

# SOUTHERN AFRICA PHILATELY

*Published in the name of philately for the philatelist*



## Included in this issue :

- Rhodesian Cigarette Tax Labels
- Natal Railway History
- SWA - An Aerogramme is born
- Bechuanaland Commemorative Stamps
- Northern Rhodesia WWI
- Fifty Years of Union
- 1916 Late use of Victoria Falls Stationery Cards
- Natal KEVII Officials



# Southern Africa Philately

No 1

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# Southern Africa Philately

## Editorial

In this journal we summarize how the Annual *Southern Africa Conference* came about. In June at a philatelic weekend Brian Trotter, Otto and Simon Peetoom agreed that the annual get together is an informal relaxed philatelic and social weekend, and it continues to enjoy considerable support from collectors of the various Southern African philatelic entities.

During our discussion we agreed that it would be worth expanding the concept by adding a journal and website to this open forum and Otto has kindly agreed to develop these.

This open forum is not a society and does not have membership or other charges, with each individual attending the annual weekend paying their own hotel and associated costs.

We enjoy an auction on the Sunday and the commission from this has continued to accumulate and ought to be devoted to promoting *Southern Africa Philately*.

To promote this journal the first issue can be downloaded from our website and printed copies available at Stampex and Leamington Spa. If you approve of our initiative please tell others with an interest in *Southern Africa Philately*.

From Issue No 2, this journal is only available by subscription and will be mailed out as a hard copy. During 2016 there will be three issues including about 36 to 44 pages.

In order to set this initiative in motion, much of this journal has been written by the Editor, however it is hoped that in future many individuals will submit a few pages for inclusion.

There is an array of different specialist societies that attracts collectors and also many members in the stamp trade. The aim of this venture is to co-ordinate the above interests under one umbrella. This is simply pure *Southern Africa Philately* that is not in competition with anyone else.

Otto Peetoom, Brian Trotter and Simon Peetoom

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## New Book in Preparation

Authored by Brian Trotter

The provisional title is *The Main Southern African Postal Routes, Rates and Regulations - 1806 to 1916* and it covers the Letter and Postcard Mail from the Second British Occupation to the establishment of efficient surface mail systems. Completion is planned for early 2016, with somewhere in the region of 500 pages of text and illustrations.

Why 1806 to 1916? Simply because the first postal arrangements open to the public were instituted by the British at the time of their second occupation of the Cape of Good Hope in 1806. The Cape Colony, Natal, the Orange River Colony and the Transvaal were incorporated into the Union of South Africa on 31 May 1910, but their respective post offices continued to operate until they were incorporated into the Union of South Africa post office as from 1 September 1911. The choice of the date of 1916 is provisional, but allows for a look at how things were five years after the colonial post offices had been incorporated. However, the book is not confined to these four territories, but includes all the other relevant territories of Southern Africa.



While a number of books have been written about Southern African postal history, they tend to focus on only one territory, and very often their main subject is the postmarks of that territory. In this new work, the only postmarks that get special attention are the tax marks, which have had little attention in previous works. This book shows the inter connection between the territories and their main postal routes, letter and postcard rates, and regulations. It looks only at regulations that are relevant to markings on covers, like registration fees, late fees and the handling of unpaid or underpaid mail.

### Contents

Southern Africa Background
The UPU and Other Postal Conventions
Southern African Mail Routes
Cape Colony Southern African Postage Rates
Cape Colony Overseas Postage Rates
Cape Colony Further Regulations and Charges
Cape Colony Charge Marks
Natal Postage Rates
Natal Regulations and Charge Marks
Orange Free State Postage Rates
Orange Free State Regulations and Charge Marks
Transvaal Postage Rates
Transvaal Regulations and Charge Marks
Bechuanaland and Rhodesian Mails
Southern Africa 1910 to 1916
Military Mail of Southern Africa

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# The Annual Southern Africa Philately Conference 2002 - 2014

## How it all Started - 2002 Chester Racecourse

The late *Tony Chilton* had put a paper together to highlight some of the difficulties societies were facing with an aging membership and a small number of members doing the administration of these societies. Many members served on the committees of more than one society. Unfortunately by the time the event took place, Tony had passed away, however his paper was read and discussed at the Chester conference but his suggestion did not find favour.

**2002** - From Thursday 28 to Saturday 30 November members of various Southern Africa Societies gathered for their first ever joint convention which included members from the Anglo Boer War, Bechuanaland & Botswana, Cape & Natal, Orange Free State, Rhodesia, South Africa and Transvaal study groups. Eddie Bridges conducted an auction which was successful and became a traditional end of conference event.

Chester laid the foundation stone for an *Annual Southern Africa Conference* held at Leamington Spa. The following year Brian Trotter and Eddie Bridges took on the organization of the yearly event and it developed into a highlight for *Southern Africa Philately*.

## Leamington Spa - 21 to 23 November 2003

The second Southern Africa Conference was at held at the Falstaff hotel and a report by Chris Oliver appeared in *The Springbok* No 284.

Roy Ross recalls that the Saturday turned into a comedy act that was *World Cup Rugby* versus Philately! England was playing Australia in the final, the score was even and the game went to extra time. Brian Trotter was trying to get philately underway but the audience was glued to the television.

**2004 - 2014** All subsequent Conferences have been staged at the Falstaff hotel in Leamington Spa and anyone with an interest in *Southern Africa Philately* is welcome and does not need to be a member of any particular society.

**In 2010** Simon Peetoom took over from Brian Trotter as Leamington Spa Organiser.

## Summary of Annual Conferences

Year	November	Trophy Winners	Report*
<b>2002</b>	29 - 30	<sup>1</sup> Brian Trotter	281
<b>2003</b>	21 - 23	<sup>2</sup> Tony Howgrave-Graham	284
<b>2004</b>	5 - 7	<sup>3</sup> Ian Shapiro	289
<b>2005</b>	4 - 6	<sup>4</sup> Bob Allison	292
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<b>2011</b>	11 - 13	<sup>10</sup> Mike Smith	317
<b>2012</b>	9 - 11	<sup>11</sup> Lyn & Rob Lester	320
<b>2013</b>	8 - 10	<sup>12</sup> Bob Hill	324
<b>2014</b>	7 - 9	<sup>13</sup> Richard Stock	329
<b>2015</b>	6 - 7		

## Note

\*Conference Reports published in *The Springbok* No...

## Voted as best display

- <sup>1</sup>Edwardian Stamps of South Africa
- <sup>2</sup>South Africa King's heads
- <sup>3</sup>Story of Gerald Medway (WWII)
- <sup>4</sup>Early Postal development of the Orange Free State
- <sup>5</sup>Union of South Africa Booklets
- <sup>6</sup>South African Machine Cancels 1899 - 1940
- <sup>7</sup>Orange River Postal Stationery 1900 - 1910
- <sup>8</sup>Boer War Invasion of Northern Natal
- <sup>9</sup>Union of South Africa First Pictorial Definitives
- <sup>10</sup>Orange Free State Postal Stationery
- <sup>11</sup>Union of South Africa 1910 2½d Commemorative stamp
- <sup>12</sup>Cape of Good Hope datestamps 1792 - 1910
- <sup>13</sup>1899 The Boer Invasion of Natal

## Displays at Conference

Saturday's are devoted to invited displays and invariably produce an excellent range of topics covering every aspect of Southern African Philately. At the conclusion of the day, the audience cast their votes for the best display of the day. The winner is announced after dinner and presented with the *Tony Chilton Memorial Trophy*. On Sunday, whoever has brought something along may show whatever they wish and as a result such displays vary from a few pages to several frames.

**2002** - *Edwardian Stamps of South Africa* by Brian Trotter and *Transvaal* by Lars Jorgensen from Belgium.

**2003** - *South Africa King's heads* by Tony Howgrave-Graham  
*The Impact of the Boer War on the Orange Free State* by Richard Stroud.  
*The Fletcher-Jones Correspondence* by Alan Drysdall.  
*South Africa QEII Commemoratives to 1961* by Godfrey Mellor.  
*Hand carved walking sticks* (non Philatelic) made by Boer POW's by Robin Woodruff.  
*UDI Surcharged Mail 1965 - 1970* by Richard Barnett.  
*Natal Postal Stationery* by Keith Hanman.

**2004** - *Anglo Boer War Censored Mail* by Stuart Duggan.  
*The Route to Rhodesia via the Transvaal and Bechuanaland* by Colin Hoffman.  
*South Africa 1910 2½d Commemorative stamp* by Chris Board.  
*South Africa First Pictorial Definitives* by John Shaw.  
*The Story of Gerald Medway (WWII)* by Ian Shapiro.  
*1880-1900 OFS Political change affecting postal Rates* by Richard Stroud.

**2005** - *Early Postal development of the OFS* by Bob Allison.  
*Rhodesian Military Mail* by Kevin Ashworth.  
*South African WWII Issues* by Tony Howgrave-Graham.  
*1864-1899 CGH Postal Rates and Markings* by Robert Johnson.  
*Early Bechuanaland Overprints* by Brian Hurst.  
*South African Airmails* by Bryan Stokoe.

**2006** - *Colonial and Early Union Booklets* by Brian Trotter.  
*1910 Cape Town Pageant* by Otto Peetoom.  
*1896 Matabele Rebellion* by Colin Hoffman.  
*Union Pictorial Booklets* by Eddie Bridges.  
*1864-1899 CGH Postal Rates and Markings* by Robert Johnson.  
*Early Natal Sea Post* by John Dickson.  
*1914 South African Rebellion re WWI* by Paul van Zeyl.  
*The End of the Rhodesia & Nyasaland Federation* by Richard Stroud.

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# The Annual Southern Africa Philately Conference 2002 - 2014

## Conference Displays - Continued

**2007** - *The Imperial Military Railway in South Africa* by Alan Drysdall. *Wembley Exhibition Railway cards and early Union Examples* by Chris Board. *King's head Postal Stationery Designs and Proofs* by Brian Trotter. *Postmarks of North-East Rhodesia* by Anita McCullough. *South African Machine Cancels 1899 - 1940* by Sebastian Payne.

**2008** - *Basutoland* by Eddie Bridges. *Orange River Postal Stationery 1900 - 1910* by Mike Smith. *South West Africa, including GSWA* by John Sussex. *South African Airmails* by Nick Arrow. *South African Officials* by Tony Howgrave-Graham. *Union Parcel Cancellations* by Sebastian Payne.

**2009** - *Boer War Invasion of Northern Natal* by Richard Stock. *Early Mails in Rhodesia* by Colin Hoffman. *South Africa WWI and WWII Labels* by Otto Peetoom. *South West Africa KGV Postal Stationery* by Francis Kiddle. *Zimbabwe and the Inflation Period* by Richard Barnett. *South African Homelands* by Paul van Zeyl.



**CHIWEFWE (1916-1919) on the Great North Road near the site of Mkushi in 1954**

**2010** - *Mkushi (Northern Rhodesia) History and the Type written Postage Dues* by Otto Peetoom. *South Africa First Pictorials* by John Shaw. *1888-1895 CGH Rectangles* by Robert Johnson. *German South West Africa Postal History* by John Sussex. *Development of the Transvaal* by Paul van Zeyl. *1907-1918 South African Railways Letter from Harry Milner to Miss Hilda Hall* by Bob Hill.

**2011** - *Early Provincial & Union Booklets* by Brian Trotter. *South West Africa Revenue Stamps* by Francis Kiddle. *The History of South Africa 1896 - 1910 with emphasis on Transvaal as the Economic centre* by Paul Van Zeyl.



*Orange Free State Postal Stationery* by Mike Smith. *South Africa - Union Unhyphenated Definitives* by Tony Howgrave-Graham. *Imperial Military Railways* by Alan Drysdall.

**2012** - *Central South African Railways (CSAR) 1902-1919* by Alan Drysdall. *British Bechuanaland* by Tony Stanford. *Union of South Africa 1910 2½d Commemorative stamp* by Lyn & Rob Lester.



*South African Advertising Envelopes* by Nick Arrow. *South Africa first Pictorials* being a joint display by Tony Howgrave-Graham and John Shaw. *German South West Africa Postal History* by John Sussex.

**2013** - *Orange Free State Postal History 1834 - 1900* by Bob Allison. *South African Coil Stamps* by Tony Howgrave-Graham. *Boer War FPO's in the Orange Free State*, a joint display by Bob Allison, followed by *OFS Postcards after the Boer War* by Richard Stroud. *RSA Booklets 1987 - 2010* by Chris Oliver. *The Postal Markings of Natal* by Mike Berry. *Cape of Good Hope 1792 - 1910* by Bob Hill.

**2014** - *CGH Postal Stationery* by Chris Board. *Union Officials* by Roald Sand. *Zimbabwe Inflation Mail* by Richard Barnett. *Ascension Island* by Otto Peetoom. *The Zulu War 1879, the Second Boer War 1899- 1902 and the Bambatha Rebellion 1906* by Richard Stock. *Union the 2d and 3d Pictorial Definitives* by Eddie Bridges.

## Publication News

### Due out soon

*The Postal History of the Orange Free State 1830-1900*  
By Robert Allison RDPSA



An easy to read account of the history of the post of this dear little Model Republic from the first missionary explorations to the beginning of the Anglo Boer War.

450+ A4 pages, c. 350 colour illustrations, with an accompanying DVD containing additional chapters on Forgeries and Revenues, major exhibits of Republican Stamps, Stationery, Postal History, Anglo-Boer War, etc.

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# Basutoland 1852 - A Yorkshire Man at the Battle of Berea

By Otto Peetoom

## Introduction

During the 2013 Melbourne International stamp exhibition I acquired an entire described as having an association with Basutoland. This particular item is illustrated in a 1980 book entitled *The Cancellations & Postal Markings of Basutoland* by A.H. Scott. The above cover is illustrated on page 28 under *Early Basutoland Letters* with a caption **An 1852 Orange River Expedition Letter** followed by a brief seven line description that does not really clarify its connection with Basutoland. It incorrectly identifies the writer as a Lt. Grimstead. He is in fact William Grimston, the son of a wealthy East Yorkshire landowner residing in a small coastal village bearing his family name which is situated a few miles north of another village called Roos where I have lived for some thirty plus years.

One of the joys of Postal history is when a cover initiates research because it includes a specific subject that fascinates me and has captured my attention. I will buy anything that has a historical significance to our village. Some ten plus years ago, David Parsons at Spink, drew my attention to an auction lot of six entires written between 1849 and 1852, one of which has an 1852 ROOS transit cancellation.

After buying this lot it proved to be a series of letters sent to Walter John Grimston who was a Lieutenant serving in the Royal Artillery in Canada. These entires were written by his Mother, elder brother and some of his sisters, they included news of a younger brother Willy Grimston who was joining the Army and would go to South Africa. The content of these letters led to an interest in the Grimston's and having visited churches and graveyards, I gradually pieced a family story together that is not yet complete.

**William Grimston** was one of fourteen children, born in 1830 who was to proceed to Dublin on Tuesday 14 September 1849 to join his Regiment, a note in one letter reads: *detained a week longer than he expected at home, owing to a bad boil on his neck.*

## Letter 4 - 6 June 1851 - From his sister Maria Grimston to Walter in Canada

*We are still in doubt as to Willy, whether the regiment has sailed for the Cape the 4<sup>th</sup> of this month as the papers stated or whether he is left with the depot, he wrote about 10 days ago, saying it might not sail for 3 weeks, but we have heard nothing since.*

## Letter 6 - 23 September 1852

**To Walter in Canada**

**From Jane Grimston, his Mother**

*We had a letter from Willy by the last mail, which came in the 10<sup>th</sup> of September, he had a dreadful illness.... earlier in May he was seized with fever, which reduced him to such a state of weakness that he could not turn in his bed or feed himself...and just crawled out of bed for the first time to write by that May mail to us, when a little recovered, he took a fancy to ride to one of the outposts, so borrowed a horse, was so weak still that he had to be lifted onto it ... the exertion proved too much for him, and he had a relapse, from which time he appears to have lost all consciousness, for he says "they tell me" so and so, and that he "has no recollection" of what happened until the 20<sup>th</sup> June when he awoke to consciousness, and found himself at East London where the doctor had ordered him to be removed for change of airs....his last was dated July 15 about a fortnight after he had been restored to recollection, he said he was gaining strength and steadily recovering and there was a postscript to the letter saying he had just received an order to return to Fort White, so we conclude they thought him well enough to resume his duties there whatever they may be, he says keeping the forts is an entire waste of life, for they have literally nothing to do and no books to relieve the tedium.*

Fort White is in the Eastern Cape, some 12kms EastSE of Middeldrift. It is situated in the vicinity where the eighth Xhosa War (1850 - 53) took place, yet Willy's above comment in the letter suggests that his unit was not involved in that war.



**Letter written on  
2 December 1852 at  
Camp on the Caledon River,  
Moshesh's Country**

**Dispatched with a  
General Post Office  
Cape Town  
Crown handstamp**

**With manuscript charges of  
8 (pence) & 1/- payments**

**Backstamped  
DRIFFIELD  
JA 15 1853  
transit**

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# Basutoland 1852 - A Yorkshire Man at the Battle of Berea

**An 1852 Orange River Expedition Letter** - a title bestowed by A.H. Scott on William Grimston's 2 December 1852 entire written at *Camp on the Caledon River, Moshesh's Country*, to his Mother at Kilnwick near Beswick. The foregoing being another Country estate owned by the family, located between Beverley and Driffield - Willy wrote:

*They only gave us two hours notice about the post going out so excuse the scrawl as I want to write as much as I can.*

He describes their journey from Fort Hare in the Eastern Cape to Burgersdorp, where they remained for a week, followed by crossing the Orange River to their present location.

What the purpose of their journey was and its connection to Basutoland is only hinted at in the title of the letter and Willy's comment to his Mother: *By the way they say we are going to Natal as soon as this business with Moshesh is over.*

Scott's book does not cover any of the History that relates to Basutoland during the mid nineteenth century with their Chief Moshoeshoe in conflict with the British, Boers and other native tribes. A review of that period clarifies the presence of William Grimston's unit he calls the 2<sup>nd</sup> *Queens*.

## King Moshoeshoe - Paramount Chief of Basutoland

Born circa 1786, succeeded his father as leader in 1820.

He was a master at playing the one side off against the other.

At one point he was pro - Boer, but when they turned against him, he changed his allegiance to the British. He died in 1870.

## 1849 - 52 The Warden Line, Battle of Viervoet and the Sand River Convention

On 3 February 1848 the British proclaimed sovereignty over the Orange River territory. A nominated legislative council plus an established high court ensured an orderly government of the country. In October 1849 Moshoeshoe was persuaded to sign an arrangement curtailing the boundaries of his territory which was known as the Warden line. It created resentment, as it excluded them from the fertile Caledon River Valley, a vital area in terms of agriculture. Moshoeshoe ignored the Warden line directive that culminated in an obscure ill fated battle of Viervoet on 30 June 1851.

A small force consisting of a mixed British, Boer, Griqua and Barolong attempted a punitive expedition into Basutoland. They were driven back and defeated by numerous, mounted and well armed Sotho tribesman.

In 1851 Moshoeshoe made a diplomatic move by joining the Republican party in the Sovereignty and invited Andries Pretorius to re-cross the Vaal river. The intervention of Pretorius resulted in the Sand River Convention of 1852, which acknowledged the independence of the Transvaal but left the status of the Orange River Sovereignty untouched.

## 1852 Cathcart's Basutoland Solution

Major - General George Cathcart intended to turn the tables on King Moshoeshoe by punishing him with a fine and directed the Chief to hand over 10,000 head of cattle plus 1,000 horses at his camp at Platberg in the space of three days. In the event of non compliance and should they meet with any resistance, Cathcart force would collect three times that demand.

Moshoeshoe replied to this threat, warning that although he wished to avoid war, he commented...*a dog when beaten would show its teeth.*

Cathcart set about amassing a formidable force that was meant to intimidate the Basuto King and was confident that if an invasion was required, he would have the upper hand. To this end by November 1852 he had mustered one of the largest British forces in the history of the country.

Infantry detachments included four companies of the Queens (West Surrey) Regiment, three each of the 43rd and 73rd (2nd Battalion the Black Watch) Regiments, four of the 74th Regiment (2nd Battalion Highland Light Infantry) and one of the 1st Battalion the Rifle Brigade. Mounted detachments included two squadrons 12th Royal Lancers and two companies Cape Mounted Rifles. Together with the Royal Artillery and Sappers and Miners, Cathcart could count on some 2,500 men for his campaign.

The unit that came north from Fort Hare, which included William Grimston, was without doubt part of Cathcart's Army and given Cathcart's numbers, it comes as no surprise that the entire operation was anticipated to be a foregone conclusion. It is understandable that it lead to Willy's casual remark in his letter to his Mother...*as soon as this business with Moshesh is over...*

## 1852 The Battle of Berea

By 19 December, only a third of the cattle had been delivered and immediately plans were made to invade Basutoland the following day. At this point Cathcart made several tactical errors and whether the result was due to poor leadership, misunderstanding or plain arrogance due to his superior numbers has been debated on many occasions.

Less than half of his force was detailed for the invasion. Four companies and the two six pound guns were left to guard the Platberg Camp. Another unit was left to guard the crossing over the Caledon river - now known as Cathcart's drift. Finally in anticipation of minimum resistance each man was limited to sixty rounds of ammunition.

Cathcart split his men into three divisions under the leadership of himself, Napier and Eyre and on 20 December the three parties set off in different directions around the Berea plateau. After the event Napier and Eyre contended that their instructions were to round up as many head of cattle as possible, whereas Cathcart insisted they were supposed to rendezvous in the Phuthiastana valley to launch an attack on Moshoeshoe stronghold at Thaba Bosiu.

In the event Napier was attacked, 32 men killed, several wounded and as his ammunition ran low, returned with his captured cattle to the Platberg camp.

Up on the plateau, Eyre's men, being mostly unmounted, had less success in rounding up stray cattle and quickly discovered that controlling thousands of frightened animals on foot was a difficult proposition. They were also attacked by armed Sotho on horses and six of Eyre's men were killed plus ten wounded.

At midday, Cathcart's column halted about three kilometres from Thaba Bosiu.

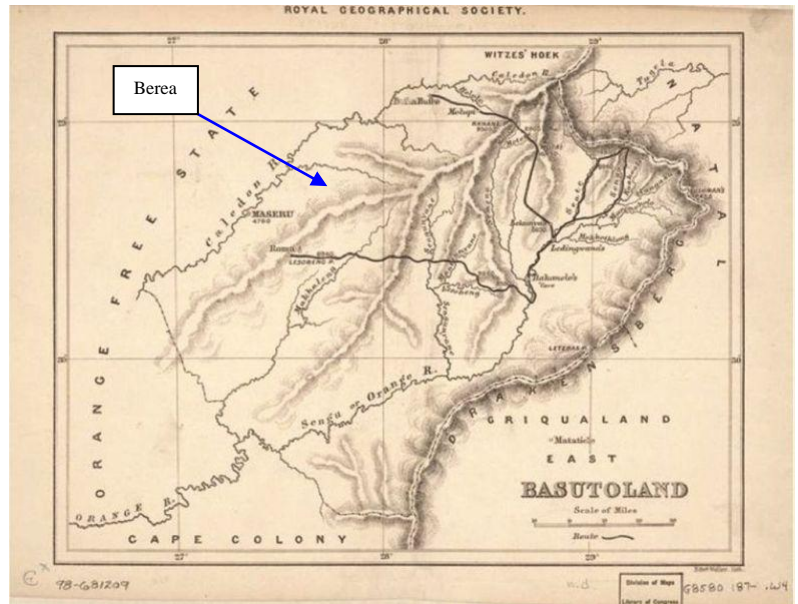
## Basutoland 1852 - A Yorkshire Man at the Battle of Berea

Cathcart expected his other divisions to join him around this time, but all he saw instead were thousands of Sotho horsemen massing on his front and to his right. Clearly, a war with Moshoeshoe was not going to be as easy as anticipated.

At 5pm Eyre made an appearance and the combined force fell back to a stone kraal for the night. An attack by the Sotho warriors followed which petered out three hours later. Cathcart had not even expected the Sotho to put up a fight, let alone that they would be so numerous and well armed. On 21 December the British began retiring to Cathcart's Drift.

Whether Willy Grimston took part in the Battle of Berea or was left behind to guard the Platberg camp cannot be determined, but he was not a casualty.

**The 1871 Census** indicates Willy is at Kilnwick, East Yorkshire - *Occupation Gentleman*



The Battle of Berea took place above the area of Maseru

Besides archival material, William's letter may be the only surviving Military Postal History item connected with the battle of Berea which is in private hands.

### William Grimston's letter to his Mother

Camp on the Caledon River,  
Moshesh's Country.  
December 2nd 1852.

Dear Mamma,

Many thanks for your long letter received last month, also one from Kate which arrived yesterday and now for an account of our travels. We left Fort Hare on the 11th November in a drenching thunderstorm and as we had the rearguard that day we did not get into camp till 3 the next morning as the Totty Waggon drivers were all tipsy so we had 21 hours march the first day by way. I suppose of a little training after being shut up in the Fort for 10 months.

We of course eat as we went along and had two hours sleep at Lushington before going on the next day, we then passed Elands Post and went on about 20 miles a day till we came to Whittlesea and Shiloh, the place where the war first broke out and the walls of which bear the marks of the Caffirs bullets; halting there for two days we trekked along, marching along at five every morning and getting into Camp about 3 every afternoon till we arrived at a standing camp at Burghersdorp, a very nice town inhabited by boers and though it has only been built for five years far surpasses King Wms. Town or Beaufort.

The Dutchmen were very civil indeed and gave Balls and Parties every evening so you may be sure we made the best of our weeks stay there and great fun we had dancing with the Dutch young ladies for they could only speak a few words of English but danced away with great glee they would come poking about the tents for they never saw an encampment in their lives before and while sitting at discourse a great fat Dutchman's head would poke in to see what the inside of a tent was like which was rather a nuisance. They are most insensitive people possible almost as bad as an Irishman.

We remained a week at Burghers Dorp and then marched to the Orange River which we crossed and arrived here yesterday the 1st December having come about 250 miles or more. There are quantities of Boer Farms all over the Country and herds of Deer of all descriptions among the mountains. There is very little grass as the locusts are so numerous they have eaten everything and we frequently see clouds of them appearing quite black in the distance flying along with the wind, every animal appears to eat them cows, horses, dogs etc. and are very fond of them. The Orange river is certainly the finest river we have seen being about 300 yards across though very shallow. There is no wood all through the country so we make our fires of dried Cow dung and a very comfortable fire it makes something like the turf of the "Ould Country". The Boers use nothing else. They only gave us two hours notice about the post going out so excuse the scrawl as I want to write as much as I can. By the way they say we are going to Natal as soon as this business with Moshesh is over to be quartered there and hope it may be there as I believe it is the second best place in the country; if so we shall probably stay there for two or 3 years at least.

I find the work of Adjutant not so easy as I thought particularly with such a fidgety Major as ours as he keeps me galloping about all day. We are encamped in a perfect swamp after the rains of last night which is rather unpleasant at all times. Here comes the dreaded Postman so with love to all I remain yr. affectionate son.

(Signed)

W.H. Grimston (Queens)

Hope for more time the next mail.

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Part of this article (two pages) was published in the August 2013 edition of *The South African Philatelist*

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## Southern Africa Philately

### Botswana 2006 - 80t on 90t Reedbuck with Inverted Overprint - SG 1048ab

By Otto Peetoom

In early 2015 John Dowdeswell informed me that he purchased had purchased a quantity of kiloware in August 2008 which included a fair number of used Botswana stamps.

Amongst that holding he found two stamps on piece, a P1.95 Sable definitive SG 983 and 80t on 90t Reedbuck with an inverted overprint.

The postmark appears to be **SORTING CENTRE**. John kindly sent me the piece in question for further examination and in my opinion, if it was found in kiloware, it ought to be genuine.

In September 2009 John sent the item to Rushstamps and they in turn forwarded it to Hugh Jefferies on 1 October, the Stanley Gibbons Catalogue Editor. Hugh returned the stamp on 28 October with a note: *I shall write this up for GSM and it will be listed as SG 1048ab*. It featured it in the December 2009 GSM under the regular heading **Catalogue Column** along with an illustration - the report reads:

#### Botswana inverted surcharge



*Locally applied surcharges have long provided fruitful hunting grounds for errors and varieties - and they continue to do so. Eric Friedman of Rushstamps recently showed us a used example of the Botswana 80t on 90t reedbuck stamp of 2006 (SG 1048a) with the surcharge inverted. Still on piece and presumably found in 'kiloware', the stamp will be listed as 1048ab the next time the Botswana listings are updated.*

The above report makes no mention of John Dowdeswell or the fact that it was indeed found in a quantity of kiloware.

I contacted *Eric Friedman* at Rushstamps for comment and he only vaguely recalled the item.

The SG listing in the latest Southern & Central Africa catalogue. 2<sup>nd</sup> Edition (2014) does not indicate in what state the error is known. It is my contention that this variety deserves a footnote that should clarify that only one used copy is known. A comment like that ought to encourage a reaction from anyone who may find another example.

For the record the upper left corner of the stamp is damaged.

I queried who overprinted the above surcharges and Sheila Case at Botswana Post is of the opinion that it was more than likely carried out in Zimbabwe as there are no security printers in Botswana.

Information about recent issues of Botswana is not necessarily easily obtained. Sheila advised: *There will be no data from BwPost...the former Philately Manger did not preserve past files adequately when the reconstruction of the working spaces caused him to move offices...there is a whole period in which data of several kinds is in scarce supply!*

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# 1935 - 1966 Bechuanaland Commemorative Stamps

By Otto Peetoom

## Introduction

The subject of Commemorative Issues invariably brings up a debate about the actual necessity for them and I wonder how many people are aware that in years gone by, under UPU rules, commemorative stamps were only valid for postage within the country. By the time the Bechuanaland Protectorate issued its first commemorative issue, that rule was confined to history.

## The Bechuanaland Protectorate Commemoratives

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

## The 1935 Silver Jubilee

To commemorate the celebration of the twenty fifth Anniversary of His Majesty's Accession to the throne and with the approval of King George V, a special issue of British Empire stamps was decided upon.

On 24 August 1934, Sir Philip Cunliffe-Lister, the Secretary of State for the Colonies, sent a telegram as a circular to all the Colonies and Protectorates informing them of the above decision; it excluded Aden, the Malay States and Zanzibar.

## CONFIDENTIAL

*His Majesty the King has approved issue of special postage stamps throughout Colonial Empire to commemorate Silver Jubilee. Single design with appropriate heading for each territory now being prepared. Proposed that issue should be on sale from or as soon as possible after 10th May, 1935 until end of year and limited to four denominations. Suggest (1) shilling or local equivalent (2) inland letter rate (3) foreign letter rate and (4) one other denomination not to exceed sixpence. Please telegraph values to be printed and quantities of each required excluding those for sale in United Kingdom.*

## Official notification for a British Empire Silver Jubilee issue

On 5 December 1934 Sir Philip Cunliffe-Lister, the Secretary of State for the Colonies sent a circular to all the Colonial Administrators with an attached Specimen Die Proof.



Illustration  
Courtesy  
British  
Library

Downing Street, 5<sup>th</sup> December, 1934.  
Sir,

1. With reference to my confidential telegram of the 24<sup>th</sup> August last, I have the honour to inform you that, in connexion with the forthcoming celebrations to commemorate the Twenty-fifth Anniversary of His Majesty's Accession, the King has been pleased to approve the issue of a series of special postage stamps for use throughout the Colonial Empire.

2. The series will comprise four denominations only in uniform design as depicted in the accompanying leaflet. The stamps will be printed in two colours in sheets of sixty each. The appropriate heading for each territory will be inserted in place of the word 'Specimen' where this appears in the illustration and the duty in the oval panel at the left-hand bottom corner.

3. It is His Majesty's wish that this issue should be placed on sale on the 6<sup>th</sup> May, 1935 and continued in use until the 31<sup>st</sup> December, 1935, when all residues whatsoever are to be destroyed. The sale of the corresponding denominations in the permanent series of stamps in use in each territory is to be discontinued during the currency of the Silver Jubilee issue.

4. Arrangements are being made with the Crown Agents for the Colonies for the sale of the stamps to dealers in this country as usual, and a public announcement concerning the issue will be made on the 1<sup>st</sup> February, 1935, by which date this despatch should have been received in all the dependencies concerned. I assume that you will also wish to make a public announcement on that date in the territory under your administration.

I have the honour to be, Sir,

Your most obedient, humble servant,  
The Officer Administering P. CUNLIFFE-LISTER

## Design and Printer

The Crown Agent design was prepared by Waterlow & Son, but the Bechuanaland Jubilees were printed by Bradbury Wilkinson & Co. working from duplicates of the master die prepared by Waterlow. Printed in sheets of 60, with various listed varieties as per the Stanley Gibbons Commonwealth catalogue. A second Printing of the 1d value was made and is described as being on *Thin Paper* (1937 Wallace S. Jubilee booklet). There were four printings of the 3d and 6d, but I am not aware of any specific variations between these deliveries. In accordance with the King's wishes, the stamps were withdrawn on 31 December 1935.

## THE DEMAND FOR THE SILVER JUBILEES

By H & A Wallace, October 1937

*Had the Silver Jubilee been two years earlier, during the slump of 1933, these stamps could hardly have sold at all well; but in 1935, with general prosperity rapidly returning, the demand for 'Silver Jubilees' far surpassed anything that stamp dealers had ever before experienced.*

*The quantities originally printed of the Crown Colonies Silver Jubilee stamps had been estimated to last until the end of the year; but, in less than a month after their first appearance, no fewer than seventy-three out of the total of one hundred and seventy-six of these stamps were reported to have been sold out. As has already been mentioned, a second printing of most of these stamps, and a third printing of many of them, took place later; but some of them were not again printed, one of these being the one-rupee of Mauritius.*

## King George VI Omnibus issues 1937 to 1949

During the Reign of King George VI it included the 1937 Coronation, 1945 Victory (Not the standard Crown Colonies design, but overprinted on the South African issue).

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# 1935 - 1966 Bechuanaland Commemorative Stamps

## 1945 Victory

The printing figures for the Victory issue were published in *The South African Philatelist* (1946).

**January 1946 SAP** 4,999 sheets x 120 of each of the three values overprinted *Bechuanaland* on a flat-bed machine from new formes. The 2d sheets were taken over from Job 3,693; the 1d and 3d sheets supplied by the PMG.

**March 1946 SAP** 2,000 sheets of each values supplied by PMG for overprinting between 22.11.45 to 10.1.46.

**November 1946 SAP** 1d - 650 sheets x 120 delivered on 31.4.46 and a further 400 sheets on 19.2.46. 2d value 500 sheets x 120 on 19.2.46.

## Varieties on the 1945 Victory issue

The 1d *Barbed Wire* variety on R9/6 is in my opinion worthy of catalogue status.

## 1945 Victory Major Overprint Variety

The 3d offers a major overprint variety listed as **SG 131a Overprint omitted (In pair with normal)** with a footnote that reads... *the overprint was displaced downwards so that it is omitted from stamps in the top row and shown on the sheet margin at foot.*



These two strips featured in an Argyll Etkin Auction on 24 September 2003 as lots 1343 and 1344



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

The last two KGVI Crown Agent Omnibus issues were the 1948 Royal Silver Wedding and 1949 75<sup>th</sup> Anniversary of the Universal Postal Union.

**The 1948 Royal Silver Wedding** - Because of the ridiculously high denomination of the top values of this set, a cry of indignation came from the collecting public, not only in Great Britain, but all over the Commonwealth.

In the July 1948 SAP the following headline appeared:

## *Colonial Silver Wedding Issue - A Combined Protest*

In a full column the writer urged a reduction of the top values to a maximum of 1/- and should the high values be printed, that compilers of stamp catalogues ought not to include this series.

In the United Kingdom the 1949 edition of *Stamp Collector's Annual* included a two page article entitled *The British Post Office Runs Amok...never have there been so many stamps in so short a time...The Silver Wedding commemoratives undoubtedly lowered Britain's prestige in the world of stamps...Meanwhile a further bombshell dropped. Every British colony decided to issue Silver Wedding commemoratives on much the same scale as did the Mother Country - one low and one high value.*

## Queen Elizabeth Commemoratives

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



1960 Anniversary



1965 New Constitution

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

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



1966 Bechuanaland Royal Pioneer Corps

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# Port Natal, Durban and Natal's Railway History

By Otto Peetoom

## George Christopher Cato (1814 - 1893)

During 1826 he arrived in the Cape, settled in Grahamstown and married Elizabeth Griffin in 1834. In 1838 he sailed to Port Natal and the following year he, along with his brother Christopher Joseph, plus their wives and children settled in Port Natal. They were traders which included a shipping agency and operated coasters which plied between the town and Port Elizabeth. His ships tied up at the foot of Stanger Street at a place known as Cato's Creek. Cato was asked to plan a town to be called D'Urban.

In 1842, Cato's involvement with the Congella siege, led to his arrest by the Boers and in 1845 he received land from the British Government as reparation for his involvement. When Durban attained municipal status in 1854, Cato was elected as the first Mayor. During his lifetime he was the Harbour master & its commissioner, agent for Lloyds, acted as the first consular agent for the USA and was also a government nominee to the Legislative Assembly.

## Transportation problems at the Point harbour

Offloading ships at the Point and transporting passengers and freight to Smith street was hampered by unstable soil and marsh land. Between 1849 and 1852 English Immigrants were arriving in Durban and in 1851 indentured labour added to the problems. Transporting export sugar on heavily laden wagons over Cato's Creek to the Point meant an upgrade to facilities was paramount, but was slow in development.

In 1847 the military built a causeway that was washed away by flood. Around 1849 Cato built a similar structure over Cato's creek further downstream. In April 1856 Durban was flooded when the Umgeni river burst its banks after four days of torrential rain. Draining the Eastern Vlei and channelling Cato's creek began in August 1857.

## A Railway Proposal - The Natal Railway Company

On 20 January 1859 Albert Robinson, a British civil engineer, had completed plans for a line of rail from Custom's house at the Point to Market Square in Durban. On 3 February the *Natal Railway Company* issued a prospectus and several of the provisional directors of the company were either Town Councillors or persons active in the sugar industry. On 28 February at a shareholder meeting they adopted a Deed of Trust for the *Natal Railway Company* and elected a board of ten Directors.

## The Point Railway line and a Terminus

On 22 March 1859 the Company applied for a suitable site near Market Square for the purpose of building a terminus. This was opposed by the residents in Durban and local squabbling continued to the end of that year.

Although Albert Robinson had already staked out a route, the Council did not confirm a lease of land until February 1860 at £5 per annum for a period not to exceed 21 years.

On 12 April 1860 it was reported in *The Mercury* that half the line had been laid and was an unconventional 4ft 8ins wide.

On 13 May a locomotive arrived in pieces onboard the *Cadiz*, was transported to town, assembled and named *Natal*.

On 16 May Station masters for the Point and the Terminus were appointed. The rolling stock included two travelling cranes and a coach for first and second class passengers.

## A Rail Service starts in Natal

The official opening was scheduled for 26 June 1860, but the first two mile run to the Point was on 23 June returning with a load of 40 tons of sugar mill machinery. The locomotive faced the Point and as there was no turntable returned pushing the trucks before it. Sand in the working parts were a constant problem and the *Natal* was frequently out of service for cleaning. As a result in August 1865 a second locomotive *Durban* was brought into service.



A restored *Natal* in the Durban SAR&H museum

## Extention of Rail Service

A line to the Umgeni stone quarries was the next priority and negotiations started in April 1865 and on 4 April 1867 there was a link from Durban to Umgeni village. During 1876 the line was re-laid directly from Umgeni to the Point and opened to rail traffic on 1 January 1877.

## Government takeover of the Natal Railway Company

In 1875 the Colonial Government decreed a standard rail width to a 3ft 6ins gauge which made the equipment of the *Natal Railway Company* obsolete. In 1879 a farmer near Port St Johns bought the locomotive *Natal* in order to utilise its boiler as a power source for a sawmill.

Unfortunately the project did not materialise and the unit was buried near a river. In 1943 she was recovered, taken to Durban and restored.

Public companies lacked the necessary resources and political influence to expand and it became inevitable that there would be a takeover.

The Natal Government Railways Act No 4 of 1875 empowered them...to make, maintain, equip and work certain railways in the colony of Natal. As the *Natal Railway Company* was the only one operating, the writing was on the wall and during 1876 they purchased the company for £40,000. On 1 January 1877 all its assets were transferred to the Colonial Government.

## Natal Government Railways

The new Administration soon implemented expansion of the railway network. **Durban to Pietermaritzburg** - by May 1878 it reached Pinetown via Congella, Botha's Hill in March 1879, Camperdown in October 1880 and by December completed as far as Pietermaritzburg.

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## Port Natal, Durban and Natal's Railway History

### Onwards to the Transvaal

The Natal railhead reached Charlestown on the Transvaal border on 7 April 1891.

On 15 September 1891 the railway from the Cape reached Johannesburg and the line from Durban finally linked up with the system in Transvaal on 16 December 1895.

The shorter route from Durban meant that it remained the preferred port for the Witwatersrand mines. The 1904 Chinese contract labour force came to Johannesburg via the Natal route.

### Rail Extensions in Natal

One of the necessities was to link up the sugar plantations, north and south of Durban with the rail system.

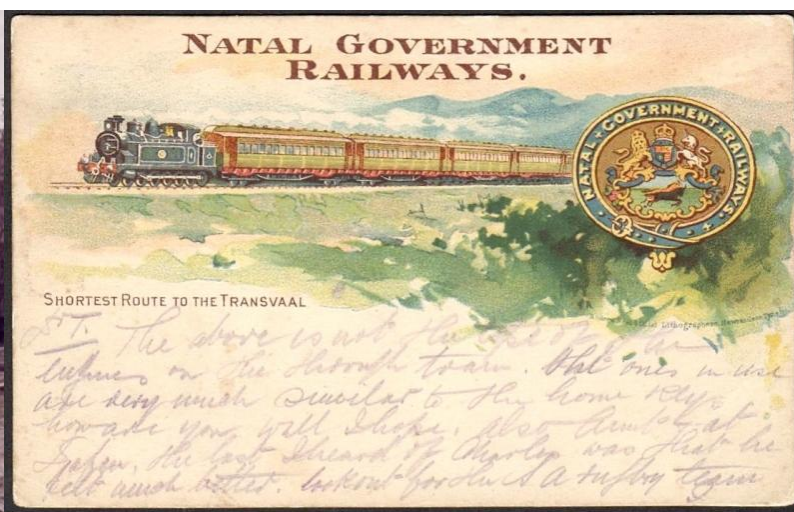
On 25 May 1878 the Umgeni line arrived at Avoca, Mount Edgecombe on 15 March 1879 and Verulam on 1 September 1879.

**The South Coast extension** -Reached Isipingo on 1 February 1880 and advanced as far as Port Shepstone on 17 July 1901. The southern extension of the coastal line ended at St Michael's on sea. From there it turned inland and finally reached Kokstad on 3 November 1924.

### A Durban deviation to Pinetown

As Durban expanded, the rail route out of town created much disruption to both rail and vehicular traffic. By 1888 the line between Gardiner and Grey street included five level crossings. At the same time Durban station remained well behind the times and was still constructed from rough timbers covered with corrugated iron cladding. Changes were agreed during 1889, the deviation out of town opened in 1894 and the new Durban railway station opened on 30 November 1898.

Source *South African History online*



Postcards depicting a train at Verulam Station and a Natal Government Railways card boasting *Shortest Route to the Transvaal*



# David Feldman

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# Natal KEVII Official Stamps

By Brian Trotter



**Preamble** - The postage and revenue stamps overprinted **OFFICIAL** enjoyed a short but turbulent life. They came on stage as a solution to a problem, which they did not solve, and then they refused to depart the scene quietly.

Natal, like the other South African colonies, had a system of free official mail for senior government officials. By 1903 the number of people being afforded this privilege had grown beyond the point where the post office authorities could effectively operate the system. For example, there was extensive correspondence between various government departments in October 1903 regarding extending the privilege, not just to the Conservator of Forests, but to his 20 Forest Officers as well. The Minister of Agriculture and the Colonial Secretary were both involved in the debate as to how many letters or telegrams these people would need to send on public service.

This case, along with others like it, led, in November 1903, to the forming of a committee, consisting of the Commissioner of Stamps, Auditor General, Postmaster General and the Principal Under Secretary, to resolve the issue.

The committee's proposals that, amongst other things, stamps should be overprinted for Official use. On 23 March 1904, the committee's proposals were presented to the Government Ministers, who accepted them with the proviso that...*as regards the use of the 'Official' stamp, there is to be one stamp value to cover all postage...* This was changed back to the original proposal of having six values overprinted sometime between 23 March and 21 May 1904, when a requisition was issued for the overprinting of stamps with the word **OFFICIAL**.

**Overprint Development** - The development of the overprint starts with the work of the committee referred to above. On a page marked 'A' in their report, lodged at the South African Archives Pietermaritzburg Depot, is a 1½d postage and revenue stamp with the word **OFFICIAL** printed by hand in black ink across the centre. The text on this page marked 'A', referring to the multitude of individuals granted free postage privileges for official correspondence, is also worth repeating in part:

*We are of the opinion that the only satisfactory way of meeting this case without unduly increasing the work of book keeping is to issue to each Government department postage stamps with the word 'OFFICIAL' across the face of each stamp. Stamps of the current issue of the face value of ½d, 1d, 2d, 3d, 6d and 1s each should be printed for this purpose and supplied to the Postmaster General. Departments requiring stamps would requisition the Postmaster General who, on receiving the necessary form bearing the signature of the Head of Department, would forward them by registered post.*

*Under this system the franking of letters would be almost abolished and there would then be no further need for the seeking of authority to allow officers to frank letters, as each*

*Head of Department would, in his discretion, send a small supply of official postage labels to those of his subordinates who he considered required them.*

The requisition from the Commissioner of Stamps to the Natal Agent General in London 21 May 1904 shows a rough sketch of the outline of a stamp with the word **OFFICIAL** printed by hand across the centre.

De La Rue, on receiving the requisition via the Crown Agents, responded on 17 June 1904:

*On Appendix hereto we hand you a specimen of an ½d stamp overprinted with the word 'Official'. We think that the word is better at the top of the stamp, as it does not interfere with it so much as when printed at the bottom. In the requisition the word is shown across the centre of the stamp, but we do not send you a specimen of this, as it has always been held that the King's head should not be defaced by an overprint.*

The overprint on the Appendix was approved on 1 July 1904.

**The Stamps** - In summary, the overprinted stamps in the six denominations of ½d, 1d, 2d, 3d, 6d and 1s were issued during the second half of 1904. The stamps were overprinted in sheets of 240 stamps (4 panes of 60 stamps, in 10 rows of 6 per pane). The perforation on all the stamps was 14 and they were printed on Multiple Crown CA watermarked paper. As per the requisitions, only a single overprinting was made of all but the ½d denomination, which had two overprintings.

The stamps were withdrawn from general use by the various Government Departments in March 1906, but are reported to have continued in use by the *Natal Government Railways* until 31 May 1907, presumably to use up the existing stock.

**Official Usage** - Official mail and the appropriate regulations was always complex in colonial times, and those for Natal were no exception. Following the deliberations of the committee referred to in the *Preamble* and in 30 November 1904 letter from the Postmaster General C. Maxwell Hibberd to the Surveyor General. It clearly outlines the problem with the new Official mail regulations plus the introduction of Official stamps. The full text of this letter follows: *I have the honour to forward to you, for your information, the following recommendations of a Committee which was appointed by the Government to consider the question of reducing the list of persons authorised to frank official correspondence.*

*These recommendations have been approved by the Government, a supply of postage labels of the value of ½d. 1d. 2d. 3d. 6d. and 1/- has been obtained and can be had on application to the Chief Accountant, General Post Office, Pietermaritzburg. It will be observed that Heads of Departments may still frank official letters, but subordinates must either use an Official postage stamp to cover the amount of postage, or else obtain the frank of the Chief Office Stamp or the Head of Department in which they are working.*

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## Natal KEVII Official Stamps

*The present system of franking official correspondence and telegrams is, that the Postal Department is from time to time instructed that certain officers and others are entitled, either to send correspondence free, or to send and receive free. The list is a very long one, including, besides Heads of Departments, a number of subordinate officers and some private persons. It is a manifest impossibility that the officers of the Postal Department should be able to keep any effective check on the franking, because the franking list is so large as to make it impracticable.*

*The Committee is unanimously of the opinion that the present system is cumbrous and unsafe, and recommends that the authority to frank letters should be strictly confined to the Governor and his Staff, Ministers, Judges, the President and Clerk of the Legislative Council, the Speaker and Clerk of the Legislative Assembly, and Heads of Civil and Military Departments.*

*As regards the Departments generally, the Committee advises the continuance of the present system of hand stamps bearing the designation of the Department or officer. As far as possible each Department should have only one stamp.*

*The necessity of franking is very materially reduced when it is considered that all Heads of Departments are entitled to receive their correspondence free, and therefore an officer at an outlying station, who has the occasion to address the Head of his Department, has no need to use a frank at all, provided that the letter has been marked 'O.H.M.S.'*

*A subordinate officer travelling on duty may very well take with him, to be used in case of necessity, a supply of franked envelopes; similarly officers at outlying stations may, at the discretion of the Head of Department, be supplied from time to time with franked envelopes.*

*To meet cases not provided for in the above suggestions the Committee is of the opinion that postage stamps marked 'Official' might be introduced and supplied by the Postmaster General upon the requisition of the Head of the Department concerned, or upon the authority of the Colonial Secretary, who is the Ministerial Head of the Postal Department.*

*The Committee has at this moment before it an application for the Members and Secretary of the Crown Lands Advisory Committee to be authorised to frank letters 'On Service'.*

*This case would be met by the issue to the Secretary of a supply of official postage stamps, to be used on letters addressed to others than those authorised to receive them free.*

*The Committee is of the opinion that all official franks would be upon envelopes printed 'O.H.M.S.', and that the issue of plain paper and envelopes should be discontinued for ordinary official use.*

*The new arrangements will come into force on 1 January 1905. Rather a long, but very illuminating, letter on the workings of official mail in the Colony.*

*The Postmaster General formally announced the new regulations in Government Circular No 50 of 28 December 1904, titled Amended Regulations with Regard to the Franking of Official Mail.*

The new regulations would come into effect on 1 January 1905, and gave a detailed list of who would still be entitled to the free franking privileges, and explained the use of free mail for regimental orders for the Natal Militia. It went on to say: *A supply of postage labels, which take the form of ordinary postage stamps bearing upon their face the designation 'OFFICIAL', has, where necessary, been sent to the various Heads of Departments for distribution amongst their subordinate officers. These labels should be obliterated in the usual manner by the date stamp impression of the office of posting.*

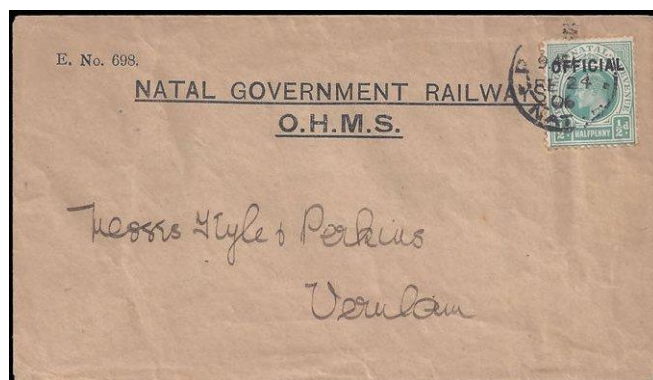
After explaining the denominations involved, it concluded: *Letters addressed to persons not included in the list of officers entitled to receive correspondence free of charge must be fully prepaid, otherwise they should be taxed in the ordinary manner.*

The actual introduction of the new regulations was in fact delayed until 15 January...in order that everything necessary may be done for the arrangement to be put into proper working order. Presumably this would be to get the Official stamps distributed to all departments.

The regulations changed again, as advised by Government Circular No 43 of 13 March 1906. This was signed by C. Bird, the Principal Under Secretary, and was addressed to *All Heads of Departments* and in part read:

*I have to inform you that, as the supply of 'Official' postage stamps is to be discontinued, the instruction as to the discontinuance of using franked envelopes is withdrawn as regards officers absent from Headquarters who have occasion to address official correspondence to persons not entitled to receive such free. Those officers should therefore take with them, when travelling on public duty, a few envelopes bearing the Office franking stamp for use as the occasion requires.*

It does not explicitly state that the Official stamps are withdrawn from that date, but only says they shall be discontinued. This had all been brought about by the abuses covered in the *Epilogue* below. They did continue in use beyond that date by the Natal Government Railways, as late as 31 May 1907, presumably to use up the existing stock.



**NGR Envelope with ½d Official - Durban FE 24 06**

**Epilogue** - That was not the end of the story of the stamps overprinted OFFICIAL. Government Circular No. 152/04 from the Principal Under Secretary issued at the end of 1904 concludes: *As regards official stamps, special arrangements will be necessary for their safe custody, and Heads of Departments will be responsible that these stamps are only issued to authorised persons.*

### Natal Officials (continued)

Therefore it would, in theory, not be possible for collectors to acquire unused copies of these overprinted stamps.

Nevertheless, unused stamps overprinted OFFICIAL did leak out, and are available today. This was cause for a very considerable amount of correspondence between the Government, the Agent General for Natal in London, the police, and H. L. Ewen of Ewen's Colonial Stamp Market Limited of London.

The Postmaster General of Natal, and various other senior government officials, confirmed that no stamps overprinted OFFICIAL had ever been sold, so any unused ones on the market had to have been stolen. The authorities traced the various offerings of these unused stamps to a variety of different sources. The Agent General in London, at the request of the Natal Postmaster General, inserted an advertisement...in the principal journals circulating among stamp dealers and collectors... in Britain in October 1907, as follows:

*It having come to the knowledge of the Natal Government that certain unused Natal postage stamps, overprinted 'Official', have been offered for sale, notice is hereby given that such stamps have been stolen and dealers and others are warned against dealing in stamps of this description.*

Finally, after a year of activity, on 13 December 1907 the Natal Government decided to put the matter to rest. A letter from the Under Treasurer to the Natal Agent General in London states that on the instructions of the Treasurer, he is to thank the Agent General for his efforts regarding the stolen stamps, and goes on to say...*The Criminal Investigation Officer has reported that he has reason to believe that in many cases Government Officials have substituted ordinary postage stamps for the official stamps and disposed of the latter to some dealers, the principal buyer being a man named Roberts who is in England, and has his agent in Durban at the present time. It would seem that the Government in these cases has not been a monetary loser, but that the officials asking the exchange of stamps, have benefited to the extent of the higher price obtainable for the official stamps.*

*These official stamps were issued to all subordinate officers in charge of minor branches of the various Government Departments, and leakages in many places was quite possible and probable. The chances of detection are therefore very slight. The whole trouble, of course, is due to the system of issuing official stamps and now that the issue has been withdrawn and the public warned that any unused stamps in the possession of private individuals must be stolen, the Treasurer does not think that any good object could be obtained in pursuing investigations further.*

*It has not been found possible to bring home to any individual officer locally a charge of dealing in misappropriated stamps and the only action which appears to be possible at the present time is for the Government to set its face against all issues of official stamps or labels in the future.*

So closes the saga of the Natal stamps overprinted OFFICIAL. The problem caused by not having them available for sale to the public, resulted in their eventual withdrawal and the failure of the system set up by the Natal authorities to limit the list of individuals with free franking privileges.

More detail on the Officials can be found in chapter 17 of my book *The Edwardian Stamps of the South African Colonies*.



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# Postage Stamp Booklets of the Cape Colony

By Brian Trotter

## Development

Postage stamp booklets were an innovation that took place during the reign of King Edward VII, and the Cape Colony was not to be left out. The first that De La Rue learned of the Cape Government's desire for a stamp booklet was a letter from the Cape's Agent General in London on 12 September 1905, which enclosed a copy of a requisition from the Postmaster General of the Cape for 10,000 booklets. The requisition, dated 7 August 1905, read as follows:

*300,000 Cape 1d postage stamps. These stamps in books of thirty (panes of six) to be interleaved with oiled paper and pinned into the covers ordered below. (Same as supplied to the Transvaal Post Office. Specimen book herewith). 10,000 Covers printed as per the accompanying specimen. Colour of cover to be red.*

The Robson Lowe auction of 1976 included a lot described as **Booklet:** drawing of the lettering and arms on inside and outside back covers of a dummy booklet endorsed 'Colour to be red'. This was the specimen booklet referred to in the Cape Government requisition. This is an incomplete description of the lot (which was not illustrated), which actually shows the Colony's proposal for the front cover, back cover, and the inside of both front and back covers. This was printed by hand in black ink on buff card. It was, in fact, made up as a sample booklet, using the card covers and with interleaving wax paper, and paper representing the stamps. The manuscript notation *Colour to be in red* is written in red ink.



D.L.R. Proposed Dummy Booklet

On 15 September 1905 De La Rue responded saying:

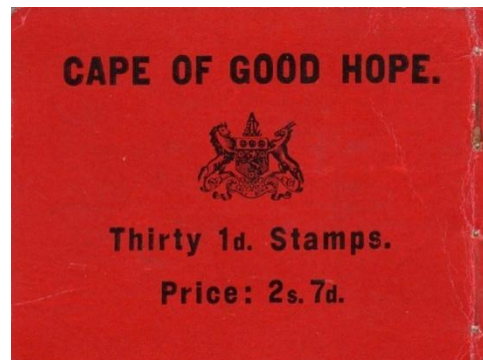
*We enclose herewith specimen books, numbered 1, 2, and 3. In No. 1 the heads fall correctly and the book opens on the right-hand side. In No. 2 the heads fall upside down and the book opens on the right-hand side. In No. 3 the heads fall correctly, but the book opens on the left-hand side.*

*Owing to our having to use the margin for binding, half the books will be as No. 1, and the other half must be either as No. 2 or as No. 3, unless you are prepared to go to the expense of a new 1d Postage plate. Will you kindly instruct us in which way they are to be manufactured?*

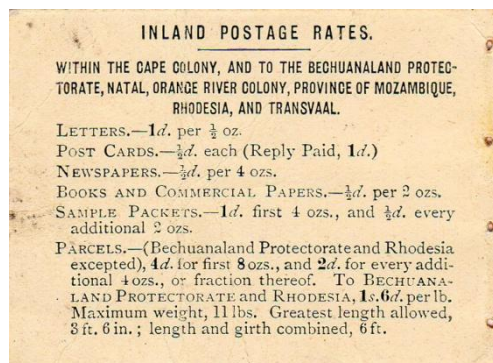
*The arms of the Cape will be inserted where the square appears on the front cover.*

**The Booklets** - In summary, the Cape booklets consisted of thirty 1d stamps, and were priced at 2s 7d, the extra 1d being to offset the cost of the booklet.

They were issued at the end of 1905. Previously *Stanley Gibbons* erroneously recorded a booklet of twelve 1d stamps being issued in 1902; this was corrected in the 2005 catalogue.



The outside of the cover of the booklet was a deep red colour, with the wording and coat of arms on the front. The inside of the front cover had details of inland postage rates. The inside of the back cover had foreign postage information, while the outside had information on telegrams. Half the booklets were stapled at the left, and half stapled at the right.



There were three different printings (as noted by the requisitions). So few booklets have survived, that it has not yet been possible to identify any differences that may exist between the printings.



More detail can be found in chapter 6, which deals with the Cape Colony postage stamp booklets, of my book, *The Edwardian Stamps of the South African Colonies*, published by James Bendon in 2004.

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# Northern Rhodesia's Involvement in World War I

**Early Days** - At the start of WWI Northern Rhodesia's Administration was ill prepared for such an event as their only available military force was the Northern Rhodesian Police. This force was established in 1912 by joining the North-Eastern Rhodesia Constabulary with the Barotse Native Police. It consisted of 27 British Officers and N.C.O.'s plus 750 Africans. They were armed with rifles and bayonets plus a few machine guns. Training was basic and this small force was expected to police a territory larger than France.

At the outbreak of war the company's troops could only adopt a defensive strategy and the main object was to protect their Northern Border. Their immediate neighbours in the Belgian Congo were in a similar situation to Northern Rhodesia.

## The Victoria Falls Bridge and the Caprivi Strip

The Caprivi Strip in German South West Africa ran to within a few miles of the railway and the Victoria Falls bridge. If that was destroyed, the enemy could cut the route to the north. Lieutenant Viktor von Frankenberg had been Acting Resident in Caprivi from 1911-1913 and returned on 4 June 1914.

A detachment of Northern and Southern Rhodesian Police occupied the German Station at Schuckmannsburg and removed Frankenberg from office on 21 September 1914. Along with his European Sergeant Fischer, they were sent as prisoners to Livingstone. It seems ironic that Northern Rhodesia took part in what became the first Allied occupation of enemy territory and Germany's first loss in the war!

## Action on the Northern Border

In German East Africa the enemy maintained a strong military force some 38 miles from Abercorn and the town was attacked in September. This was thwarted by local police plus volunteers and their position was secured by the arrival of a column of Northern Rhodesia Police.

A second attack was again repulsed and in November 1914 the Germans landed at Kituta Bay some 14 miles west of Abercorn, but were persuaded to leave. During December there were two unsuccessful attacks on Fife.

In February 1915 re-enforcements arrived on the border under the Command of Major Boyd Alexander Cuninghame, known as the Northern Rhodesia Volunteer Force, Mobile Column or simply the Northern Rhodesia Rifles (NRR). This was the first European force of some 300 volunteers raised by Cuninghame with the assistance of Major Robert Gordon.

Whilst the NRR was involved in several border clashes with the Germans, they served as a border guard for much of the time. Boredom and lack of action meant that many of the men enlisted in other fighting units and the Mobile unit was disbanded in 1916. Many of the N.R.R. went overseas or joined Southern Rhodesian units. Cuninghame suffered ill health and died of typhoid fever in 1917.

## 1915 German South West Africa Surrenders

On 9 July the Germans in SWA surrendered which released a large number of Allied troops for other theatres of war. Two companies comprising of 250 Europeans, known as the Special Service Companies of the British South Africa Police, who had fought in SWA were dispatched to the Northern Border. Sporadic fighting continued, but as neither side had artillery, such assaults failed.

## Gun Boats on Lake Tanganyika

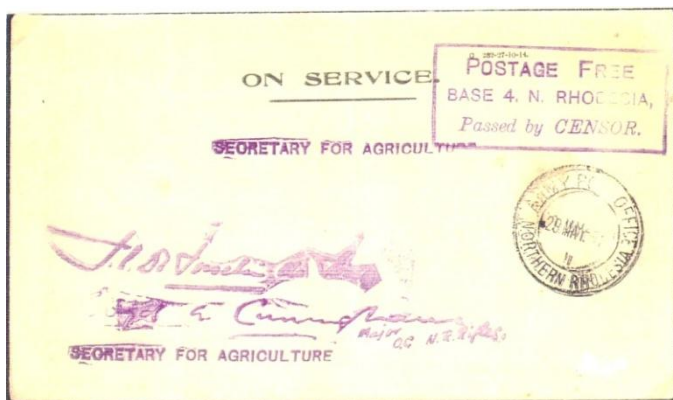
Initially the Germans controlled the lake with two steam driven gunboats, *Kingani* and *Hedwig von Wissmann*. They had sunk a Belgian steamer and in November 1914 a ship belonging to the *Africa Lakes Corporation* was also sunk. A third and larger vessel, named *Graf von Götzen*, was shipped from Germany and assembled at Kigoma. The enemy had control of the lake without any Allied opposition.



**A British Initiative** - A Big game hunter John R. Lee, who was familiar with the Lake, travelled to Britain and had a meeting at the Admiralty. On 21 April 1915 Admiral Sir Henry Jackson interviewed Lee who proposed a bold plan to ship two high speed motor launches to lake Tanganyika. Two intact 40 feet motor boats named *Mimi* and *Toutou* were shipped to Cape Town, then by rail to Elizabethville arriving on 26 July 1915. Then they were hauled overland for 146 miles from Sankisia to Bukama using oxen and steam tractors. The boats were unloaded onto the Lualaba River and made their way via Lake Kisale to Kabalo, arriving on 22 October. Finally another short rail journey to the Belgian port of Lukunga on the shores of Lake Tanganyika.

## Preparations and launching the British 'Fleet'

Under command of Lt-commander Spicer-Simson a harbour and slipway was prepared at Kalemie. On 22 December *Toutou* was launched onto Lake Tanganyika and *Mimi* the following day. In the meantime Lieutenant Job Rosenthal, commanding the *Kingani*, made several passes and observed the work underway at the new harbour South of Lukunga. Rosenthal came ashore at night to investigate further, got lost in the dark and was promptly captured by a Belgian patrol.



Envelope to the Secretary For Agriculture - Endorsed by Major Cuninghame **Base 4** was allocated to the NRR Cancelled Army Post Office 1 29 MAY 15 Livingstone 1.6.15 arrival

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# Northern Rhodesia's Involvement in World War I

## A Mini Naval Battle

On 26 December the *Kingani*, now under command of Sub-Lieutenant Junge, was sighted offshore, pursued and after eleven minutes of action was captured. The battle scarred boat was repaired, renamed *Fifi* and pressed into service.

In mid-January 1916 the *Hedwig von Wissmann* attempted to establish the fate of the *Kingani* and returned again on 8 February. The following day she engaged in a running battle with the Allies and was sunk. Twenty survivors were picked out of the water and taken prisoner.

**Brigadier-General Edward Northey** was appointed in February 1916 and assumed command on the two fronts of Northern Rhodesia and Nyasaland. Their advance into German East Africa was rapid and within two weeks Northey occupied the districts of Bismarckburg and Langenburg.



Onboard the *Graf von Götzen*

## Lt-commander Spicer-Simson

Is described as a bit of an odd-ball and an eccentric who on several occasions failed to act or press home an advantage. On 10 February the *Graf von Götzen* was sighted in search of the *Hedwig* and Spicer declined to take action.

Spicer-Simson travelled to Stanleyville in search of a vessel that could rival the *Graf von Götzen* and came across the *St George* belonging to the British consul at Banana. She was dismantled and transported to Lake Tanganyika and by the time Spicer returned in May 1916 the state of the war had swung in favour of the Allies.

On 5 June Spicer-Simson arrived off Bismarckburg with the *Mimi*, *Toutou*, *Fifi* and *Vengeur*, failed to attack the harbour which he thought was heavily defended. It allowed the German forces to escape in a fleet of Dhows and later Spicer was to learn that the guns at the fort were in fact wooden dummies.



After an attack by the floatplanes the Germans scuttled the ship on 26 July 1916. The foregoing effectively terminated the German Naval presence on Lake Tanganyika.

The British had provided the Belgians with four Short Type 827 Floatplanes (Illustrated) in order to attack the *Graf von Götzen* at Kigoma. Unbeknown to the Allies the ships armament was removed and replaced by wooden guns.

**Early Aviation in East Africa** - During the WWI campaign in German East Africa, it is somewhat surprising to encounter Allied aircraft in Central Africa and the float planes were not the only aircraft employed during the conflict.

## The Battle for the German Cruiser *Königsberg*

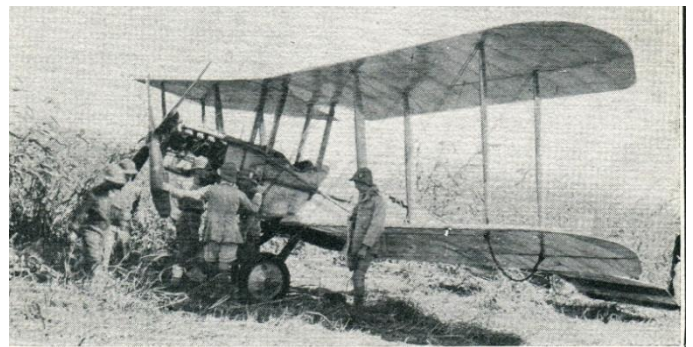
At the end of October 1914 this German ship retreated to the Rufiji River Delta, opposite Mafia Island. Several aircraft were used to locate the position of the ship and also acted as observers to direct shelling from British Naval ships.

A South African pilot with his private Curtiss seaplane was commissioned into the Royal Marines and successfully located the *Königsberg*. Two Sopwith aircraft were stationed on Mafia Island during the Rufiji delta operation.

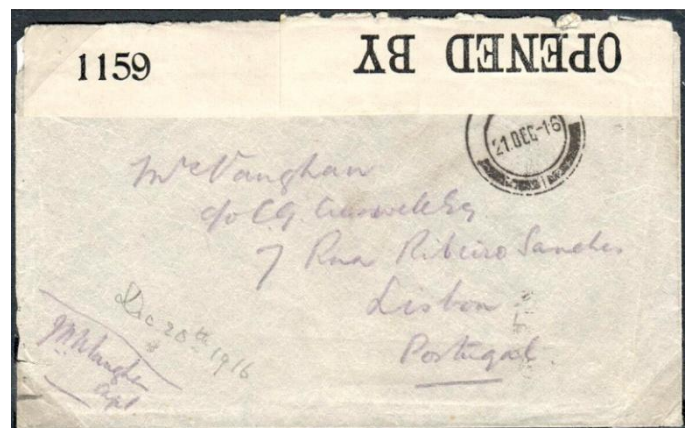
Although the Allies successfully blockaded the vessel in the Delta. It took until July 1915 to damage her to a point whereby the Germans scuttled the ship.

## December 1916 - A record of Inland Aircraft movement

Eight letters are recorded from James Henry Lionel Vaughan to his wife in Lisbon. Vaughan served in the BSA Police and on 20 December 1916 he wrote a 2½ page letter to his wife. Postmarked FPO 1 21DEC-16. FPO 1 moved from New Langenburg to Old Njombe between the 2nd and 4th December 1916. Vaughan, by then was an Acting Captain and wrote:



*Our aeroplane has just arrived, tremendous excitement, especially amongst the native troops as they have never seen one before. As a matter of fact many of my men have not either. Just as he passed over our camp he looped the loop, excitement was intense then, natives could not understand it. They say a bird can't do it, how then can a white man...*



J.H.L. Vaughan, who subsequently attained the rank of T/Major in the King's African Rifles. Was twice mentioned by General van Deventer in despatches (7.3.18 and 2.8.18). He was killed in action on the 4 May 1918.

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# Rhodesian Cigarette Tax Labels

By Otto Peetoom

## Introduction

Governments normally impose a levy on the sale of tobacco products. In order to indicate the amount of tax charged, each individual package has a label pasted across its seal. Different coloured labels are used for each denomination.

The levy is referred to as either Surtax - a tax in addition to normal income tax or as Excise, defined as...*an internal tax levied on the manufacture, sale or consumption of a commodity within a country*. From its earliest days certain areas within Rhodesia proved ideal for tobacco leaf production and experimental plantings date back to 1893.

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Huge quantities of Rhodesian cigarette tax labels will have seen use, but their survival rate is minimal. When breaking a seal on a pack of cigarettes it will split the excise label thus used examples are normally encountered in two or more pieces. A number of intact, unused labels are also recorded and today these items are keenly sought by revenue and thematic collectors.

An incomplete listing of cigarette labels appears in the *British Commonwealth Revenue Catalogue* by Barefoot and Hall and also in the second edition of Norman Mewett's booklet *Rhodesia - Nyasaland Fiscals 1892-1980*.

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## Recorded Rhodesian Cigarette Tax labels - All 0.6 inches - 18mm wide

**British South Africa Company** (length 5.2 inches - 32mm)

To date eight labels are recorded which include three different types and the only known **Type I** is a ¼d dark green.



**Type II** - five values recorded being ½d green, ¾d yellow green, 1d red, 2d brown and 2½d dull blue.



**Type III** is a South African Cigarette Excise Label Overprinted **RHODESIA** - ½d value in green, 1d in red and 2½d sky blue, an example of each label was offered in a Stephan Welz sale on 14 June 1995 as lot 403.



The above label is on an opened out cigarette packet with the brand name *The "Flag"* manufactured by *The United Tobacco Company* in Cape Town, South Africa. A ½d green cigarette excise label of the Union of South Africa, inscribed bilingually in English and Dutch, overprinted **RHODESIA** in black and is pasted across the packet. The opened out box was made into a postcard by a serviceman in GSWA during WWI.

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## Rhodesian Cigarette Tax Labels



Postal Use of the Cigarette Packet Post Card

Addressed to Miss Bartlett, Library, Bulawayo, Rhodesia. The text reads *This is the latest novelty. Not my idea (or make) You can thank your luck that the place, of which this is a souvenir, is not pictorially represented on the back. The advert is much prettier. A mail is in tonight. Am keeping O.K. Signed Harold.* The card is cancelled by double ring ARMY BASE PO - 6 - SOUTH AFRICA 13 JAN 15 and also received a boxed cachet POSTAGE FREE-BASE 6 PASSED BY-CENSOR - Putzel type 74.

### Northern Rhodesia cigarette tax labels

Seven cigarette labels are known, all 5.4 inches - 37mm long. A 1d scarlet, 2d grey green, 4d black, 6d grey green and 6½d grey green. Two surcharged labels include a **SIXPENCE** on 1d scarlet plus a **SIXPENCE FARTHING** on 6d.



### Southern Rhodesia cigarette tax labels

Sixteen different labels recorded - Length 5.3 inches - 35mm. Type I - ½d brown



**Type II** - Known examples are ¾d dull blue, 1d green, 2d pink, 5d pale blue, 6d orange, 6d grey, 6½d red, 8d green, 10d brown and 1/3 brown. The designs on the different values vary and may be appreciated by the two illustrations below.



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# Rhodesian Cigarette Tax Labels

Southern Rhodesia cigarette labels continued - Other known designs are on a 4d orange and 5d blue



Type III 4d orange



Type IV 5d Blue

Type V - Two 1/10d labels in mauve and vermillion both overprinted CANCELLED. They have only been seen in this state.



## Rhodesia & Nyasaland cigarette tax labels

During the mid 1990's only the 7½d blue was known to exist and the count can now be expanded to five different values being 1¼d mauve, 2½d light blue, 6¼d in two examples seen in shades of light and deep blue, 7½d blue and 1/3d brown.



By and large the survival rate of used labels is exceptionally low and mint labels are thin on the ground.

Some of the above labels have been offered at auction - Stephan Welz Sale 15 June 1988 lot 1079 Southern Rhodesia 4d, 5d and 6d - Their description stated *varying designs*.

23 October 1996 Welz Sale included Norman Mewett's revenue collection lot 623 included BSAC ¼d, ½d and 2½d also South Africa 2½d overprinted Rhodesia - Lot 633 Northern Rhodesia 6¼d label.

Nowadays EBay is probably a popular source for this type of material, but they are by no means abundant.

## Tobacco for the Thematic Collector

Besides the Rhodesian cigarette excise labels the country's stamps have also featured the tobacco industry.

Southern Rhodesia: 1953 1d SG 79 and 1964 2d SG 94. Rhodesia & Nyasaland: 1959 1/- SG 25 and 1963 World Tobacco Congress set of four SG 43 - 6. Rhodesia UDI: 1966-67 2d SG 361 and 9d SG 379 & 402. Zimbabwe: 1985 1c SG 659.

During the Federation a slogan machine cancellation was in use featuring a tobacco plant with the text *Quality Cigarettes Contain Rhodesian Tobacco*. The slogan was used at Bulawayo, Chingola, Livingstone, Luanshya and Ndola.



Finally I have an example of a Southern Rhodesia 1935 1d Silver Jubilee fiscally used on piece cancelled with a boxed slogan cachet *SMOKE RHODESIAN*. The piece appears to be a cut out from a receipt.

Nyasaland has also featured their tobacco industry on stamps and three different slogan machine cancellations are recorded. An initial article on this subject appeared in *The Rhodesian Philatelist* No 14 in August 1997.

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# 1960 Fifty Years of Union, UNIPEX Memories, Stamps and Varieties

By Otto Peetoom

## 1960 Six Commemorative Stamps in One Month

To celebrate the Fiftieth Anniversary of the Union of South Africa a set of four stamps was issued on 2 May 1960 plus a 1/3d single value that celebrated the Centenary of the South African Railways.



They were followed at the end of the month by a single 3d value issued on 31 May 1960 depicting six of the Union's Prime Ministers. In my opinion it is a rather dull stamp that is listed as SG 184 or UHB 144.

Its issue coincided with the 1960 International Stamp Exhibition 'UNIPEX' held in the city centre in Johannesburg from 30 May until 4 June. I bought numerous first day covers of the 3d Union with singles, pairs and blocks of four.

**UNIPEX** - These dates were during school holidays and I recall that as a fourteen year old boy, I travelled on the bus into Johannesburg and visited the exhibition every single day of opening. I viewed the frames of stamps in wonderment and awe and I remember that part of H.R.H. the Queen's display included colour trials of the 1954 Australian 3½d Red Cross (SG 276).



It was the first major exhibition I had visited and looked on with envy as a young man bought a first day cover for the Rhodesia & Nyasaland 17 May 1960 Kariba Dam issue from Alan Leverton on the Bridger and Kay stand. With a face value of 10s 6d the cost of such a precious item was completely beyond my means.

**Watermarks** - The Springbok head watermark appeared on stamps of the Union for almost fifty years (1913 - 1959) In late 1959 a Union Coat of Arms watermark was introduced and first used on eight reprinted values of the Animal definitives SG 170 to 177.

The immediate downside of this particular watermark is that it is not only difficult to see, but in some cases almost impossible.

August 1960 *South African Philatelist* - **May 1960 Printings** Described as *The Festival Series Postage Stamps*, all with a Union Coat of Arms watermark - All stamps in sheets of 120

## 50<sup>th</sup> Anniversary of Union of South Africa

Job No 71571 - 4d order for 118,000 sheets

Job No 71572 - 6d order for 82,000 sheets

Job No 71573 - 1/- order for 71,000 sheets

Job No 71579 - 1/6d order for 15,000 sheets

Value	Delivered	Cylinders	No Sheets	Total
4d	22.3.1960	16/95	17,855	
	3.5.1960		106,900	<b>124,755</b>
6d	25.2.1960	88/52/24	12,000	
	15.3.1960		69,300	<b>81,300</b>
1/-	25.2.1960	100/29	35,000	
			36,880	<b>71,880</b>
1/6d	3.3.1960	34/44	17,500	<b>17,500</b>

## Railway Centenary

Job No 71574 - 1/3d order for 26,000 sheets

Cylinders 9/29 - Initial and total delivery on 1 March 1960 of 26,000 sheets



## 31 May - Union Day

Job No 71570 - 3d order for 1,200,000 sheets

Cylinders 11/94 - Initial delivery 41,000 on 5 May 1960

Total delivery of 1,270,855 sheets reported in May 1961 *South African Philatelist*.

**Union Coat of Arms watermark** - Because of the size of the order, different rolls of paper were employed. This may be detected when viewing the watermark on these stamps. Some are fairly clear, whilst others are very faint and are hard to distinguish. I inspected several copies in my possession and



realized that, unless the stamps are marginal, the watermark on some individual stamps is extremely difficult to detect. Even when I resorted to using a device called a *Signoscope*, I had minor success in actually seeing a watermark.

## Varieties on the 3d Union

Discounting the minor varieties listed in the UHB (1986) as V1 to V5, SG includes SG 184a pale brown omitted with a footnote: *This is due to a rectangular piece of paper adhering to the background cylinder, resulting in R2/1 missing the colour completely and six adjoining stamps having it partially omitted. The item in block of eight is probably unique.*

I have never seen this piece, do not recall it in any auction catalogue or have any idea who the present owner may be and it is the final major variety of the Union of South African.

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# A Review of the Philately of the Orange Free State

By Richard Stroud

## Introduction

Much of the history of the Republic of the Orange Free State (OFS) has evolved from its land-locked position having boundaries with Transvaal to the north and north-west, Natal and Basutoland to the east, and Cape Colony to the south and south-west. Postal arrangements were negotiated with each country, the most important ones being with the Cape as this offered the exit for external mail to the rest of the world. Mail could also travel through Natal to Durban, but there was no great advantage in this and the main postal routes were developed towards Cape Town in the south.

## The Postage and Revenue Issues

The first postage stamps (values one penny, sixpence and one shilling) were printed by De La Rue in London in 1867 and issued in the OFS on 1 January 1868, but these had been preceded by revenue stamps, which had been locally-produced in an embossed form, and used since 1856.

With postal rate changes, new postage values were introduced, together with provisional surcharges until formal supplies were received. No change was made in the basic design of the olive tree (of liberty) with powder horns until 1903, after the Republic became a British colony, when a new design incorporated the head of King Edward VII.

The embossed revenue stamps were superseded by a definitive issue in 1877, with a new design which again continued in use until new ones were designed for the Edwardian period.

In addition, the OFS had a Mounted Police force which had its own official stamps and, when the Anglo-Boer War started in 1899, the OFS printed their own postal franchise labels, known as *Commando Briefs*.

During the Anglo-Boer War, following the surrender of General Cronje at Paardeburg in February 1900, British forces entered Bloemfontein on the 13 March 1900 unopposed. The stamps and stationery of the OFS were immediately declared invalid. Within a few days, British Occupation issues were produced by local printers, Curling & Co in Bloemfontein, by overprinting the Republican issues V.R.I. (Victoria Regina Imperatrix). These overprints had to be applied to postage, revenue and telegraph stamps, leading to a complex series of 17 separate printing settings.



**Illustrated at left**  
A block of nine of the 1896 provisional surcharge of 2½ on Drie Pence, further overprinted in 1900 with the 1<sup>st</sup> Setting of V.R.I. during the British Occupation. The centre stamp shows the variety 'Roman I and Antique 2' in the fraction.

Plans for the V.R.I. issues to be superseded by a definitive issue bearing the portrait of Queen Victoria had to be abandoned following the death of the Queen in January 1901. The result was a further group of provisionals - Republican issues overprinted E.R.I. and Cape issues overprinted ORANGE RIVER COLONY (ORC).

The first definitive Edwardian postage stamp, the 1d value, was issued early in 1903, to be followed by the rest of the postage values and the revenue stamps. These issues have a particularly attractive design and colour scheme. The 4d value includes the spectacular "IOSTAGE" plate flaw. The paper was watermarked with the Crown CA. Later, the values ½d, 1d, 4d and 1/- were reprinted on Multi Crown CA watermarked paper.

## Postal History

In February 1848, Sir Harry Smith, the new Governor of the Cape, proclaimed British Sovereignty over the entire country, which was then to be known as the Orange River Sovereignty. The postal system was at first most primitive with letters carried privately at varying rates according to the distances travelled. In February 1854, British rule ended with the signing of a Convention in Bloemfontein. The Republic of the Orange Free State was formed. In 1851, a uniform rate of 4d per half ounce was established for internal letters. Letters to the Cape were charged the Sovereignty rate plus the Cape internal rate (4d) if paid in advance, otherwise it was 6d.

Although stamps were issued in 1868, they were not accepted as valid for postage for destinations overseas until 1 January 1881 and thus letters to England were additionally charged the rate from the Cape to the UK. This system of payment of a combination rate of postage continued, with some amendments, until 31 December 1880. With further development of postal communications locally and abroad, the postal rates reduced accordingly and the period to late 1899 still offers much to study.

The Anglo Boer War commenced in October 1899 and British forces occupied Bloemfontein in March 1900. The postal history of the war has so much to offer with the introduction of censor marks, movement restrictions on mail, the postmarks, prisoner-of-war mail and concentration camp mail.

The Edwardian period was the most stable period of the late Republic's postal history, with no notable change of postal rates.

## The Postal Stationery

The first definitive postal-stationery card was issued in February 1884, when the internal postcard rate was 1d. Although the internal rate fell to a halfpenny in 1891, provisional postcards were produced through to 1897, occasioned by frequent temporary shortages. The card stock was cut to shape and size, stamps for the appropriate values affixed and the whole overprinted. The overprint included the Arms of the Republic which obliterated the stamp, *BRIEF KAART* and dotted lines for the address, and the whole was impressed all in one operation. This method of postcard production was unique to the OFS.

Many settings of the ½d provisional cards were produced until 1898 when a definitive card was issued.



### A Review of the Philately of the OFS continued

The provisional cards also included several 1d issues as stocks became depleted and several 1½d issues nominally for overseas destinations. Halfpenny and penny reply-paid cards were issued in January 1898.

During the British Occupation period, all stocks of postal stationery found in the Post Office by the British were given the V.R.I. overprint, again in several settings. As with the stamps, when the stocks of V.R.I. overprinted postcards became depleted, the situation was such that resource had to be made to use Cape cards with an Orange River Colony overprint.

### Postal Markings

This aspect of the philately of the OFS and ORC has seen most research and well over 1000 postmarks and instructional markings have been identified. The web site of the Orange Free State Study Circle has a digital book of such markings, regularly maintained with new information. This is located within a Members' area.



### Illustrated above

An OFS V.R.I. ½d postal stationery card postmarked with a barred-oval 17 (of Ladybrand) to a POW at Diyatalawa Camp, Ceylon. Underpaid, so blue manuscript T. Ladybrand MR 7 01 datestamp and double-oval Resident Magistrate's Office, LADYBRAND ORC and initialled for censoring. Also on the front, Durban and Colombo transits and a Diyatalawa Camp arrival.

### Union of South Africa

On 31 May 1910 the four colonies, Cape of Good Hope, Natal, Orange Free State and Transvaal, united to form the Union of South Africa. The issues of all four colonies could be used in each others' areas and the use of ORC issues and modified postmarks in the Inter-Provisional period and beyond offers a further field of study.

### The Orange Free State Study Circle

The Study Circle was founded in 1953 to further the study of all aspects of OFS and ORC philately and to publish the results. If you already collect OFS and/or the ORC, or perhaps would like to start, please contact the Honorary Secretary: Richard Stroud, 24 Hooper Close, Burnham-on-Sea, Somerset TA8 1JQ, England. Full details are also available on the Study Circle's web site.

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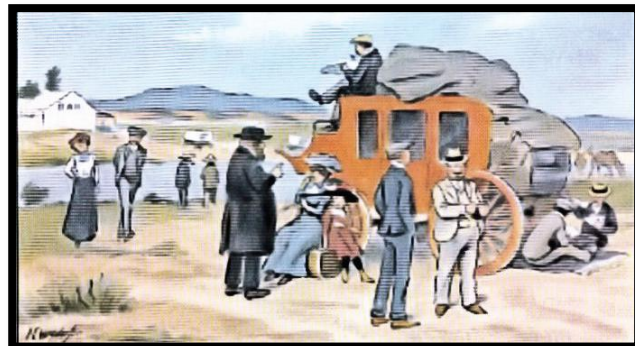
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# The Introduction of Meter Franks in South and Central Africa

By Otto Peetoom



**Introduction** - Meter mail is a subject that tends to fringe on the edge of postal history and for many the general appearance of a display of meter mail is essentially boring and mundane. Given that meter franks are not that popular, the result is that information on early use is often patchy or difficult to obtain.

**History of Meter Franking** - Invented by Carle Busch in Paris and obtained a British patent in August 1884. Trials conducted from 1900 - 1912 in Norway, Great Britain and USA. New Zealand started in March 1904 and, prior to UPU approval at the 1920 Madrid Congress, became the first country to use franking machines on a large scale.

**Distribution of Franking Machines** - Between 1923 and 1929 most European countries adopted the idea and from 1923 to 1931 six countries in South America followed suit. By 1930 only fifteen Commonwealth countries used meter franks and that number rose to 34 after Barbados joined the trend in 1952.

## Southern African Meter Franks

South Africa was the first Country to introduce Meter Franks in the mid 1920's. SWA and Southern Rhodesia were next circa 1931. Northern Rhodesia plus Nyasaland followed in the early 1950's and Basutoland and Swaziland taking the plunge during the late 1950's. Bechuanaland appears to have considered the idea in 1957, but it was only after it became Botswana that the first machine was licensed in late 1970.

## Publications that include Southern Africa Meter Franks

An early British enthusiast was A.H. Harris who by 1935 had produced a *Meter Postage Catalogue*, a second edition in 1937 and his third appeared in 1940. In 1953 Barfoot and Simon (B&S) published an updated version with a similar title *The Meter Postage Catalogue*. The authors continued to build on the work started by Harris and commented that since 1940 the increase in the use of meter franks...*has been phenomenal*.

## Meter Essays, Proofs or Samples

**Essays** are submitted by the manufacturer for approval or rejection by a relevant postal authority.

**Proofs** are taken when a machine is ready for dispatch and are usually retained by the manufacturer for reference. Multi-value proofs are often set with its maximum value suggesting an absurd postage rate. Dates are set when a proof is struck and are earlier, perhaps by years, before its first day of use. Confusion may arise from a proof illustrated in a catalogue which creates an illusion that it is an early commercial use.

**The South African Philatelist** - In terms of meter franks I found several useful and interesting items which later authors either appear to have missed or were unaware of.

In the November 1926 issue, under the title *Private Franking Machines*, a report announced their first use in South Africa. Starting in March 1943 through to January 1944 G.W. Hockey produced a comprehensive series of articles.

Hockey included some 14+ pages listing all the users known to him. The foregoing brought home what a vast subject it had become by 1943.

Other useful snippets in the SAP are quoted in the text.

## The first South Africa Meter Frank Essays

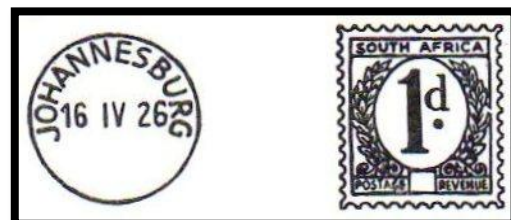
A May 1938 SAP article claimed that it was a *Universal N.Z. Machine...taken into use late in 1925, they are numbered 1 and 87...the design includes a Springbok head and the inscription being in English and Dutch...Union of South Africa - Unie van Zuid Afrika*. Barfoot stated they were numbered 1 and 68.



To solve the number issue, I have an essay that happens to be No 87. It seems that the country name in Dutch...**ZUID** was rejected and another version produced that reflects SUID AFRIKA. The Essay underwent further modification and became the accepted design for the Midget '3' postal meter frank that was introduced at the beginning of 1927.

Hockey in the April 1943 SAP...*Another essay appeared early in 1926...and was not adopted for use, so we find it only in specimen form. Late in 1926 authorisation came with the use of the first Neopost machines.*

Neopost  
Essay  
distributed  
by the  
agents in  
early 1926



The above design was not accepted and incorrectly listed by the author as his type No 1. Hockey intimated that the item is a *Specimen* whereas it is a rejected essay.

## The Listing of South African Meter Machines - Hockey

informs us Government Gazette 4 May 1928 authorised Postage Franking machines for the stamping of receipts. 25 January 1929 - Notice 187 provided a list of licence holders and said license expired at the end of each year. Starting in July 1931 the Government Gazette provided a list of current licence holders and the real challenge is to piece together the known licence holders from 1926 to 1931.

## Early Meter Franks in the Union of South Africa

**1926 Neopost type I** - Was a *Fixed Value* device and N1 to 16 included two N1 machines giving a total of seventeen. Whilst allocations for N7, N10 and N12 are not recorded, it is not a foregone conclusion that they were not utilised.

It appears that initially only a ½d or 1d value was fitted to the first machines. Both N1's & N6 added a 2d value circa 1932/3. Lennon, the chemists, often used parcel post and required all four values ½d, 1d, 2d & 3d.

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# The Introduction of Meter Franks in South and Central Africa

**1926 Neopost Type I** - Fixed values ½d, 1d, 2d & 3d  
They are the first franking machines in South Africa and *Stuttaford & Co. L<sup>td</sup>*. laid claim to N1. Hockey states it is the only number whereby there was a N1 in Johannesburg and another N1 in Cape Town and his earliest date for each N1 is 27 October 1926 and 3 December 1926.



Neopost 13 (No N prefix) Vacuum Oil Company

No 5, 8, 13 & 15 are without a prefix N (see illustration above)

**January 1927 Midget '3'** Fixed Values meter franks and they continued in use until the early 1960's.



Type I - Perf 11 x 13

Type II - Perf 10 x 11

Both types exist  
with either  
BETAALD  
or  
BETAAL

**Type I BETAALD** - M1 to M200

**Type 1A BETAAL** from M201 up, also known on numbers below M200 These are later replacement dies and seen on some No's from M3 to M150.

**Type II** Only seen on specific fixed values, with BETAALD only a ½d on M88.

**Type IIA** with BETAAL Only noted on 12 allocations.

**A Neopost Type II** - September 1928, was a limited value version with 10 options from ½d to 1/- and from N1 up.

## South West Africa Meter Franks

**Francotyp S.W.A.1** - I have seen a 16.1.30 proof and some sources date its introduction as such. I favour 1931 and have a commercial cover with SWA1 dated 30 7 32 - No 2632.

In the March 1940 edition of *The South African Philatelist* the same S.W.A.1 is illustrated, dated 7 2 39 and licensed to *Mitje Ziegler Windhoek*. A note states...*is understood to be the one and only Meter stamp of this territory...* That was not so.



**Francotyp S.W.A.2** Assigned to *Land Bank, Windhoek* seen used from 21 11 32 to 19 3 51. In the June 1940 SAP a note states...*a second meter stamp used in this territory...* S.W.A.2, *An unconfirmed rumour says that although it has been in use it is already discontinued...* Another incorrect supposition.

At some point in time, it appears that S.W.A.1 was withdrawn as a 17 January 1951 letter from the Director of Posts states *...Only one Francotyp machine is still in use...the current users being The Land Bank, Windhoek.*

**South Africa Neopost Type II** - The stamp die was modified for use in SWA and only one machine is recorded N1 S. Cohen Limited, Windhoek. Dates seen 31 VIII 48 and 22 VIII 52.

## Southern Rhodesia Meter Franks

The date of introduction appears to be an ongoing debate that ranges from 1928 to 1931/33. Regardless of who said what, none of the publications provide a source for their information.

Postal Notice No 29 of 1928 dated 10 September 1928 reads *...the use of...Postal Franking machines...will be sanctioned subject to the conditions set forth in the licence which may be obtained on application to the Postmaster General, Salisbury.*



N3 Proof impression 10 XI 29

The Test proof suggests that the machine was not yet in use.

In my opinion the date of introduction has been confused with the 1928 Postal notice and/or the above 1929 proof. Harris stated it was 1931 and the B&S catalogue changed it to 1929.



N13 - 4 XII 31 Proof impression

The illustrated proof strike of N13 dated 4 XII 31 intimates that by the end of 1931 there were still no postal franking machine being used in the country.

**Neopost N1 to 8** were fixed value machines - ½d, 1d & 2d and believed to be the first in the country. C. Axer in the May 1948 SAP stated that he had seen Neopost N2, 3, 4, 5, 6 & 8, but provided no other detail. The only positive identification that I am aware of is N2 Haddon & Sly, Bulawayo, N3 Meikles in Bulawayo and N4 Meikles Gwelo. Barfoot & Simon illustrated a N6 used at Fort Victoria 29.12.33. Circa 1950 N2 & 3 was changed for a limited value machine being N81 & 50.

A reported early date of 1931 turned out to be 1934 and an illustration of N5 dated 15 VIII 30 was manufactured by a person who got hold of the actual device. (RSCJ 156/11 & 161/76) As to the earliest date of use? The jury is still out on that!

**Universal** franking machines made their debut in South Africa in February 1933. Of the SA series U36 and U38 were both allocated to *The Rhodesian Printing & Publishing Co.* U36 in Bulawayo and U38 in Salisbury. The inscription above and below the value was changed to reflect the correct country. Circa late 1940's U36 was returned to South Africa and replaced with U178. Harris and B&S both suggest that Universal came to SR during 1935. Two examples of U36 dated 30 XI 34 and 31 XII 34 prove otherwise.

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# The Introduction of Meter Franks in South and Central Africa

## Northern Rhodesia Meter Franks

The general consensus is that they were introduced during 1951 and I agree with this.

Use of meters under the name Northern Rhodesia was brief as the country was part of the Federation of Rhodesia and Nyasaland (September 1953 to 23 October 1963) - reverted to its original name and became Zambia from 24 October 1964.



**Neopost Essay** There are three impressions on piece of a 3d die with the lower right corner blanked out (where an N number is)

**N1 to N8** - The earliest date I have seen is N1 at NDOLA 21 VII 51 and attributed to *African Explosives & Chemical Industries*.

I also have N4 at Lusaka 11 VIII 51. N6 was used by *The Old Mutual*. N8 continued use during Federation with examples seen during December 1962. Prior to Federation Universal Simplex (code letter S) and Universal MV (code letter U) machines were in use by 1952/53.



Neopost N4 Lusaka 11 VIII 51

In *North of the Zambesi* (1983) by Hal Hoyte the author devoted several pages to meter marks and remarked...marks from the Pre-Federation period may be regarded as very rare, as may be some of the marks from subsequent periods...

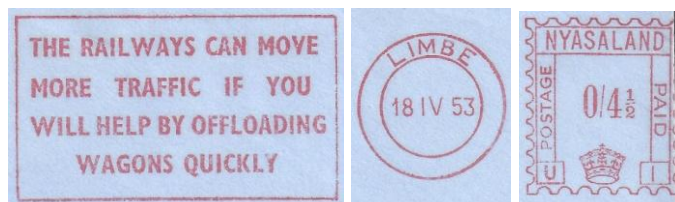
## Nyasaland Meter Franks

According to *The Postal History and Postmarks of British Central Africa and Nyasaland Protectorate* (1955) by Nodder and Twynam in October 1952...the Postal Controller obtained a Universal machine for use at the Blantyre post office on a sale or return basis. Within a short while it was purchased by the Nyasaland Railways and the postal authorities agreed to recognise mail with the BLANTYRE datestamp until a new die, inscribed LIMBE, could be obtained; this change was necessary owing to the railway head quarters being sited at the latter place.



**Proof of U1 used at Blantyre 6 III 52**

Also seen - U1 proof LIMBE 24 XII 52



LIMBE - Commercial use of U1 with slogan



N1 Nyasaland Times

In December 1952 *The Nyasaland Times* brought into service a Neopost N1 machine. The design includes the Nyasaland Leopard emblem. The slogan reads NYASALAND TIMES / P.O. BOX 6 / BLANTYRE - Example illustrated dated 8 XII 53, an earlier example is dated 10.12.1952.

Nyasaland meter franks also saw short use as it became part of the Federation in September 1953 and shortly after the break up was renamed Malawi on 5 July 1964.

**Basutoland Meters** - Said to be introduced circa 1956.

In the September 1956 SAP a note appeared that *Whitaker's Agencies* in Maseru had started using a Simplex S600 and an accompanying illustration is dated 20 VII 56.

An airmail envelope with a 12½c S600 meter franking dated 9 VIII 63 that was posted with sample strikes of two values with the same date being 2½c and 10c. I have proofs of S795 & S859 dated MASERU 20 VIII 57 and 21 III 58.



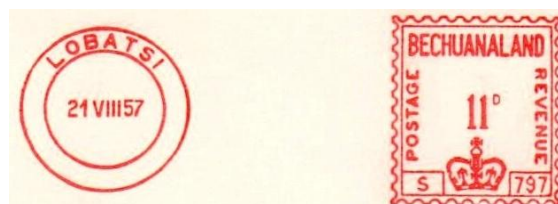
S795 - MASERU  
20 VIII 57



S862 - BREMERSDORP  
17 III 58

**Swaziland Meter Franks** The first Simplex machine (S792) was introduced at the *Standard Bank* in Bremersdorp on 5 December 1957, a note from the bank accompanied sample strikes of ½d, 1½d, 2d, 5d & 6d all dated 9 VI 58. I have seen a commercial cover with S792 dated 21 I 58.

**Bechuanaland Meters Franks** In the September 1991 journal *The Runner Post* No 24 an article appeared that illustrated a drawing of a Simplex die and is dated 17.7.57. This is probably in keeping with an era when agents were attempting to sell the idea of meter franks to the postal authorities in Basutoland, Swaziland and Bechuanaland. They succeeded in the first two countries, but not in Bechuanaland



What appears to be relatively unknown is that an actual frank was prepared, as illustrated above, a S797 dated LOBATSI 21 VIII 57. The country attained Independence in 1966 and introduced its first device at the Standard Bank - UA1 in late 1970; I have a proof dated 7 XI 70 at GABARONES.

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### Transvaal - KEVII 1/2d with an Inverted Centre

In the June 1926 *The South African Philatelist* on page 51 under a title *An Unchronicled Error* the following appeared

*One of the old hands in the Union Postal Service, whom we have known for many years and whose word we have no reason to doubt, asked us, in the course of conversation the other day, whether the halfpenny K.E. Transvaal, bi-coloured, was known with the centre inverted. Such a variety not having come to our notice, we asked for further information, where upon an interesting story unfolded.*

*When the bi-coloured halfpenny was current, our informant was on the stamp counter of the Johannesburg G.P.O. One day, he said, an old Jew with his head closely guarded by a bowler, bought a sheet of halfpenny labels from one of the stamp clerks and departed with his purchase, only to return a few minutes later with the query "Are these all right?", at the same time passing his sheet across the counter.*

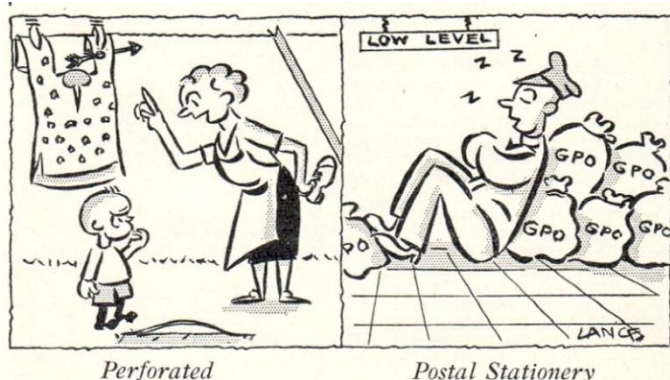
*The clerk, we were told, noticed that on all the stamps the King's Head was inverted and replied to the effect that they were not all right, and offered to exchange them for another sheet. The customer, however, insisted on retaining his stamps and departed with them. Our informant states that, before handing the sheet back to its owner, his fellow clerk showed him the sheet, and both he and his mate realised that they were looking at something good.*



### Most Wanted Reward Has anyone seen this Item?

*Nothing more has been heard of the stamps, and although the stamp clerks lost no time in examining their stock no further sheets of the variety came to light. A watch was, we were informed, kept on all the halfpenny stamps for years afterwards, without result.*

*Perhaps some of our readers know something of the above variety. If so, we shall be very glad to hear from them. Incidentally, we may mention that the postal official who unfolded that above story possesses a copy of the fairly well known Transvaal K.E. 2/6 revenue stamp with the inverted centre.*



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# The Re-Chromed Cylinders of the Buildings Definitive

By Roy Ross

## Editorial Comment

Roy Ross is keen collector of the 1982 Building definitives and explained that in certain instances the handful of enthusiasts do not have sufficient material to confirm certain theories regarding this issue. For instance it remains a question whether the 15 cent value was actually re-chromed or if the cylinder was merely retouched. In the May 2014 issue of *The Springbok* Mike Tonking remarked - *Despite the fact the Government Printer maintained that the cylinder S26 was re-chromed many of the original flaws are again present on the reprint which would indicate that the cylinder was merely cleaned up and only major flaws corrected.*

Another observation is that the date printed on the re-chromed cylinders is much sharper and jet black, whereas those on the originals tend to be slightly blurred and grey-black.

Roy pointed out that there is not sufficient material available to draw any definite conclusions.

**Introduction** - All the cylinders in the Building series had a chrome finish. Chrome is much harder than steel and fairly easy to apply and the chromed cylinders would therefore last much longer.

The cylinders are dipped in a bath of liquid and an electric charge is passed through it. The chrome sticks to the cylinders. For example by removing the chrome from a cylinder and applying a new coating of chrome then one would not anticipate the same recorded flaws present on panes from previous cylinder blocks. Five cylinders were re-chromed: 2 cent S24, 3 cent S21, 15 cent S26 (re-chroming is doubtful), 50 cent S39 and 2 Rand S35.

## 3c Cylinder S21

The same cylinder was used for the first and second printings.

Most of the identification marks on all the panes for the two printings are the same.

A broken comma in ,06 on both D panes can be clearly seen on the re-chromed version.



The date on the original block is between stamps



The date on the re-chromed is under stamp one

## 6c Cylinder S24

The same cylinder number was used for the second and third printing. Note the faint, watery date on the second printing



Second printing

All the panes look identical and the only way to tell them apart is using the identification marks for each pane. All eight panes have different identification marks.



Third printing - re-chromed

## Websites that currently promote Southern Africa Philately

Anglo-Boer War Philatelic Society  
Basutoland, Bechuanaland & Swaziland  
Cape and Natal Study Circle  
Orange Free State Study Circle  
Rhodesian Study Circle  
South African Collectors' Society  
The Philatelic Society for Greater Southern Africa  
The Rhodesian Philatelist  
Transvaal Study Circle

[www.boerwarsociety.org.uk](http://www.boerwarsociety.org.uk)  
[www.bechuanalandphilately.com](http://www.bechuanalandphilately.com)  
[www.capeandnatalsc.com](http://www.capeandnatalsc.com)  
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[www.psgsa.org](http://www.psgsa.org)  
[www.rhodesianstamps.net/The\\_Rhodesian\\_Philatelist.htm](http://www.rhodesianstamps.net/The_Rhodesian_Philatelist.htm)  
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## The Re-Chromed Cylinders of the Buildings Definitive

**15c Cylinder S26** - The same cylinder number was used for the second and third printing. The same identification marks appear on both issues on all panes.

The broken veranda post, stamp C1/2, is only present on the second printing.

It was touched up for the so called re-chromed issue.



Second printing - First Issue Pane B



Third printing Allegedly re-chromed but doubtful

---000---

### 50c Cylinder S39

The same cylinder was used for the third and fourth printings. The difference in the issues is the date. Third printing 84.02.08 and the fourth printing 85.06.21. The S39 shown on third printing was beginning to break up and as the job progressed the break became worse. Many of the panes have very similar identification marks throughout both printings. It appears that the reason for re-chroming was the fact that the S39 was breaking up. This could however easily have been repaired.



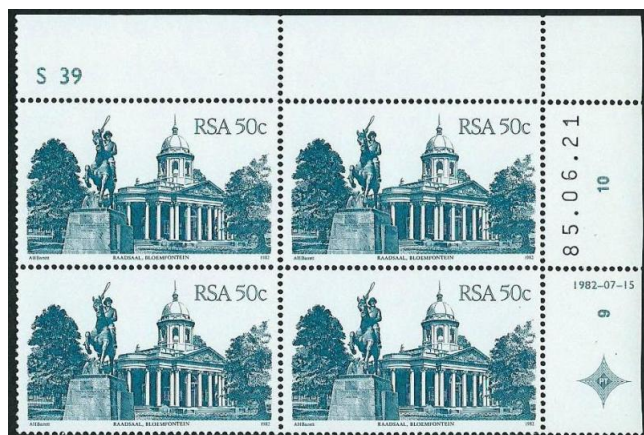
Broken S39



3<sup>rd</sup> Printing grey-black date



First printing - Faint date



Fourth printing - re-chromed



Second printing - re-chromed

### R2 Cylinder S35

The same cylinder was used for the first and second printings.

Both issues have the same date but all the identifications marks for each pane are different.

From the initial order for 80,000 sheets 62,260 were printed from the first S35 cylinder before being re-chromed.

### Additional Comments

The Building definitives enjoyed an extensive write up in the July and August 1982 editions of *The South African Philatelist*.

In the June 1983 SAP there is an article *Plating of the coil stamps of the Building series* by M.J.H. Tonking and G.J. de Swardt.

**Imperforates and part imperforate** - The Stanley Gibbons *Southern & Central Africa* (2<sup>nd</sup> Edition) lists imperforate pairs for the 1c litho and 5c recess. *The South African Colour Catalogue* in addition listed imperforate pairs for the litho 2c, 3c, 11c, 30c and R2. Also a 10c litho, imperforate on three sides from the top of the sheet plus a R2 litho with an imperforate side margin.

In the 2015 SACC there is a note: *Various imperforate varieties listed have been delisted as it has been established that they were the subject of unauthorized leakages from the printers.* The SACC only includes a 2c imperforate and a 10c & R2 part perforate.

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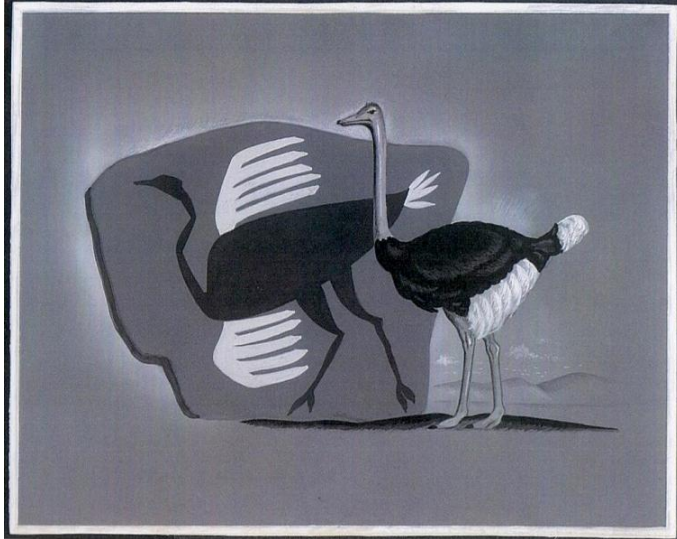


# South West Africa - An Aerogramme is Born

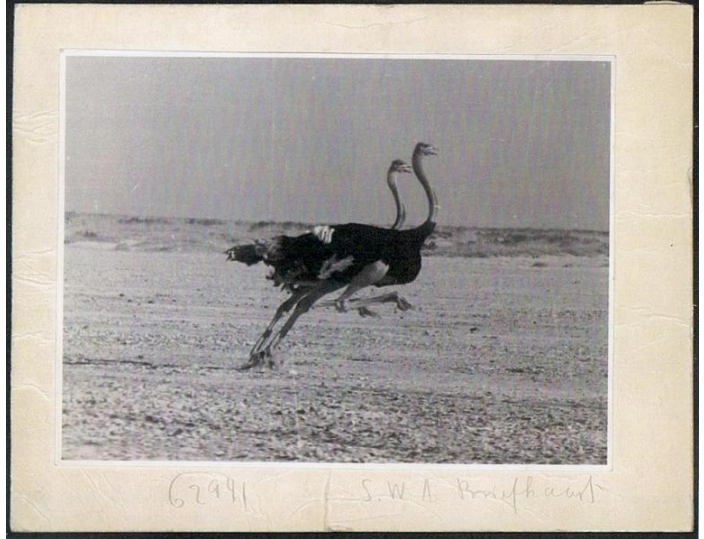
By Otto Peetoom

## Introduction

On 11 October 2001, Stephan Welz in Johannesburg auctioned 193 lots that comprised the Pre-Independence archive of Namibia Post including original artwork and Proof material. The coverage was essentially from the period 1972/1990 with some earlier oddments. Beside the stamp issues it included Booklets, 1972 Postage Dues, Postal Stationery, Maximum cards and Revenues. The final lot was No 188, the proof material for the *1954 6d Ostrich Air Letter sheet* and is probably the most interesting item of the twenty two lots I purchased that day.



Hand painted Essay - Rejected design



Photograph - The final design was based on these images  
Endorsed 62941 S.W.A. Briefkaart



Hand painted Essay - Accepted design for the vignette



Mock up of the surround



Initial design with a single Bird



Further development using Two Ostriches

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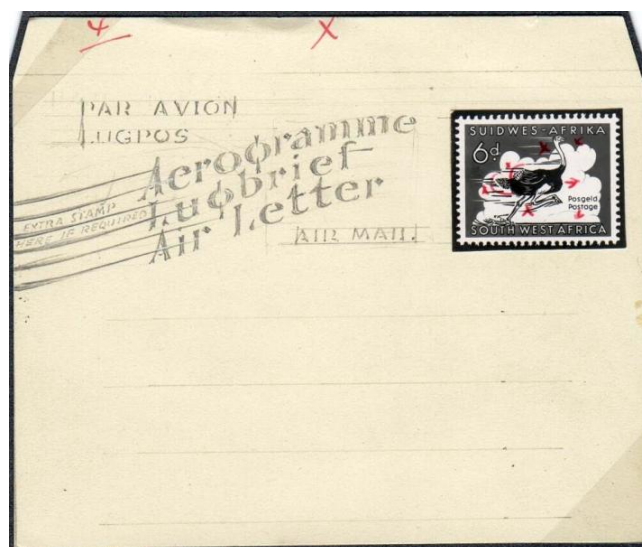


## South West Africa - An Aerogramme is Born

Hand drawn mock-ups of several proposed overlays, each with a 'Single bird' photographic essay.



Numbered 1 to 4 in red manuscript - Note correction on No 2, AIR LETTER changed to AIR MAIL



Comment on No 3 - *The lightning ray could be deleted* and on No 4 there are numerous marks on the stamp essay that are obviously suggested changes



The Printed Proof using the Overlay as per No 1 mock-up and the issued version

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# Swaziland - 1902 Resumption of Postal Services and the Interprovincial Period

## By Otto Peetoom

### Introduction

Peter van der Molen formed the most extensive Swaziland collection imaginable and during 2013 published a book *Swaziland Philately to 1968*, Peter was awarded the 2014 RPSL Crawford Medal for his work. In May this year Spink sold the Award-Winning collection of Swaziland and they kindly provided all the scans of the illustrations from the catalogue which allows us to use them to promote *Southern Africa Philately*.

### 1902 Resumption of Postal Services in Swaziland

At the outbreak of the Boer War, all Z.A.R. officials were withdrawn from Swaziland, thus no organized postal service was operated during the war. On 28 OCT 1902 a telegram was forwarded by the Postmaster at Barberton on an *Army Telegraphs & Signals* form to the Special Commissioner for Swaziland that reads: *Postmaster General desires me inform you a Postmaster will be sent to Embabani at an early date and begs you will be so good as to arrange for temporarily office and sleeping accommodation.*

Date stamped PIGGS PEAK 28 OCT 02 (Ex Lot 1110)

### Provisional Stamps

Two Z.A.R. stamps overprinted V.R.I. featured in lot 1111 and are said to be the only known examples used in Swaziland both cancelled at EMABAN during February 1903.



### The Interprovincial Period

A Union Government Notice dated 15 August 1910 authorized the use of the stamps of former colonies throughout South Africa which included Swaziland from 18 August 1910 to 1 September 1913. It appears that the Edwardian Stamps of Transvaal were favoured, making the use of other colony stamps in Swaziland rare and cancellations other than Mbabane are also rare.



C.O.G.H. 3d, 1s & 5s MBABANE 1911



Natal - 6d SANDHLAN & 2s MBABANE



Orange River Colony MBABANE 1910 - 12

### Transvaal Postage Dues



2d HLATIKULU 1911 & 5d MBABANE 1910

### Transvaal KEVII used at MBABANE



1s - 2 AUG 13

2s - 20 JUN 13

2s 6d - 12 JUN 13



5s, 10s & £1 The latter used 18 DEC 13

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# Early Union of South Africa stamps used in Swaziland

## 1910 2½d Union Commemorative SG 1 & 2



MBABANE  
18 SEP 12



STEGI  
9 NOV 1910

*Usage in Swaziland is Rare*



Registered  
at  
MHOTSHENI  
23 APR 1911

Ex  
van der Molen  
Lot 1283

## 1913 - 1924 Kings Heads



MAHAMBAMBA  
26 OCT 17



HLATIKULU  
2 SEP 26



MBABANE  
18 FEB 21



MBABANE  
NOV 21



MBABANE  
12 JUN 15



MBABANE  
12 JUL 22



PIGGS PEAK  
10 MAR 25



MBABANE  
5 JUN 18



MBABANE  
JUL 21



MBABANE  
18 MAY 20



DWALENI  
2 SEP 22



PIGGS PEAK  
1924



MBABANE  
9 SEP 16



PIGGS PEAK  
21 ??



MBABANE  
19 NOV 32 (C.T.O.)

## Coil Stamps & 1½d Tete-beche



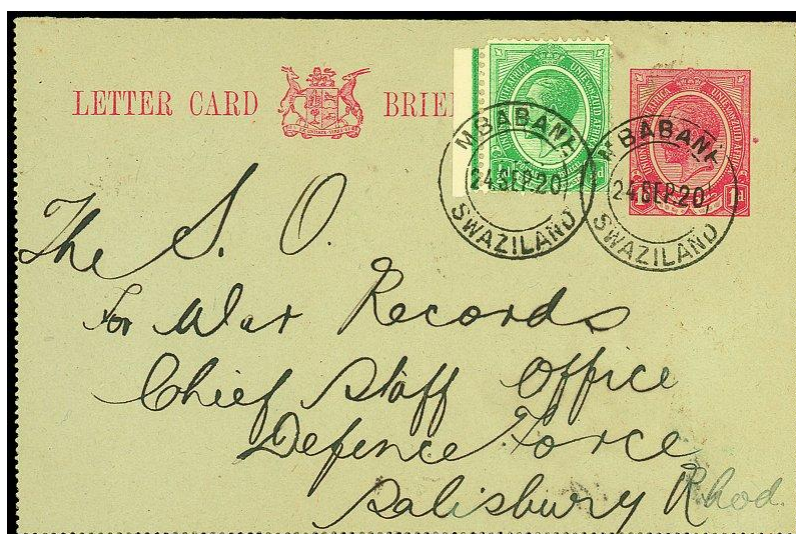
MBABANE  
14 JUN 17



MBABANE 16 NOV 15



SWAZILAND 2 JUL 23



1d Stationery Card & ½d Definitive - MBABANE 24 SEP 20

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# SWA 'RAIL' Offices since the 1915 Occupation

By Otto Peetoom

**Introduction** - Louis Simenhoff serialized an article *The Occupational Postmarks of the Mandated territory of South West Africa* starting in the September 1938 edition of *The South African Philatelist*, volume 14 No's 9 to 12, volume 15 No's 1, 3, 5, 7 to 10 and finally completed in the March 1941 edition.

Ralph Putzel published his first book on SWA postmarks in 1977 which was updated in 1991 by *The Postmarks of GSWA - SWA - Namibia*. Under his A to Z Post Office section the author included information on places with the word RAIL after the name. He also included a separate railway cancellation section and wrote...*Railway Stations...also Train Guards in SWA were authorized to accept letters and packets under their Rail Letter P.O. scheme and were allowed to sell the necessary postage stamps and to cancel these with their normal Station cancellers available.*

Putzel's introduction is confusing as several of the railway cancels listed are not connected with the Railway Letter Post (RLP). In order to build up a clearer picture of the SWA railway system it is logical to start at the beginning of WWI.

## Railway Priorities at the outbreak of WWI

When war commenced, the line of rail from De Aar had reached Prieska and an extension to Upington was a priority. Work commenced on 31 August and at a rate of from 2¼ to 3¼ miles of track per day it reached Upington on 20 November 1914. The next stage was to cross the Orange and Molopo rivers which slowed progress. Finally on 25 June 1915 the Union and GSWA Railway systems were linked together at Kalkfontein - The Germans surrendered on 9 July 1915.

**SWA Railways** - With one exception the railways were controlled by the Union (SAR&H) - **The Northern section**, Karibib 134 miles to Walvis Bay, Usakos 250 miles to Tsumeb. Before the war, the Germans had laid 16 out of 46 miles from Otjiwarongo towards Outjo and only completed in 1921. Another branch is 57 miles east from Otavi to Grootfontein.

**The Southern section** - From the Union border, near Nakop, 656 miles to Karibib and at Seeheim a 197 mile branch line to Luderitz. After the war, from Windhuk to Gobabis, an easterly 142 mile branch line was completed in 1930.

**A private 2ft narrow gauge line** runs along the coast from Kolmanskop near Luderitz to Elizabeth Bay, Pomona and Bogenfels and serves a number of diamond mines by means of short branches, its total length being 74 miles.

**'RAIL' offices** - After the 1915 occupation of GSWA several places that had the word *RAIL* added after their name were initially designated as Field Post Offices. These are either railway works, without a date stamp. Railway stations and siding with or without facilities such as telegraph, telephone, postal order and/or postal agencies.

## Railway Offices without a Postal connection

**Sources quoted are** (P) = Putzel & (S) = Simenhoff

**GROOTFONTEIN RAIL** Open from 1916 for internal railway use and first cancel seen is a converted German date stamp dated 28.5.21 (P). 1916-20 Rail works only and in 1921 was a telegraph office (S).

**HAALLENBERG RAIL** Open August 1916, date of closure not known. Used a large oval SOUTH AFRICAN RAILWAYS cancel, two examples known dated 21 AUG 1916(P). 1916 postal order and telegraph agency (S).

**KEETMANSHOOP RAIL** Opened 23.5.1916 (P). Telephone office only during 1916 and no date stamp (S).

**LÜDERITZ RAIL** From 1916 for railway works only (P). Confirmed with a note...*No postmark* (S).

**OKAHANDJA RAIL** From 1916 Railway works only, no postmark (P). Simenhoff intimated 1916-17 post, telegraph and telephone office which clashes totally with later information.

**OTJIWARONGO RAIL** 1916-18 railway works only (P)&(S)

**SWAKOPMUND RAIL** 1916 Telegraph office (P) & (S).

**TSUMEB RAIL** 1916-20 Telegraph office (P) & (S).

**USAKOS RAIL** From 1916 railway works only (P) & (S).

**WALVIS RAIL** From 1916 railway works only (P) & (S).

**WINDHUK RAIL** 1915 Telegraph office (P) or 1916 (S).

## Railway Stations with a Postal Connection

**ALBRECHTS RAIL** Office open before 1 June 1916 and by 1918 name without rail and no cancel including the word rail known (P). In 1916 was a postal order and telegraph agency. Interned German officers from Swakopmund were kept there until repatriation in 1919 (S).

**ARANDIS RAIL** Opened as FPO 25 on 9 April 1915, closed 1.3.18 (P). From July 1916 to March 1918 postal order and telegraph agency (S).



ARANDIS RAIL



BRACKWASSER RAIL

**AUS RAIL** Estimated open August 1915 and from 1923 railway works only (P). 1916-17 post and telegraph agency and from 1918-20 post, telegraph and telephone agency (S). *A similar type of cancel as Arandis known for this office.*

**BRACKWASSER RAIL** Opened 11 March 1916 and officially listed as above - renamed Konkiep in 1926 (P). 1916-17 post and telegraph agency and from 1918-21 a postal order, telegraph and telephone agency (S).

**GARUB RAIL** Postal agency opened 23 February 1915 and estimated closed late 1916. A large rectangular GARUB STATION date stamp is recorded and is exceptionally rare (P). Occupied 22 February 1915, in July 1915 was a postal order, telegraph and telephone agency and mails sent via Lüderitzbucht (S).

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## SWA 'RAIL' Offices since the 1915 Occupation

**GIBEON RAIL** Opened 1916 - closed 27.3.31, a manuscript cancel seen from 12.9.16 and several circular datestamps on record (P). 1916-23 post and telegraph agency (S).

### HAM RIVER RAIL

Postal agency, opened late 1916 - closed 8.2.1918, reopened in 1923 as Ham River (P).



HAM RIVER RAIL



LEUTWEIN RAIL



OKASISE RAIL

**KALKFELD RAIL** Opened 28.6.15 as FPO 56 and June 1916 as...RAIL and named KALKFELD in 1922. Has a similar type cancel as the one illustrated at left (P). 1916-23 postal order and telegraph agency. From 1916-19 mails sent via Windhuk and from 1920-23 via Omaruru (S).

**KALKFONTEIN RAIL** Estimated open mid 1916 and a postal agency 1916-18, thereafter from 1921 Railway works only (P).

1916-23 postal order and telegraph agency. 1916 to 1918. Mails sent via Keetmanshoop and from 1919 to 1923 via Kalkfontein South (S).

**KALKRAND RAIL** Estimated open mid 1916 and closed circa April/May 1917. Reopened in 1922 as Kalkrand and initially used a similar type of cancel as Ham River Rail (P). Open from 1916 to May 1917 as a post and telegraph agency and mails sent via Gibeon (S).

**KLEIN KARRAS RAIL** Opened 1915 and listed as such until 1932, no postmark including *rail* seen (P).

1916-22 post and telegraph agency and in January 1923 became a postal order, telegraph and telephone agency. From 1916 to 1918 mails sent via Keetmanshoop and from 1919 to 1922 via Kalkfontein South. In 1922 spelling modified from Karras to Karas (S).

**KOLMANSKOP RAIL** Postal agency 1916-24 and the word rail not used on any datestamp. Initially used a SA



engineering Corps datestamp inscribed in German *Kolmannskuppe* and in 1918 converted to read

**KUIBIS RAIL** Opened as a Military office on 14.5.1915 and became a civil post office in December 1915. Closed 30.5.1918 and reopened as Kuibis (P).

1916-23 post and telegraph agency, 1919-23 and 1919-23 mails via Keetmanshoop and via Windhuk during 1918 (S).

**LEUTWEIN RAIL** Postal agency opened 22.6.1916 and closed 16.8.1918. Used a manuscript cancel from 22.7.16 followed by the illustrated example (P). 1916-18 post and telegraph agency. Mails via Windhuk (S).

**MARIENTAL RAIL** Opened in 1915 as a Military post office and it is suggested that it opened as FPO 38 on 2.6.1915. Became a postal agency from 1916 to 1920 (P). 1916-20 post and telegraph agency (S).

**NAKOB RAIL** Opened 1916, closed 1918, reopened circa 1919 as Nakop (P). 1916-20 post and telegraph agency and from October 1921 to 1922 was a postal order and telegraph agency (S).

**OKASISE RAIL** Opened on 19.6.1915 as FPO 53, the telegraph office closed on 26.7.15 and it is suggested the FPO closed around the same time. Postal agency opened circa 1916 and manuscript cancels seen up to June 1916 (P). 1916-17 post and telegraph agency and from 1918 to 1923 was a post, telegraph and telephone agency (S).

**OMARURU RAIL** From 1916 railway works only (P) & (S).

**OTAVI RAIL** In 1915, initially an FPO, by 1916 a postal agency and in 1918 as a post office called Otavi (P). To November 1916 it was a post and telegraph agency (S).

**REHOBOTH RAIL** Open before 17.4.1916 (P). 1916 post and telegraph agency (S).

**ROTKUPPE RAIL** Open April 1916, closed late 1916 (P). Postal agency July to September 1916, mail via Lüderitz (S).

**SEEHEIM RAIL** FPO 49 (15.6 to 17.7.15) Post office open August 1915 and listed as Seeheim rail from 1916 (P). 1916-17 postal order and telegraph agency (S).

**TSES RAIL** Listed as such 1916-18 (P) or 1916-20 (S).

**WALDEU RAIL** 28.6.1915 FPO 55...during 1916 was Waldeu Rail postal agency (P) & (S).



NAKOB RAIL



REHOBOTH RAIL



WINDHOEK RAIL

**Postscript** - The railway cancels seen during the Occupation period are invariably on low values that suggest that the Rail Letter Post scheme had at that time not been adopted in SWA.

Kolmannskuppe  
Station  
S.A. E.C.  
9 DEC 1915



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# Stellaland - A short Review of its Stamps and the Remainder stock

By Otto Peetoom

The Stellaland Stamps were produced by a Cape Town printing firm of Van der Sandt, de Villiers & Co. and the stamps were delivered in February 1884 to a Mr M.C. Genis.<sup>1</sup> According to Bertram W. H. Poole<sup>2</sup> in a 1908 article in the Stanley Gibbons' Monthly Journal the stamps were issued on 1 February 1884, this date is also reflected in The Royal Philatelic Society's work on Africa (Part III) and Emil Tamsen<sup>3</sup> in his article on Stellaland in the February 1927 edition of the *South African Philatelist* reiterates the foregoing and wrote...*I think that this is correct - the earliest cancellation which I have seen is April 4<sup>th</sup>, 1884 and the latest February 11<sup>th</sup> 1885, but there should be later dates.*

Holmes was of the opinion that the 1<sup>st</sup> of February was too early...*as no example is known used before February 29<sup>th</sup>, 1884.*<sup>4</sup> Although the foregoing date is currently reflected in the Stanley Gibbons Commonwealth Catalogues, my own opinion is that the date of issue ought to simply be February 1884 as it is not a foregone conclusion that the earliest known date of a nineteenth century stamp from a remote area in Africa coincides with its date of issue.

Hennie Taljaard in his synopsis *The Method of Cancelling Stellaland Stamps* records three 3d values used on the above date of which two in addition have a ZAR circular target 6 cancel used at Christiana.<sup>5</sup>

**Stellaland stamps withdrawn from Sale** Holmes states...*The stamps of Stellaland remained in use until December 2<sup>nd</sup>, 1885, when they were withdrawn from sale and superseded by Cape stamps overprinted 'British Bechuanaland'.*<sup>6</sup>



**Poole in his 1908 Stanley Gibbons Monthly Journal article wrote...***It is a fact not generally known that when the British took over the administration of Stellaland, after Sir Charles Warren's expedition, they made use for a short time of the stamps found there, both postal and fiscal, until a supply of Cape of Good Hope stamps overprinted British Bechuanaland were available.*

*However, altogether the stamps did not have a very long life for the remainders were offered for sale and purchased by Messrs. Whitfield King and Co. towards the end of 1886, and I have to express my indebtedness to this firm for their courtesy in lending me several entire sheets for examination, and supplying me with several interesting items of information regarding the stamps.*

*When Messrs. Whitfield King and Co. received the parcel of remainders, they found a large piece of cardboard on the top with a statement of the contents, and as this is somewhat interesting, I append a copy of the document :-*

(COPY) **Memorandum made at Vryburg 31/XII/86.**

*The following number of stamps were on hand on 31st October, 1886, when Messrs. Whitfield King and Co. were written to:-*

1d.	3d.	4d.	6d.	1s.
652	10,533	11,781	9,585	4,360

*There are enclosed in this parcel to-day:-*

## Old Stellaland Stamps

1d.	3d.	4d.	6d.	1s.
621	10,514	11,762	9,566	4,329

## British Bechuanaland Stamps

1d.	2d.	3d.	4d.	6d.	1s.
31	38	19	19	19	31

Certified to

(Signed) J. N. C. Curtis Ernest C. Baxter.

*This shows that between the date of offering the parcel of remainders and the receipt of the letter accepting them a few of each value were used and replaced with the same value in the new issue British Bechuanaland stamps.*

Holmes confirms the above figures and probably sourced them from Poole's article and adds an interesting piece of information to the story with a letter from the Cape Town Printers Van der Sandt, de Villiers & Co. to the British Administrator dated 24 February 1886.

It points out that they were not paid for their services and owed £37 10s and it is said that the foregoing account was settled. On 27 February 1886 the Administrator Sir Sidney Shippard was authorized to sell the remainders by public tender and received offers which ranged from £7 10s to £55 10s. On 31 October 1886 Whitfield King were approached and purchased the parcel of stamps for £150.<sup>7</sup>

As we can see from Poole's inventory, some of the Stellaland stamps were replaced with overprinted Bechuanaland stamps.

I have analyzed these figures that reveals that the parcel offered to Whitfield King had a total face value of £788 7s 1d which included £785 6s 7d worth of Stellaland stamps and a total of £3 0s 6d British Bechuanaland stamps. This means that at a price of £150 the dealer paid 19.1% of the face value.

128 years after the Whitfield King £150 investment the stamps in that parcel are today catalogued at £1.5+ million.

To be more precise the Stellaland makes up £1,519,970 and British Bechuanaland £16,342 = £1,536,312.

**Postscript** A previous article on Stellaland remainders appeared in *The Runner Post* No 74 (February 2009) I was only made aware of it after I wrote this.

## References

<sup>1</sup> The Postage Stamps, Postal Stationery and Postmarks of the Bechuanaland (1971) by H.R. Holmes page 25

<sup>2</sup> The Postage Stamps of Stellaland (1908) by B.W.H. Poole This article was reprinted during 1937 in The South African Philatelist and attracted comments from S.G. Rich and E. Tamsen - S.A.P. July & August 1937

<sup>3</sup> Stellaland and its Stamps by E. Tamsen (1926-27)

<sup>4</sup> Holmes page 25 <sup>5</sup> Stellaland stamp Cancellations (2013)

By Hennie Taljaard in *The Runner Post* No 87 - an updated version (January 2015) appears on [www.bechuanalandphilately.com](http://www.bechuanalandphilately.com)

<sup>6</sup> & <sup>7</sup> Holmes page 26

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# Rhodesia - 1916 Late use of Victoria Falls Stationery Cards H&G 11a

By Otto Peetoom

**Introduction** - Rhodesia 1d Small Arms Pictorial postal stationery cards (H&G 11a) were sold in packs of twelve with different views on their reverse. The first delivery was for sale at Livingstone and at the Victoria Falls - The earliest recorded date of use is 11 MAY 1905.

During August and September 1908 two further deliveries included 500 sets of 12 Pictorial cards and were then also available at Bulawayo.

Individuals who purchased packs of these stationery cards often travelled to other destinations and posted their cards at a variety of offices. Many of the surviving cards were posted by missionaries in Northern Rhodesia that creates a false impression that the cards were for sale at other offices such as Broken Hill. By 1913 their use petered out, but two cards were posted from Abercorn during mid 1915.

## 1916 Nyasaland Field Force Use of 1d Postal Stationery cards with Victoria Falls views

Rhodesian troops saw action north of the Nyasaland border in German East Africa and a Lieutenant Francis Henry Marshall with the King's African Rifles served with Major Walter Baxendale. Marshall was formerly a Regimental Sergeant Major with the South African Mounted Rifles - His service number was 759. He was awarded the WWI trio of medals which included the 1914 - 15 Star. He survived the war and it appears that he retired from the Army in February 1923; last known address was Box 420 Pretoria.

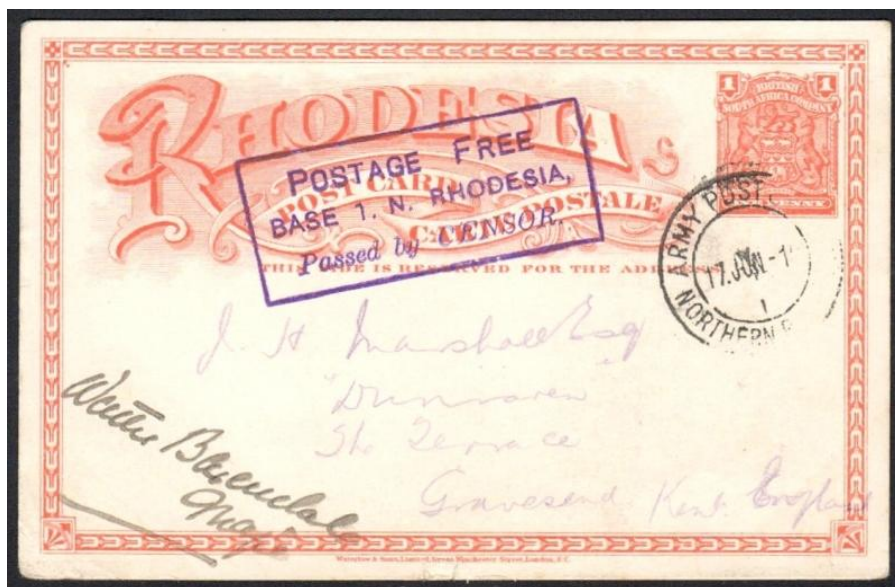
From the 1901 census - Francis H. Marshall was 17 - one of six children and living in Gravesend with his parents James H. Marshall and his wife Harriet. Their daughter Audrey Alexandra was born in 1902. The 1911 census intimates that six of the children had left home and only the 9 year old Audrey remained home.

It appears that when Frank Marshall left for German East Africa he possessed a number of 1d Small Arms postal stationery cards depicting various Victoria Falls scenes. We cannot determine whether these cards had been in his possession for some time or if he perhaps obtained old stock from a post office, I do not favour the latter suggestion.

Three of the cards sent by Frank have survived, all dated 23.5.16, one addressed to his father in Gravesend, another to his sister Audrey at the Margate College for Girls and a third card to Mrs J.H. Maplesden in Gravesend.

The scenes depicted on the cards are: (1) *Gorge below Falls, showing Spray at Exit* (2) *The Zambesi above the Falls* (3) *The Highest Bridge in the World*

The Marshall cards were all cancelled by APO 1 on 17 JUN 16, twenty five days after they were written. Each card received a boxed POSTAGE FREE BASE 1 N. RHODESIA Passed by CENSOR in violet and counter signed.



Counter signed by his superior Officer *Major Walter Baxendale*. During 2012 the cards were acquired, along with some medals, by a dealer in New Zealand who made contact with me and I bought two of these cards.

## Major Walter Baxendale and the Ngominyi stores depot -

At Ngominyi Captain Clark commanded a garrison consisting of his gun teams and 30 or 40 Askari from the King's African Rifles. Ngominyi was an attractive target to the enemy not only because of the guns inside the perimeter but also because a large British depot of food and equipment was stored there. These stores had been laboriously carried by porters from Nyasaland and Northern Rhodesia, and the depot was meant to sustain Northey's columns as they advanced. Boxes of .303 ammunition, tins of corned beef, biscuits, jam, tea and sugar were in the depot along with a small storekeeping staff, a few South African engineers and some sick soldiers.

There was also a military wireless station for communications.

On 21 October 1916 a German commander approached Ngominyi; he was Leutnant Zingel from Wahle's formation. He reconnoitred Captain Clark's position. *On the 23rd October Major W. Baxendale, a Southern Rhodesia Reservist serving in the British South Africa Police, was ordered to move from Old Iringa towards Ngominyi.* He took with him another officer, four European soldiers, 56 Askari and a machine gun.

However 200 men of the German 26th Field Company were waiting and Zingel sprang a good ambush on the British patrol. *Walter Baxendale was shot through the heart and killed*, along with Sergeant George Charles de Willis Taylor, British South Africa Police, and four Askari whose names do not appear to have been recorded. The other four Europeans were wounded and three of them captured along with a number of other Askari. The fourth European, medical orderly Corporal E.A. Green, escaped with the remaining Askari but the enemy seized the machine gun. - The Baxendale information was gleaned from the internet under the title *The Soldier's burden*.

A comprehensive article on H&G 11a appeared in *The Rhodesian Philatelist* No 32 in April 2013.

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# The West-End Philatelist's Connection with Southern Africa

By Otto Peetoom

In 1904 the London Firm of David Field had their premises at 4 & 5 The Royal Arcade, Old Bond Street and in March they launched their own publication, *The West-End Philatelist* edited by Bertram W.H. Poole. Poole wrote an article on Stellaland published during 1908 in the Stanley Gibbons' Monthly Journal.

It occurred to me that it seemed strange that a man in the West End of London would have knowledge of a remote Republic in Southern Africa at the turn of the twentieth century. Via a Google search, it transpires that Bertram Poole was a prominent philatelist of yester-year, not only that, he was sent to South Africa during the Boer War to go and source stamps for the British Stamp Trade. Thus while most people travelled to the Cape armed with rifles to fight a war, Poole went to South Africa with a bundle of cash to buy stamps!

## Bertram William Henry Poole

Born on 22 March 1880 in England, died in California on 8 September 1957. In 1921 Poole was one of the original signatures to the Roll of Distinguished Philatelists, along with Emil Tamsen. Dealer, Author and Collector, in 1899 he joined H. L'Estrange Ewen who sent him to South Africa to obtain war provisionals and in 1901 he wrote a monograph on the subject.

In 1902 he launched his own magazine, *Poole's Monthly Philatelist* and this publication was 'incorporated' into *The West-End Philatelist* in 1904 when he joined the staff of David Field. He had also been the Editor of the *Philatelic Journal of Great Britain*.

From 1912 to 1931 he edited his own publication *Philatelic Opinion* and in 1913 he served on the jury at International Philatelic Exhibition in New York and shortly afterward took up residence in the USA.

Poole was soon thought of as an American Philatelist and between 1912 and 1923 he wrote a number of monographs on European and British colonial postage stamps which were published in *Mekeels Handbook*. He contributed numerous articles to other philatelic journals and in 1917 he co-authored *United States Virgin Islands* with Julius (John) Murray Bartels.

Poole wrote handbooks on Bermuda, Belgium, British Honduras, Bulgaria, Cook Islands, Crete, Denmark, Dominica, Falkland Islands, German States, Germany & Colonies, Gold Coast, Hong Kong, Mexico, New Brunswick, Newfoundland (with HE Huber), Nova Scotia, Sarawak, Seychelles, Sierra Leone and Zululand. Poole was the Co-author with W.O. Wylie, of *The Standard Philatelic Dictionary* (1922). Poole was also a collector and he was regarded as a specialist of Haiti and Latin America. During the last year of his life his final publication was *Pioneer Stamps of the British Empire* (1957).

## Transvaal KEVII 5s with Inverted Centre

*The West-End Philatelist* Volume 1 No 2 April 1904, on page 28 under The Publisher's Corner by D. Field, he wrote:

*This month I am able to illustrate a 5s Transvaal stamp, which...has the King's head inverted. This stamp is unique as being the first on which his Majesty's portrait has been shown upside down, and it is not very likely that any similar errors will occur.*

*As my readers know, Messrs. De la Rue & Co., the printers of this and other Colonial stamps, exercise the greatest care in producing them, and before leaving their premises each sheet of stamps is carefully scrutinized, and any that are not perfect are immediately removed and destroyed.*

*It is, therefore, fairly evident that the chances are very much against more than one sheet of the error escaping the eagle eyes of the gentlemen who examine the sheets of stamps; indeed, the wonder is that this one was not detected.*

*This error was discovered by a Johannesburg solicitor, who bought two copies from the post office there in the ordinary course of business. Directly he noticed the mistake he went to try and buy the remainder of the sheet, but in the meantime the authorities had also seen the error and withdrew the balance from sale, and to get the solicitor to return the specimens he already had. This he refused to do, but sent them to a friend in England, from whom I purchased them, and I think there can be little doubt that these are the only two copies of the error in existence.*



## Editorial Comment

Sheets of the Transvaal 2s 6d and 5s 1902 KEVII Revenues with an inverted centre were printed in two panes of sixty. The West-End Philatelist report may suggest that the 2s 6d KEVII revenue was possibly discovered at a later date. Given the numbers known today, it proves that the remainder of the 5s sheet was not destroyed and at some stage found its way onto the philatelic market.

As the 2s 6d inverted centre is encountered more often, the general consensus of opinion was, that there were perhaps two sheets of the 2s 6d value and only one of the 5s. See *The Edwardian Stamps of the South African Colonies* by Brian Trotter page 242

David Field's 1904 explanation as to how the 5s inverted centre was discovered is important. It points to an unknown number of examples having been sold over the counter prior to the time that the Johannesburg solicitor noticed them. It is likely that the counter staff acquired the balance of the 5s inverted centre.

The news of 5s error would more than likely trigger off a search in the Johannesburg post office, as well as in various other offices, to see whether or not their Revenue stock included inverted centres. It may be feasible that the 2s 6d inverted centre was possibly still intact when it was discovered. The foregoing may be a good explanation why the 2s 6d inverted centre is more common than its 5s counterpart.

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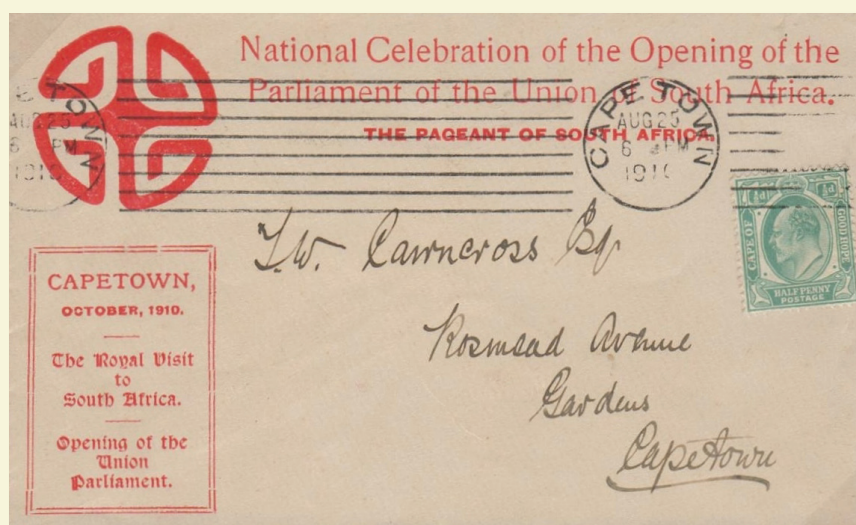
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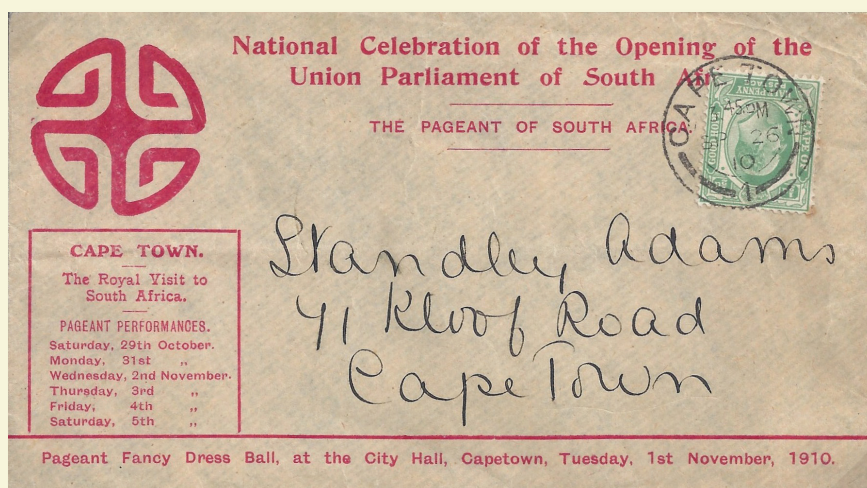
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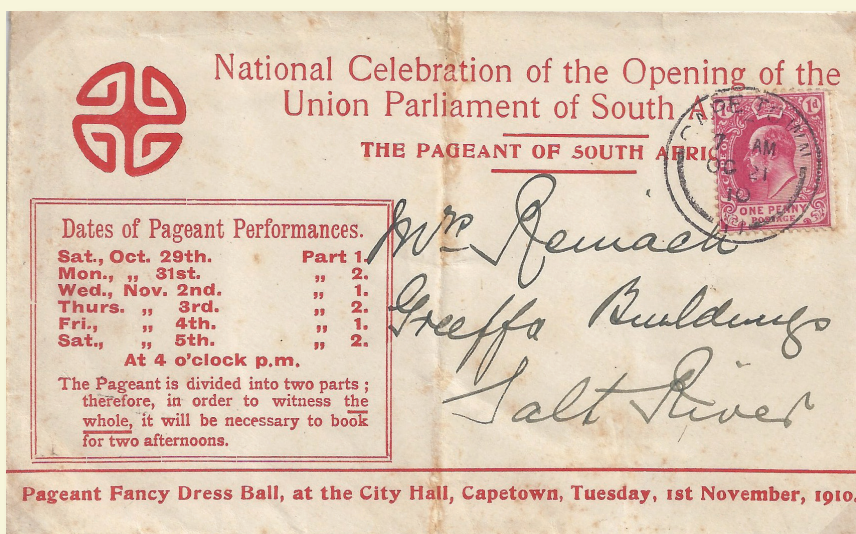
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The above envelopes were more than likely used for correspondence; they all differ in design and are more or less the only surviving examples. In addition one large illustrated envelope is known, used for posting brochures of the event