks or Peter Thy if you are interested. Don't forget that it is vital to our Society and directly supports the quality of our journal.

## The Market Place

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

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

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

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

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

**Postmarks.** Specialist collector seeks trading partners and unsorted low value duplicates in quantity. I collect pre-Union to 1935. Anything later is available to swap with you. Please contact before sending material. Ashley Cotter-Cairns, P.O. Box 603, Hudson, QC, JOP 1HO, Canada, or email acottercairns@hotmail.com.

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

**Journal advertising manager sought.** Join the journal team. No experiences needed - just desire and commitment. Ongoing support and assistance from the Editor and Society Board Members. Contact Bill Brooks, 2854 W. Calle Vista Dr., Rialto, CA 92377, billpatti99@sbcglobal.net.

Send request for your free non-dealer membership ad to the Editor. Only one ad per issue per member. Ads will run for 3 issues unless specified otherwise. Limits of 40 words plus name and postal and email addresses.

## Commercial Ad Rate Schedule

Premium position (cover):

1/2 page: single issue - \$45, annual \$120

1/1 page: single issue - \$75, annual \$200

Non-premium position:

1/8 page: single issue - \$10, annual \$25

1/4 page: single issue - \$15, annual \$40

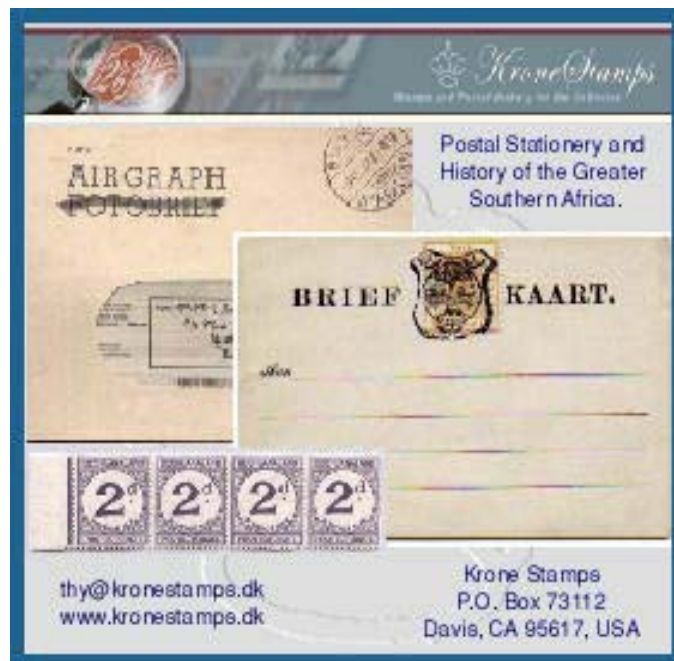
1/3 page: single issue - \$20, annual \$55

1/2 page: single issue - \$30, annual \$75

1/1 page: single issue - \$45, annual \$120

Small non-member ad \$1 per column line (approximately 50 characters).

Mail camera ready ad to the Editor and payment to the Treasurer. There is a 20 % discount for commercial ads run for at least two-year. The ad rates are currently being revised. Contact the Editors for information.





His Majesty's Post passing through the Chobe Swamps, Kabulabula near Kasane, Bechuanaland.  
Photograph from E.H.L. Schwarz, 1928, "The Kalahari and its Native Races," Witherby, London.

## Membership Application

Membership fees are \$25 US and Canada and \$30 Europe and southern Africa (contact the Treasurer for other destinations). Initial membership includes all back issues for the year joined (July to June). Payment options are as follows: (1) US dollar check drawn on a US bank, (2) dollar money order, (3) PayPal to bobhisey@comcast.net, (4) pound sterling bank check drawn on a UK bank and payable to E.M. Hisey, and (5) US \$, pound sterling, or Euro currency sent registered mail. Complete the following form and mail to Robert W. Hisey, PSGSA Treasurer, 7227 Sparta Rd, Sebring, FL 33875. Or email bobhisey@comcast.net.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Email address: \_\_\_\_\_

Collecting interests: \_\_\_\_\_

Comments: \_\_\_\_\_

