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Editorial Board: Dr. J. H. HARVEY PIRIE (Chairman), Dr. T. B. BERRY,
S. L. CROZET, Dr. H. J. RAUBENHEIMER, Mr. S. J. VERMAAK.
Business Manager: Mr. S. J. VERMAAK, P.O. Box 375, Johannesburg.

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SOUTH AFRICAN NOTES

Hon. Associate Editor:
Dr. H. J. RAUBENHEIMER,
434 City Centre, Pretoria.

Recent Printings.

The Publicity Officer, Department of Posts and Telegraphs has kindly supplied the following information concerning the period 1st August, 1964, to 31st December, 1964. For the previous list see our October, 1964, notes.

Postage Stamps.

- ½c—Job No. 48435.56 continued. A total of 74,000 sheets has been delivered to date. Same Cyls. 10.9 Int., 11 Ext.
- 1c—Job No. 41286.78 continued. A total of 1,868,424 sheets has been delivered to date. Same Cyls. S 33 Int., S 13 Ext. (Information has since been obtained that a final delivery has been made of 152,400 sheets from Cylinders 110 Ext., and 86 Int., 77,000 being of Pane A and 75,400 of Pane B).
- 2c—Job No. 52942.18. On an order for 100,000 sheets of 100 stamps per sheet, a delivery of 6,000 sheets was made on the 29th October, 1964, and a total of 22,400 sheets has been made to date, 11,000 being of Pane A and 11,400 of Pane B. New Cyls. Nos. G 2 Int., G 1 Ext. Same multipositive used but exposed twice on to carbon tissue on Boazard m/c. Printed on m/c 840. Grover perforated.
- 2½c—Job No. 41288.80 continued. A total of 576,738 sheets has been delivered to

date. Same Cylinders, 12 Int., 11 Ext.

- 2½c—Calvyn. Job No. 53165.39 continued. Up to the final date of delivery, 6th August, 1964, a total of 407,592 sheets has been delivered. Cyl. Nos. 3, 14 Int., 4 Ext.
- 2½c.—Nursing. Job No. 50560.60. On an order for 500,000 sheets of 100 stamps per sheet a first delivery of 47,100 sheets was made on the 25th August, 1964, and, by the final date of delivery, 8th October, 1964, 373,160 sheets were delivered. From two sets of new cylinders. The first set, Cyl. Nos. S 3 Int., S 15 Ext., produced 120,190 sheets of which 65,430 were of Pane A and 54,760 were of Pane B. The second set, Cyl. Nos. S 7 Int., S 14 Ext. produced 252,970 sheets of which 127,200 were of Pane A and 125,770 were of Pane B.

The 2½c and 12½c Nursing stamps were stepped up on the step and repeat camera in unit multipositives of 50 stamps from master negatives. These unit multipositives were then exposed four times on to carbon tissue on the Boazard m/c giving a final sheet size of 200 stamps. Printed and perforated on m/c 830.

- 3c—Job No. 48437.58 continued. A total of 148,238 sheets has been delivered up to 20th October, 1964, the final date of delivery. Same Cyls. Nos. S 20 Int., S 21 Ext.
- 10c—Job No. 53983.49. On an order for 130,000 sheets of 100 stamps each a first delivery of 5,600 sheets was made on 8th September, 1964; the total delivery to date being 44,500 sheets, 22,400 being of Pane A and 22,100 of Pane B. Same Cylinders Nos. 51 Int., 121 Ext.

12½c—Job No. 44474.34 continued. A total of 43,129 sheets was delivered up to the final date of delivery, 3rd September, 1964. Same Cyls. Nos. 1 and 3 Int., 6 Ext.

12½c—Nursing. Job No. 50561.61. On an order for 15,000 sheets of 100 stamps per sheet, a first and final delivery of 15,598 sheets was made on the 20th August, 1964. New Cylinders S 17 Int., S 16 Ext., A and B Panes, 7,750 being A Pane and 7,848 being B Pane. For printing details refer to 2½c Nursing stamp above.

20c—Job No. 53129.03 continued. A total of 36,000 sheets has been delivered to date. Same Cyls. Nos. 27 and 60 Int., 6 Ext.

Note: There were no deliveries, during this period of the following definitive values: 1½c, 5c, 50c, and R1.

Air Letter Cards.

2½c—Job No. 44329.91 continued. A total of 2,210,500 cards was delivered up to 1st December, 1964, the final date of delivery. Same cylinders.

Job No. 58806.24. On an order for 2,250,000 cards, a delivery of 27,000 was made on the 29th December, 1964, the total delivery to date being 39,000. Same cylinders.

5c—Job No. 46289.31, continued. A total of 5,117,000 cards was delivered up to the 18th August, 1964, the final date of delivery. Same cylinders.

Job No. 54925.82. On an order for 5,400,000 cards, a first delivery of 93,000 cards was made on the 20th August, 1964, the total to date being 2,031,100 cards.

5c—Greetings. Job No. 54190.54. On an order for 120,000 cards, a first delivery of 6,000 was made on the 22nd October, 1964, the total number of cards delivered to date being 69,000. Same cylinders.

Picture Post Cards.

1½c—Job No. 52940.16. A total delivery of 54,600 sheets of 40 cards per sheet was made on 2nd July, 1964, same cylinders, interior Z 17; exterior Z 14. (Please note that this corrects the position as misquoted in our October, 1964, number).

* * * *

Corrections to be made in the New Volume II "Interim" Catalogue.

It did not take long for reports to arrive

drawing attention to errors in this Catalogue. So far three have been reported, several of them from more than one person. Our thanks go to Messrs. R. D. Allen and H. J. Clayton of England and Eric Walker and its editor himself, of Pretoria, for noticing them. Here they are:

(1) Page 9. ANIMAL ROLL STAMPS IN SHEET FORM.

R26 S Controls Ca, Cb and Cc.
Delete "Strips of 22 stamps."
Substitute "Strip of 20 stamps."

(2) Page 62. NEWLY DISCOVERED HYPHENATED ISSUES. Paragraph 4.

Delete "Afrikaans instead of English."
Substitute "English instead of Afrikaans."

(3) Page 77. ALTERATION TO PRICES.

"Page 23."
Delete "IP 1."
Substitute "IP 4."
Delete "IP 32" (the one opposite "page 24").
Substitute "IP 33."
Bring "pages 23" and "24" together to read "pages 23 and 24."

* * * *

Let us Look Deeper into our Postal Stationery!

Although the recently issued Vol. II of the Golden Jubilee Handbook lists a number of additions and corrections in the Postal Stationery Section, there still appears to be a need for a thorough overhaul of that Section. (The same applies to the Interprovincial Period, and which is now being dealt with).

Material keeps turning up; Mr. R. J. Lawrence, of Streatham, London, for instance, draws attention to two distinct types of registration envelopes, thereby emphasizing that need.

Mr. Lawrence makes no claim to original discovery but points out that there is a variation of Type RE4 (No. PR 14).

In RE4 the spacing for the vertical blue line allows a free passage of roughly 2 mm. through the wording, whereas in the second type the lettering is hard up against the line. We have not noticed this variety in PR 14's counterpart, the large size envelope.

The earliest date of usage we have seen of Type RE4 is 8 July 1926, whilst the closely spaced type dates from early 1929. This would seem to be the year of issue of the

second type (RE4a for convenience of reference). This, we think, will answer Mr. Lawrence's further question, "which preceded which?"

Our correspondent describes himself as an absolute novice in search of information. Would that we have one or two such tyros here. There's much to be done!

* * * *

Facilities.

The Philatelic Bureau of the Post Office issued a circular (Phil. 50) on January 14th 1965, setting out in detail the services it provides. This epitome could be read in conjunction with the list of material available that we publish on page 44.

(1) Postage stamps, postage due labels and stamped stationery of the current series, are sold to collectors and dealers at face value and there is no service charge. The return postage and registration fee are payable by the customer.

(2) Customers are permitted to select stamps from any part of the sheets, this includes varieties and cylinder number blocks.

(3) The following special datestamps are in use and overseas collectors must send their covers and remittances to the Bureau for attention: SKUKUZA and PRETORIUS KOP (Kruger National Park); ELEPHANT PARK (Addo); BONTEBOK PARK (Kalahari, Northern Cape); TABLE MOUNTAIN (Cape Town); KANGO CAVES (Oudtshoorn); KIRSTENBOSCH (Cape Town); OLD POST OFFICE TREE (Mossel Bay); VOORTREKKER MONUMENT (Pretoria); THE BIG HOLE (Kimberley); ALBERT HERTZOG TOWER (Johannesburg).

Collectors in South Africa must send their stamped covers direct to the offices mentioned for postmarking.

(4) A total of fifteen Mobile Post Offices are in use at the following centres: JOHANNESBURG, numbers 1, 2, 8 and 9; PORT ELIZABETH, numbers 3 and 15; CAPE TOWN, numbers 4, 5 and 10; DURBAN, numbers 6 and 12; PRETORIA, number 7; BLOEMFONTEIN, number 11; EAST LONDON, number 13; PIETERMARITZBURG, number 14.

Orders must be treated as indicated in paragraph 3 above.

(5) Postage stamps of earlier issues may be returned for exchange for current stamps. A fee of 5% is charged. Cash is not paid for stamps returned.

(6) Deposit accounts may be opened to facilitate payment for future issues of stamps. Customers must state their requirements of future printings when opening the account with an initial deposit of at least R20. The selection of varieties is not included in this service; such items must be specially ordered by the client.

(7) Remittances should be by means of a bankdraft, international money order or postal order made payable to: The Philatelic Bureau, G.P.O., Pretoria. Cheques are not accepted unless endorsed by the bank.

TRAVELLING POST OFFICES

In his report for the year 1882 the Postmaster-General of the Cape Colony made reference to the fact that several railway vans were being fitted up as Travelling Post Offices and that they would be brought into use on the Railway between Cape Town and Victoria West Road (now Hutchinson). The public were then to be afforded the opportunity of posting letters up to the time of the trains starting upon payment of the late fee while the Postmasters on and near the line of railway would be relieved of much labour, as the mails which they would have to make up would be merely for the Head Office and the Travelling Post Office and the number of bags in use would be reduced to two from each office instead of thirty-six to and from the General Post Office and an average of twelve between stations. In 1883 the Travelling Post Offices started to operate with very satisfactory results. The overseas mail was at once sent forward by the T.P.O. to the Frontiers. Two men were employed on the first T.P.O. to Beaufort West. Considerable work was taken off the Central Post Office, Cape Town, by this means.

In 1884 a fee of 6d. was charged for each letter, in addition to the ordinary postage on "late letters" posted on the T.P.O.

In 1885 the extension of the railway line to Kimberley and the increased amount of mail matter conveyed threw much additional work on the Travelling Post Office and it was found necessary to employ an extra sorter on the trains carrying the overseas mails. The point at which the sorting had to be completed was Orange River Station. The average number of bags

REPUBLIC OF SOUTH AFRICA

DEPARTMENT OF POSTS AND TELEGRAPHS

The undermentioned postage stamps, postage due labels and stamped stationery obtainable from the Post Office Philatelic Bureau, Pretoria, January 1965:

A. DEFINITIVE:

DESCRIPTION (Current series of postage stamps).	Stamps per sheet.	Value per sheet.	Details of cylinder numbers as at 2-11-1964.	Water- mark.
½c Natal Kingfisher	200	R1.00	10, 9, 11 A & B	xx
1c Kaffirboom Flower	200	R2.00	S25, S23 A & B	xx
1½c Africander Bull	200	R3.00	S19, S24	x
2c Pouring of Gold	100	R2.00	G2, G1 A & B	xx
2½c Groot Constantia	100	R2.50	12, 11 A, B, C & D	xx
3c Crimson Breasted Shrike	100	R3.00	G8, G15 A & B	xx
5c Baobab Tree	100	R5.00	31, S1	‡
7½c Maize	100	R7.50	S21, S20	‡
10c Entrance to Castle, Cape Town ...	100	R10.00	51, 121 A & B	xx
12½c Protea	100	R12.50	3, 1, 6 A & B	xx
20c Secretary Bird	100	R20.00	27, 6, 60 A & B	xx
50c Harbour, Cape Town	100	R50.00	70, 54	‡
R1 Strelitzia	100	R100.00	1, 12, 117	xx

B. COMMEMORATIVE:

Nursing Association issued on 12.10.64	2½c	100	R2.50	S3, S15 A & B S7, S14 A & B	xx xx
	12½c	100	R12.50	S17, S16 A & B	xx

C. **POSTAGE DUE STAMPS:** 1c, 2c, 4c, 5c, 6c and 10c denominations.
28 cents per set (2s. 10d.).

D. **PICTORIAL POSTCARDS:** 20 South African views: 40c per set or 2c per card.

E. **AEROGRAMMES:** Ordinary 5 cents; Greetings 6 cents and Inland 2½c each.

F. **REGISTRATION ENVELOPES:** 6" x 4": (unstamped) 3 cents.

Quantities less than a sheet may be ordered.

The cylinder numbers quoted above are subject to change and it may not always be possible to supply a particular number.

Remittances in the form of postal orders, money orders or bank drafts for the purchase of stamps, etc., must accompany all orders and must be made payable to the Postmaster-General. An additional amount must be included for postage and registration charges on the consignment.

Deposit accounts for standing orders will be arranged upon request.

Orders for stamps should be addressed to the Philatelic Bureau, Post Office Publicity Branch, G.P.O., Pretoria.

‡ Without watermark.

x Coat of Arms watermark.

xx R.S.A. Watermark.

of mails leaving Cape Town on Fridays, when the overseas mails arrived was 130.

In his report for 1886 the Postmaster General reports that a specially fitted van was attached to the train leaving Cape Town at 5.30 p.m. on Monday, Tuesday, Wednesday, Thursday and Sunday and also to the fast express leaving on Friday at 1.15 p.m. Four of these vans proceeded as far as Beaufort West while the other two were taken on to De Aar. The officer in charge was supplied with a stock of postage stamps, which could be purchased from him at any station and letters could be posted at any intermediate station on payment of a special late fee of sixpence.

On the journey from Cape Town letters, parcels and newspapers were dispatched to all offices in the Colony as well as to the Orange Free State and Transvaal. On the return journey the principal duty of the officer in charge was to open every mail bag addressed to the General Post Office, and to divide the correspondence in such a manner that its delivery was ensured within a very short time of the arrival of the train at the terminus. Bags were made up and handed out at the respective stations and the mail matter for Cape Town was subsorted under the headings of Government offices, private boxes, poste restante and ordinary street delivery, while the foreign section was divided into letters for London, Manchester, Plymouth, Liverpool, Scotland, Ireland and provinces and countries served via London. By this means, the task of dispatching the overseas mails on Wednesdays was facilitated and was accomplished in about three hours after the arrival of the express train in Cape Town. The number of bags conveyed by the mail train leaving Cape Town on Friday mornings now averaged one hundred and fifty.

In 1888 the work on the Travelling Post Office had increased to such an extent that it was found imperative to have vans of much larger dimensions with additional mail and sleeping compartments. The unprecedented increase in the quantity of mail matter—in many cases amounting to over two hundred bags—which had to be dispatched by the weekly express train, rendered it necessary that there should be some re-arrangement of the service and additional accommodation provided for the sorting of the mails. The largest sorting van was in 1889 only eighteen feet in length and on occasions a large portion of the up-

country mails had to be left behind. On many occasions it had been found necessary to stow some of the mails in passenger carriages in various portions of the trains and it happened that mails were frequently overcarried owing to difficulty in locating them.

The new van measuring forty-eight feet in length which was built in 1890 was, in 1891, found to be inadequate to cope with the increasing correspondence on mail days and two or three passenger compartments had to be used in addition to two vans. It was in 1892 found necessary to build larger T.P.O. vans and four new ones were brought into service in this year.

This T.P.O. was officially known as the Western T.P.O. and it ran to Fourteen Streams via De Aar, the sorting staff quitting it at De Aar and handing over control of the mails to a Mail Officer who was responsible for handing out the mails en route to Fourteen Streams. The mails for the Eastern Province, the Orange Free State and the Frontier were handed over at De Aar to the sorting staff in charge of the Midland Travelling Post Office which had commenced to run between De Aar and Port Elizabeth in 1891.

By the opening of the Bethulie Junction Railway in 1892 a great saving was effected in the conveyance of mails between the Transvaal and the Orange Free State and Post Offices in the Midland and Eastern Districts of the Colony. It was suggested to the Orange Free State and the South African Republic that it would be advisable to establish an inter-territorial Travelling Post Office, to travel between Naauwpoort and Stormberg Junctions via Springfontein but neither territory could then see its way clear to contributing any portion of the expenses.

Owing to the transmission through the post of very heavy weights of raw gold from the Transvaal it became necessary to run a large Travelling Post Office van through to Johannesburg weekly in time to return with the express carrying mails for Europe. This van was specially fitted with an improved safe to carry diamonds and gold with greater safety and two armed constables and one armed officer of the Post Office travelled from Johannesburg to Norvals Pont in charge of the safe. At the latter point it was handed over to the sorting staff, who were accompanied through to

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NASIONALE MUSEUMSAAL,
BLOEMFONTEIN
om 7.30 nm.
POSBUS 702 — BLOEMFONTEIN

Cape Town by the armed escort of the Post Office.

In 1893 it was found necessary to extend the T.P.O. Service from Middelburg Road to Stormberg Junction and from Naauwpoort to Norvals Pont. The result was a considerable improvement in the circulation of mail matter to and from the Eastern districts of the Colony, and correspondence exchanged between the Cape Colony and the Orange Free State. In order to avoid delay to mail matter to and from places served by the Graaff Reinet branch of railway a Travelling Post Office service was established between Zwartkops and Uitenhage in August, 1893. Two new vans were introduced in this year. The total number of vans in use was then fourteen.

The extension of the Travelling Post Office Service through the territory of the Orange Free State and the South African Republic, running from Norvals Pont to Johannesburg was inaugurated in May, 1894, it having been arranged in the previous year at a conference at Bloemfontein that the section between Bloemfontein and Vereeniging and beyond should be worked by the Transvaal postal administration, it having been stated that the country was willing to take over the working from Bloemfontein, to provide the necessary staff and to pay all costs of the section including the haulage charge of £4-10-0 per mile for the distance between Bloemfontein and Vereeniging, the reason being that the bulk of the mail matter conveyed was mainly in the interest of the Transvaal. It was further arranged for the Cape Colony to work the section from Norval Pont to Bloemfontein, the cost of the staff employed to be repaid by the Orange Free State Post Office, which would in addition pay the railway haulage charge of £4-10-0 per mile. It was also agreed that the Orange Free State and South African Republic were jointly to pay the railway department six per cent on the capital cost of any additional vans the new service might render necessary. (Note: The Orange Free State Railway was built and maintained by the Cape Government).

The work on the Norvals Pont—Bloemfontein section was up to the 31st December, 1894, performed by Cape officers, while the section Bloemfontein - Johannesburg was performed by Transvaal officers. By mutual agreement during December it was decided that the Cape Post Office would be relieved of its responsibility in connection

with the Norvals Pont-Bloemfontein section, and the work was undertaken by the Transvaal. An officer of the Transvaal accompanied the fast weekly mail train to afford greater protection of the gold as far as Norvals Pont, where it was taken over by the Cape officers. Two temporary and two new vans were introduced for this service in 1894.

The sections of railway over which the T.P.O.'s were then operating were Cape Town-Port Elizabeth, Zwartkops-Uitenhage, Middelburg Road-Stormberg, Naauwpoort-Norvals Pont; from the latter point to Johannesburg. A considerable alteration was made in the methods of sorting on the T.P.O.'s in 1895. Correspondence was sorted into geographical groups and the more distant correspondence was left to be dealt with last. In 1886 it was arranged for the larger vans to run direct from Cape Town and Johannesburg and the smaller ones on the other sections; even then it was found necessary to use other vehicles in addition to the larger vans to cope with the increased bulk of the mails to the Transvaal.

In 1896 consequent on a new train service it was decided to extend the T.P.O. Service to Queenstown. The section between Queenstown and Middelburg Road (Rosmead) was designated the "Eastern Travelling Post Office" and that portion between Middelburg Road and De Aar as the "North Eastern Travelling Post Office" in order to distinguish it from the "Midland Travelling Post Office" running over a portion of the same section on a later train. The Eastern and North Eastern T.P.O.'s were worked by a staff stationed at Queenstown. These services started in February, 1897.

A sorting van was placed on the section Grahamstown-Alicedale to relieve the Grahamstown post office in October, 1896, and it was styled the "Albany Travelling Post Office." In this year also travelling porters were appointed on the busier sections of the line to transfer mails at the more important junctions.

Two T.P.O. vans were destroyed in 1896. One was wrecked in an accident at Grootfontein. The second one was destroyed by fire at Orange River Station through a paraffin lamp upsetting. Two larger vans were introduced into the service in the same year and special lock-up vehicles were introduced to carry an overflow of mails. The vans were lit by electric light instead of paraffin.

SOUTH AFRICA

If you collect the philately of this country albeit Union or Republic, then we really should get acquainted for we should be able to help each other—you with your money and me with my stock! To assist you I issue the "South African Gnus" sheet each month with information and offers listed by the Union Cat., Gibbons and Commonwealth — all this for 2/6d. a year or 4/6d. by air if you want it in a hurry.

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In 1897 the Uitenhage-Zwartkops and Albany T.P.O.'s were abolished owing to a revision of the train services and the following were the T.P.O. Services left:—

Western—Cape Town-De Aar.
 Midland—Port Elizabeth-Naauwpoort.
 Eastern—Queenstown-Middelburg Road.
 North Eastern—Middelburg Rd.-De Aar.
 Transvaal—Norvals Pont-Johannesburg.
 6 Up (Fast Mail)—Norvals Pont-Cape Town.

These were daily services except the last, which was the fast weekly limited carrying the oversea mails. Eighteen vans were then in use.

On the 16th of August, 1898, a serious accident occurred at Mostert's Hoek near Matjesfontein. The train to which the T.P.O. was attached came into collision with a goods train and the T.P.O. van was telescoped.

(To be continued).

AT THE "DESERT FOX"

Previously unknown letters written by German General Erwin Rommel during the North African campaign during World War II adds spice to an interesting and historical article dealing with his rise to power and subsequent fall which headlines the December issue of *The American Philatelist*.

Spice is added to the Rommel story by photos of philatelic items never before published in an English-language stamp journal. Included are uncataloged Hitler-Mussolini so-called "souvenir sheets," overprinted stamps depicting swastikas or the crude initials, D.A.K. (Deutsches Afrika Korps), and a Rommel fieldpost stamp picturing a palm tree and a swastika which was used for only two months in Tunisia.

The recently uncovered correspondence are personal letters written by General Rommel to his sick brother Karl and his wife Ida back home in Germany. Rommel later fell from Hitler's favour, was accused in the unsuccessful assassination plot on his life and was forced to choose between standing trial or suicide. He chose suicide.

Author of this outstanding article is Fred S. Wolfe of San Francisco, author of the intriguing "Post War Local Issues of Germany" published early last year and which will soon be released in handbook form for general sale to collectors.

ISRAEL

(News from the Cape Society of Palestine-Israel Philately)

"TABAI" STAMP AND SOUVENIR SHEET

The Israel National Stamp Exhibition "TABAI" was held in Haifa from November 30th to December 6th, 1964, and was mainly devoted to the "Africa-Israel Friendship."

A stamp of 57 agorot denomination was issued on the first day of the exhibition. The motif of the commemorative was designed by A. Kalderon and features a symbolic design of drums of Africa in multi-colour and was photogravure printed on unwatermarked paper at the Government Printers, Hakiryia in Tel-Aviv. The sheets consist of 15 stamps with five descriptive tabs adjacent to the bottom row. A souvenir sheet containing the abovementioned stamp was also released at the same time as the stamp. Souvenir sheets (size 120 mm. x 70 mm.), were on sale at the exhibition only and are not included in the Philatelic Services new issue service. Souvenir sheets on F.D.C.'s were issued by the exhibition committee and specially cancelled with the exhibition postmark.

ELEANOR ROOSEVELT

On November 2nd, 1964, the Israel Ministry of Posts issued a stamp to honour Mrs. Eleanor Roosevelt.

The stamp, designed by Mr. M. Krup of Tel-Aviv, is printed in violet brown and depicts a portrait of the late Mrs. Roosevelt.

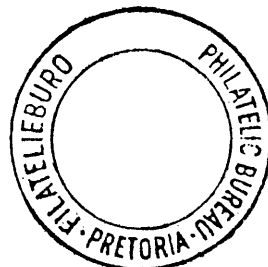
The stamp, of the denomination 1L.0.70, was printed by photogravure on unwatermarked paper at the Government Printers, Hakiryia, and is combperforate 14 x 13. Post Office sheets consist of 15 stamps with five descriptive tabs adjacent to the bottom row and show plate number 124.

Ornamental first day covers of the size 17.5 x 10 cm. are cancelled with the Jerusalem Post Office date stamp.

Up till now only a handful of people have achieved recognition on the stamps of Israel. Each one—Herl. Weizmann, Maimonides, Rothschild, Einstein, Shalom-Alekhem, Bialik, Ben Yehuda, Szold, Korczak, Ben Zvi and now Mrs. Roosevelt will forever remind us of the inherent goodness and greatness that can be found in the human race.



REPUBLIEK VAN SUID-AFRIKA
REPUBLIC OF SOUTH AFRICA



A Philatelic Bureau exists in the Post Office in Pretoria to meet the special needs of stamp dealers and philatelists. Only stamps of the Republic of South Africa currently in use are on sale.

Orders for stamps should be addressed to the Philatelic Bureau, G.P.O., Pretoria, and must be accompanied by money orders, postal orders or bank drafts made payable to the Postmaster-General. Cheques are not accepted. The amount should be sufficient to cover postage and registration. Deposit accounts may be opened by overseas customers.

'n Filatelieburo bestaan in die poskantoor in Pretoria om in die spesiale behoeftes van seëlhandelaars en filateliste te voorsien. Slegs seëls van die Republiek van Suid-Afrika tans in gebruik word te koop aangebied.

Bestellings vir seëls moet geadresseer word aan die Filatelieburo, H.P.K., Pretoria, en moet vergesel gaan van poswissels, postal orders of bankwissels, betaalbaar aan die Posmeester-generaal. Tjeks word nie aange- neem nie. Die bedrag moet voldoende wees om die pos- en registrasie gelde te dek. Deposito-rekenings kan deur oorsese kliënte geopen word.

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BASUTOLAND NOTES

[By G. N. Gilbert]

Another airletter card has been found in Maseru with the red-brown centre of the stamp and all the lettering on the card missing. This is the second one to be discovered within the past two years.

The new Block CA watermarked paper has now appeared with the 1c, 5c, 12½c and 50c denominations.

The 2½c with this new watermark was reported some time back. Controls with this new watermark are:

- 1c—3A 1A and 3B 1B.
- 2½c—3A and 3B 1B.
- 5c—3B 1.
- 12½c—3B 1.
- 50c—3A 1.

The 50c with this control are in very short supply, as only 12 sheets were sent out from England with this requisition. Further supplies of this denomination may have a different control number.

The new Self Government stamps are being prepared and are expected to be issued sometime in April after the election which is due at the end of March.

It comprises four denominations, the 2½c, 3½c, 5c and 12½c. I understand that a special envelope is being prepared which will be on sale at 3½c, bringing the cost of a first day cover with the complete set to 27c.

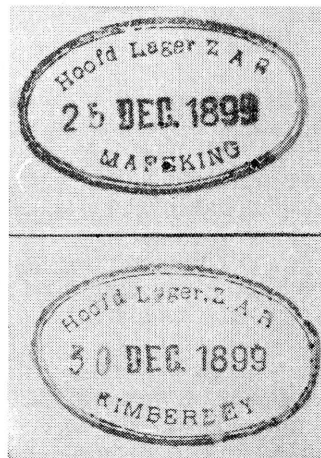
The writer was privileged to see the colour trials, colour transparencies and black and white photos of the new issue which were sent out from the printers.

It will be a colourful set, the 2½c—a Basuto woman with a highly coloured blanket being possibly the most striking.

ANGLO-BOER WAR

RAREST BOER POSTMARKS

The two postmarks here illustrated are probably the rarest of all temporary postmarks used by the Boer forces during their invasions of the Cape Colony and Natal in the early days of the war.



Rich, in his "Philately of the Anglo-Boer War," published in 1943, was apparently aware of two specimens only, one of Mafeking and one of Kimberley. He writes on page 26: "The two Hoofdlager handstamps used on January 1, 1900, correspond to the similar mark used at Ladysmith in the Natal invasion. The very limited use of them here is, however, in strong contrast. The present writer cannot avoid suspecting that the two marks here probably did not see actual use, since they occur on only the one stamp (Transvaal ½d.) and both on the same date (1 Jan. 1900). The evidence suggests trial impressions only."

He calls them oval rubber handstamps but does not figure them. These handstamps are now in possession of the Post Office Museum and impressions of them were shown at PREPEX. The Chief Publicity Officer has kindly supplied me with impressions which have been used to illustrate the above notes. —(J.H.H.P.).

THE BOEING 727 FLIGHT AROUND THE WORLD

[By Capt. M. F. Stern]

The first model Boeing 727 (designated N-700 IU) rolled off the assembly line at Renton, Washington on November 27, 1962. The maiden flight was made on February 9, 1963, from Paine Field. A global flight was planned and the Boeing Employee's Stamp Club recognised the philatelic significance. It was proposed that the newly available 7-cent International Postal Card with paid reply be used for the purpose. The reverse

side of each reply card carried the following printed message:

"This card was carried on the Maiden Global Flight of the Boeing 727 which took the new short-to-medium range jet-liner to many cities in Europe, Asia, the Middle East, and Africa. The postmark indicates at which point on the trip this card was mailed. While the 727 was in that city, the other half of the card was given to the airline or postal officials for presentation to stamp collecting clubs of that country as a friendship gift of the Boeing Employees' Stamp Club."

This was printed on the wrong side of 1,100 pairs of cards at first but new cards were flown in from another city in time. In all the plane travelled 77,000 miles, stopping at 36 cities in 26 countries, cards being mailed at various points. The plane left on September 17, 1963. Space will not permit to give the full itinerary, but of interest is that on October 12 it left Beirut for Khartoum (distance 1,240 miles in 2 hours 47 minutes), from Khartoum to Nairobi (1,052 miles in 2 hours 24 minutes) both on October 12, and on October 13 Nairobi to Johannesburg (1,576 miles in 3 hours 29 minutes) returning to Nairobi on October 16, to Khartoum on October 17, and thence to Athens on October 17. The plane arrived back in Seattle on November 3, 1963. The writer has just received one of the cards returned postmarked Germiston October 14, 1963.

POSTMARK CORNER

Army T.P.O.'s in the Anglo-Boer War.

The story about these goes back to the South African Philatelist of September, 1963, but unfortunately the statements made were not all correct and may be ignored.

In December, 1964, a revised version of Mr. Beanes' views was given and I stated that I was inclined to accept his view that the three T.P.O.'s (East No. 1, East No. 2 and Eastern) only operated as far as Waterval Boven, not further eastward.

Mr. Beanes was on the run from Pretoria to Waterval Boven from April to August, 1900. When put the question, "Could the run not have been extended eastward after you left?" he said it was possible but gave reason for thinking it unlikely.

Transvaal Triangular Numeral Cancellations.

In connection with the article in the November S.A. Philatelist, page 205, by C. S. Rosenberg and myself, Major Criddle writes me: "You have identified No. 6 with **Eureka Kaap Goudv.** but I think it should really be No. 36. I have this mark with two very clear strikes tying the stamps to the cover, the number being definitely 36 and there is also the C.D.S. of Eureka Kaap Goudv., all three being the same shade of blue. The cover is actually from a different time, but I rule out the cancellation being a transit mark as the colour is so obviously the same in all three marks."

We accept Major Criddle's finding. In our only specimen the three triangular marks tying the stamps, all have the left sides missing, or they are all sideways at the top of the cover and there might quite well have been a 3. —(J.H.H.P.).

COMMUNICATIONS OF THE COMMONWEALTH

It is a pity that the United Kingdom, which has one of the oldest and most diversified communications systems of the Commonwealth, has made scant reference to it through the medium of postage stamps. A glance at a postal circulation map of Britain in 1890, for example, would show that at that time letters were carried by postmen on foot, on bicycle, on horseback; mail was transmitted by coach, by tram car, by railway and even by canal barge; steamboats connected England with Ireland and the Continent and sailing ships plied between the mainland of Scotland and its offshore islands. Though officially illegal since 1850 dogs were still in use to **draw small mailcarts in Surrey and Hampshire** as late as 1900 while a peep into the mechanization of the future was provided by the experimental pneumatic post installed at the Penny Post Jubilee Exhibition at South Kensington. Yet only the mounted post-boy of 1660 has been depicted on a British stamp, the 3d. of the 1960 series commemorating the tercentenary of the General Letter Office.

Other countries of the Commonwealth, however, have issued a number of stamps featuring the wide range of methods used to maintain communications. The simplest

and oldest means of transmitting mail was by foot post, dating from the imperial messengers of King Darius and the Roman **nuntii**. Even today, in spite of automation and mechanization, every letter at some stage or another is carried by a foot postman. The Mongul emperors had a system of runners spanning their empire at the beginning of the sixteenth century and today the **dāk** runner is still an important feature of Indian postal organization, being depicted appropriately on the 2 annas stamp of 1937. One of the three stamps issued by New Zealand in 1955 to celebrate the centenary of the first postage stamps, showed a Maori mail carrier in colourful native dress. The Maoris were hired to carry the mail in the 1840's but were found at that time to be unreliable and their employment discontinued. By 1851, however, there occurs, in a post office return from Auckland, the name of one Ngamapu as Village Letter Carrier at the princely sum of £1 a week. By 1855 the Maoris were extolled as responsible and sober messengers whose only drawback was their steadfast refusal to work on Sundays. In that year their load was reduced from 75 to 28 pounds, as can be seen by the small satchel carried by the runner depicted on the stamp.

Native runners were used to carry mail over long distances in Africa. The British Inland Mail which functioned in Madagascar from 1884 till 1895, employed Malagasy runners such as the two featured on the stamps issued in 1895. One of them is shown carrying two boxes suspended from a bamboo pole while the other holds a spear and an umbrella. The words **BRITISH MAIL** can be discerned engraved on the boxes. Two native bearers were depicted on one of the stamps issued by Rhodesia in 1955 to commemorate the centenary of Livingstone's discovery of the Victoria Falls. In connection with African letter carriers Mr. Frank V. Worthington, of the British South Africa Company, had a charming anecdote concerning two Portuguese native policemen whom he intercepted in Northern Rhodesia some 60 years ago. They bore letters in cleft sticks which they claimed they were delivering from Angola to Mozambique, a distance of 1,800 miles across the continent. As it would have been cheaper to communicate by sea rather than overland, Worthington's suspicions were roused. When he examined the envelopes he found they were empty and had only some meaningless scrawls in

blue pencil by way of an address. When the policemen were interrogated they confessed that they had been drafted from Mozambique to Angola against their will and had deserted. Such was the natives' respect for the white man's letter that the mere possession of envelopes guaranteed the deserters hospitality and immunity from attack on their long journey home.

Next to foot posts, in chronological order, come horse post, the oldest depicted on a Commonwealth stamp being the postboy of 1660 already referred to. Australia's stamp commemorating the 75th anniversary of the Universal Postal Union in 1949 featured a mounted postman in the outback with, by contrast, an aircraft of **QUANTAS** overhead.

A more modern version of the horse postman is the mail cyclist and there are several examples to be found on stamps from the Commonwealth. During the Australian gold boom of 1893-6, communications between Coolgardie and Southern Cross in Western Australia were maintained by bicycle and special stamps, depicting a bicycle, were issued for use on mail carried between the two towns. A similar service operated between Coolgardie and Lake Lefroy in April-June 1897 and issued its own distinctive stamps. During the siege of Mafeking in 1900 two stamps were locally produced. One depicted Major Robert Baden-Powell while the other featured Cadet Sgt.-Major Warner Goodyear mounted on a bicycle. Baden-Powell organized a corps of boys whose duties included the carriage of mail and despatches from one part of the beleaguered town to the other. India's postal centenary series of 1954 depicts various methods of mail transportation including the bicycle.

A variety of animals has been used to draw mail vehicles. India's 3 annas stamp of 1937 depicted a **dāk** tonga, a small gig drawn by two ponies. Bullocks are also used for this purpose in India and bullock mail carts have been featured on two stamps. A mule cart is shown on one of Jamaica's postal centenary stamps issued in 1960. In British Columbia a century ago caribou were used to haul mail carts and lent their name to the picturesque **Barnard's Cariboo Express Company** which issued its own postage stamps in the 1860's. As well as the dog teams of southern England, dogs are still extensively used in northern Canada. Before the war attractive

cachets were used to embellish mail transported by the Yukon Dog Team Post and Newfoundland's 15 cents airmail stamp of 1931 features a spirited team of huskies hauling a mail sledge across the snow.

Camels have long been used, not only in Africa and Asia, but more recently in Australia and America, as a means of transport. For a great many years the only subject depicted on Sudanese postage stamps was Colonel Stanton's lively reproduction of a mail carrier mounted on a racing camel. This famous design has an interesting story behind it. In 1898 Stanton was asked by Kitchener, then commanding the Anglo-Egyptian Expeditionary Force against the Mahdi, to prepare a design for a permanent series of stamps. A local sheikh posed as the "desert postman" and Stanton added optimistically the inscriptions "Khartoum" and "Berber" to the mailbags on the camel's back. These were the two largest towns in the Sudan (before the development of Omdurman) and at that time still occupied by Mahdist forces. By the time the stamps were issued both cities had been captured so the inscriptions were justified. Thos. De La Rue and Co. Ltd., who printed the stamps, perpetuated Stanton's optimism by reproducing the inscription on the stamps and even now, after 66 years, the current 50 piastres stamp still bears the tiny legend on the saddle bags, a remarkable record of minute stamp engraving.

The most minute engraved inscription of all, however, appears on a Canadian Special Delivery stamp of 1927 which features aircraft, a mail train, a team of huskies and a mounted postman. In an area about one millimetre square is engraved, on the horseman's saddle bag, the inscription CANADA P.O.

(To be continued).

1/2 D. NEWSPAPER STAMPS

These 1/2 d. stamps were introduced about Nov., 1913, (See S.A. Ph. Vol. 23, 1947, p. 195). At first they were in English only and were apparently all pin-perf. about 12. A little later they were succeeded by similar bilingual stamps, which are reported (See S.A. Ph., Vol. 28, 1952, p. 142) to occur rouletted, ca7, as well as pin-perf.

Mr. S. L. Crozet now reports the earlier (unilingual) stamps occurring rouletted as well as pin-perf.

SCOUTING AND KARATE

Two interesting issues for the theme collector just came from the Ryukyu Islands.

On the 5th February a stamp of 3 cent denomination was issued. It depicts a Karate form of training called Makiwara. Makiwara is a wooden pole, 10 cm. wide and 120 cm. high, erected on the ground, with a protecting straw mat around the top. Its purpose is the development and strengthening of the hands and feet. It is the second in the Karate Stamp Series.

On the 6th February another 3 cent stamp was issued, this to commemorate the tenth anniversary of the Ryukyu Islands Boy Scouts which came into being on the 7th February 1955, as a district of the Far East Council of the Boy Scouts of America.

At present the Ryukyu Islands Boy Scouts organisation is some 2,000 strong and its members are being trained individually as well as in groups.

NOTES FROM MOZAMBIQUE

[By M. M. PIRES]

New Issue.

A set of seven stamps was issued on 18th December, 1964, for Mozambique, six of them depicting Portuguese ceremonial boats of various periods and the seventh depicting an oarsman in the dress of the time. The values are 15 and 35 centavos, and 1.00, 1.50, 2.50, 5.00 and 9.00 escudos, totalling 19.50 escudos (just under R0.50).

First day covers had been prepared by Clube Filatelico de Moçambique and also by Casa Filatelica, a local dealer, which was on sale on 18th December.

All values are in the horizontal format, except the 1.50 escudos value which is in the vertical format.

Stamp Day.

For some years stamp day has been commemorated in Mozambique on the 1st of December, along with all other Portuguese territories. On this date small displays of stamps and philatelists gatherings are held wherever organisers can be found and the Post Office in the main towns make available special cancellations to mark the occasion.

In Lourenco Marques this year stamp day commemorations were limited to the special cancellation used at the main post office and long queues could be seen buying the

special envelopes and at the cancellation counter throughout that morning. It being a public holiday, the post office was closed in the afternoon.

MAURITIUS

Constitutional changes are pending in Mauritius; meanwhile a set of 15 stamps, all featuring birds, is under preparation. The denominations run from 2c to Rs 10, the top five values all show birds which are extinct.

"NEW CONSTITUTION" ISSUE FOR BECHUANALAND

To commemorate her new constitution, Bechuanaland issued a set of four stamps on 1 March. The set comprises: 2½c, 5c, 12½c and 25c, in a common map design.

SELF GOVERNMENT ISSUE FOR BASUTOLAND

A set of four stamps (2½c Mosotho woman and child, 3½c border post at Maseru, 5c mountain scene and 12½c Legislative House) was to be issued in February.

RHODESIA

An annual issue, for the next five years, on the subject of Conservation has been announced. The first in the series ("Water Year") is on order for 1 July 1965. The year 1966 is earmarked for the "Ploughing Championship" which is to take place near Salisbury.

TRISTAN DA CUNHA

The 17th February saw the issue of a very attractive definitive set of 14 stamps (½d., 1d., 1½d., 2d., 3d., 4½d., 6d., 7d., 10d., 1/-, 1/6, 2/6, 5/- and 10/-). All the stamps have the Queen's portrait but with ships for the main design, except the ½d. which locates the Island on a map and the 10/- which bears a larger portrait of the Queen only.

TELECOMMUNICATION

An omnibus issue for 32 territories on the occasion of the "International Telecommunication Union Centenary" commemoration is on order for 17 May 1965. Each participating territory is to have two denomina-

tions. The design will be common to all except that the cameo portrait of the Queen will be replaced on the Brunei issue by a likeness of the Sultan.

CHURCHILL COMMEMORATIVES

The Postmaster-General, G.P.O. Great Britain, has announced that a stamp will appear later this year, in memory of Sir Winston Churchill. Canada has indicated a similar intention. This follows an earlier notification that the United States of America is arranging for a Churchill stamp of 5 cents to be made available later in the year.

It need hardly be said that many other countries will follow suit.

NOTES ON THE NEW ZEALAND PICTORIALS 1936-1947

[By C. ROWE]

(Continued from page 33 of the Feb. issue)

4d. VALUE. MITRE PEAK.

Original Shades: Black and Sepia or Black and Brown.

1935 (May 1) Original Issue.

Printed on Esparto Vertical Mesh paper. Watermarked Single-lined.

NZ and Star and Perf. 14 comb.

Watermark known inverted. Also known without Watermark (Printed on Selvedge).

Plate Nos. 1 and -1.

Note: Plate No. -1 is usually collected in strips of 20.

1936 Change of Watermark to Multiple NZ and Star and printed on Esparto horizontal Mesh perforation also changed to 14 x 13½.

Shades: Black and Sepia, Grey-Black and Deep Sepia or Black and Black-brown.

Watermark known inverted.

Stamp already found with blurred centre. Re-entry Row 3 No. 8.

Plate Nos. 1, 2, 2A, 2B also (Strip of 20) -1, 2-2A, 2-2B, -2A, -2B.

1941 WARTIME ISSUE (Waterlow Print, De la Rue Perf.).

Watermark and paper as for 1936 but perf. 14 line.

Only shades known: Black and Sepia-Black.

Plate Nos. 3, 2B also (Strip of 10) 3-2B.

1941 WARTIME ISSUE (Waterlow print and Perf.).

Watermark and paper as for 1936 but Perf. 12½ line.

Only shade known: Black and Sepia-Black. Plate Nos. 3, 2B also (Strip of 10) 3-2B.

1942 Final Issue (Coarse Paper).

Printed on Coarse Horizontal Mesh Watermarked Multiple NZ & Star and Perf. changed to 14 x 14½.

Shade Black and Black-brown.

Centre has been found with blurred print. Re-entry unknown plate Row 3 No. 8.

Re-entry Frame Plate 2B Row 4 No. 1 or Row 6 No. 1.

Re-entry Plate 1 Row 5 No. 7.

Watermark has been found inverted.

Plate Nos. 1, 3, 4, 5-1, 2A, 2B.

Plate Nos. (Strips of 20) 4-2A, 4-2B, -1, 3-2A, 3-2B, -2A, -2B.

5d. VALUE. SWORD FISH.

1935 (May 1) Original Shade: Ultramarine. Printed on Rag Vertical Mesh Watermarked Single-lined.

N.Z. and star and perforated 13-14 x 13½.

Double print found (one albino) a very rare stamp.

Plate Nos. 1.

1935 (May 1) Original issue 2nd perforation i.e. 13½ x 14.

1936 Change of Watermark to Multiple N.Z. and Star.

Shades Ultramarine and Pale Ultramarine. Printed on Esparto Horizontal Mesh Paper and Perf. 13-14 x 13½.

Watermark found inverted.

Re-entry Row 4 No. 1.

Plate Nos. 1.

1941 (July) Wartime Issue (Waterlow Print and Perf.).

Shade Pale Ultramarine and Perf. 12½.

Plate Nos. 1.

1942 Wartime Issue (De la Rue Print, Waterlow Perf.).

Shade Ultramarine.

Printed on Coarse Horizontal Mesh Paper.

Plate Nos. 1 and 2.

1942 Trial Issue (Coarse Paper).

Shades: Ultramarine, Deep Ultramarine, Pale Ultramarine, Dull Grey-Blue and Cobalt Blue (a very rare shade).

Printed on coarse Horizontal Mesh and Perf. 13½ x 13½.

Use as a coil stamp.

Watermark found inverted, found as a double print (One albino).

Re-entry Plate 2 Row 10 No. 1.

Plate Nos. 1, 2 and 3.

6d. VALUE HARVESTING.

Original Shades: Scarlet, Bright Scarlet.

1935 (May 1) Original Issue.

Printed on Esparto Vertical Mesh Paper, Watermarked single-lined.

N.Z. AND STAR and perforated 13½ x 14.

Watermark has been found inverted.

Plate Nos. 1 Note blocks have been found showing signs of Plate No. 1 having cracked.

1936 Change of Watermark to Multiple NZ and Star.

Now printed on Esparto Horizontal Mesh Paper.

Shades Scarlet and Deep Scarlet.

Watermark also found inverted.

Plate No. 1 (plate crack only).

1941 Wartime Issue (Waterlow Print and Perf.).

Shade Pale Scarlet.

Perf 12½.

Re-entry Row 10 No. 1.

Flaw Row 3 No. 1.

Plate Nos. 2.

1942 Wartime Issue (De la Rue Print and Perf.).

Shade Deep Scarlet.

Perf. 14½ x 14.

Re-entry Row 10 No. 1.

Plate No. 2.

1943 Final Issue on Coarse Paper.

Shade Deep Scarlet.

Printed on coarse horizontal Mesh paper.

Perf. 14½ x 14.

Re-entry Plate 2 Row 4 No. 5.

Stamp used as a coil-stamp.

Plate Nos. 2 and 3.

8d. VALUE. TUA TARA.

1935 (May 1) Original Issue.

Original Shades Sepia and Brown.

Printed on Esparto (Side ways) Vertical Mesh and perforated 14 x 13½.

Watermarked Single lined NZ and Star (Sideways).

Watermark known sideways but reversed.

Found as a double print and blurred.

Plate No. A2.

1936 Change of Watermark and paper Esparto (sideways) horizontal Mesh. To Multiple NZ and Star (Sideways).

Shades Deep Brown, Sepia, Sepia-Brown.

Watermark known reversed.

Plate No. A2.

1939 (July) Change to Upright Watermark and Paper Esparto horizontal Mesh.

Shades Sepia, Eepia-brown.

Found as a double print (albino).

Plate Nos. -3.

1941 Wartime Issue (Waterlow Print and Perf.).
 Watermark again sideways and paper Esparto (sideways) horizontal Mesh.
 Shades Deep Sepia, Deep Red-Sepia, Sepia Brown.
 Perf. 12½.
 Flaw Row 13 No. 10 (Tongue out).
 Plate crack Row 3 Nos. 5 and 6.
 Plate No. -3.
 1942 Final Issue (Coarse Paper).
 Printed on Coarse (sideways) horizontal Mesh.
 Shades Sepia-brown, Deep Red-Brown.
 Watermark found inverted.
 Used as a coil stamp.
 Found as a double print (Albino).
 Flaw Plate 3 Row 13 No. 10.
 Plate crack (Tongue out) Plate 3 Row 3 Nos. 5 and 6.
 Plate Nos. 2, 4.
 9d. VALUE. MAORI PANEL (SURFACE PRINTING).
 1935 (May 1) Original Issue.
 Shade Scarlet and dull-black.
 Watermark Single-lined NZ and Star.
 Printed on Rag Vertical Mesh and Perf. 14 x 14½.
 No Plate Numbers.
 1963 Change of Watermark to Multiple NZ and Star (Sideways).
 Shades Red and Grey-Black. Red and Dull Grey-Black, Red and Grey. Bright Scarlet and Pale Grey.
 Printed on (Sideways) horizontal Mesh and Perf. 14 x 15.
 Watermark found Inverted and reversed.
 1938 Change of Watermark (Multiple Up-right).
 Shades Red and Grey, Orange-red and Grey, Scarlet and Grey, Dull Red and Grey-Black.
 Printed on horizontal Mesh and Perf. 14 x 14½.
 Watermark found inverted.
 1941 (May) Smaller design and Watermark Single-lined NZ and Star.
 Shade Scarlet and Jet-Black.
 Printed on Chalk-Surfaced Vertical Mesh and Perf. 14 x 15.
 1941 (Nov.) Change of Watermark to Multiple.
 All information as for 1941 (May).
 1/- VALUE TUI.
 1935 (May 1) Original Issue.
 Shade Deep Green.
 Watermark Single-lined NZ and Star.
 Printed on Esparto Vertical Mesh and Perf. 14 x 13½.

Inverted Watermark known (used only).
 Plate Nos. A1.

1936 Change of Watermark to Multiple NZ and Star.

Shade Deep Green.

Printed on Esparto Horizontal Mesh.

Watermark found inverted.

Plate No. -A1.

1941 (November) Wartime Issue (Waterlow Print and Perf.).

Shade Green.

Perf. 12½.

Plate No. A1.

1942 Final Issue (Coarse Paper).

Shade Deep Green.

Printed on Coarse horizontal Mesh and

Perf. 14 x 13½.

Watermark known inverted (used only).

Used as a coil stamp *(See notes).

Plate No. A1.

* Notes.

(1) Printers: Original issue (Except 9d. Value) all recess printed by De la Rue & Co. up to 1941 when it was a matter of co-operation between De la Rue & Co., Waterlow & Sons and Harrison & Sons. The 1935 9d. Value was surfaced printed by Waterlow & Sons 1936 and after were printed by the Government Printer Wellington from plates made by Coulls, Somerville & Wilkie at Dunedin.

(2) In 1945 the 2d., 5d., 6d., 8d. and 1/- Value were placed on some Post Office counters to expediate Sales to the Public. The coils were constructed of strips (of length varying according to the stamp involved) joined by the end selvages. On the joins, numbers from 1 to 19 were rubber-stamped, these numbers being for accounting purposes.

(3) Papers. Differentiating between "Esparto" and "Coarse" papers may give some trouble, but it need not do so. The papers are of different texture. The "Esparto" is smooth and dense and the coarse (similar to newsprint) being in appearance more loosely woven and noticeably rough with the mesh of the paper being more apparent when the stamp is held up to a strong light.

In this issue one can literally discard with a Watermark detector for it is the cardinal rule that all vertical mesh means "Single" Watermark and horizontal mesh means "Multiple" Watermark. The only exception is the November 1941 9d. value which has a vertical mesh paper with Multiple Watermark.

All the above information has been compiled from information supplied from the following:

- (1) The Postage Stamps of New Zealand Volume I.
- (2) G.P.O. Wellington, New Zealand.
- (3) Catalogue of New Zealand Stamps by Campbell Paterson Ltd., Auckland, New Zealand.
- (4) Stanley Gibbons Ltd.
- (5) My own collection.

SOCIETY NEWS

AFRIKAANSE FILATELISTEVERENIGING

Met die feeste, vakansietye en al hulle doenighede agter die rug, kan ons verwag dat lede hulle voortaan weer ernstig tot verenigingsake sal wend, vergaderings sterk sal bywoon om hulle bydraes te lewer tot die jaar 1965 se sukses.

Ons vergadering vir **Januarie** was steeds in vakansiestemming, dus sonder uitstallings en gebruike formaliteite. Baie van die „gereeldes” was nog waar vakansies mens dan gewoonlik hou onder andere ook die Voorsitter.

Mnr. H. J. de Villiers en E. P. Kilian is formeel tot lede verklaar. Drie aansoeke om lidmaatskap is ingedien: mnr. A. C. Diamond, Geyerstraat 73 Potgietersrus (hy versamel Unie en Republiek); mnr. H. Hartmann, Grootfontein, S.W.A. (Suidelike Afrika, Switserland, Nederland en Duitsland); en dr. W. McNae, Vyfde Laan 52, Parktown-Noord, Johannesburg.

Die volgende vergadering (Woensdag 17 Februarie) is ons laaste wedstryd-byeenkoms vir die boekjaar 1964/65. Dan kom lid E. Thamm aan die beurt met sy tema „Wildevoëls.” Die inskrywing gaan om die Rembrandt-wisseltrofee.

Die eindwedstryde vind plaas in Maart. Ons reël die Rembrandt-wedstryd (tematies) en wel op Woensdag 17 Maart en Pretoria die Veka-wedstryd (filatelisties). Paarl spring dus vanjaar vry.

GERMISTON PHILATELIC SOCIETY

January 20. Members who attended the January monthly meeting were disappointed in that there were no entries tabled for competition.

It was announced that Mr. Leo Buchen and Mr. Bill Sheffield had been elected as Fellows of the Royal Philatelic Society of London.

At the last Executive Committee meeting of the Philatelic Federation of Southern Africa the following members were elected to the undermentioned committees: Expert Committee, S. J. Hagger; Publications Committee, L. Buchen, S. L. Crozet and S. J. Hagger. —S.L.C.

MASHONALAND PHILATELIC SOCIETY

There were forty-four members and visitors at the last meeting, which took the form of a Bourse at Livingstone House. Brisk selling took place. Mr. Ellenberger gave an interesting talk on the dates of issue of the early stamps of the B.S.A. Company.

It is unfortunate that the suggestion that future meetings should be held at Livingstone House is not practicable.

Collectors of postmarks should take note that some cancellations with “Rhodesia” only on them are now being produced—Bulawayo and Causeway have been seen.

We welcome Mr. C. Stott of Bath, England, and Dr. G. Woolfe of Concession, as new members.

THE PHILATELIC SOCIETY OF JOHANNESBURG

January. The first meeting this month started the year off on a good note—a bumper attendance. In the absence of the President the Vice-President, Mr. Fisher-Hill, presided, which meant that he had to do all the honours and provide the news of the week as well. In addition, we had two visitors giving us support. The first was Mr. Nöckler who gave an outline on stamp collecting—its trials and tribulations in South West Africa; and the second was Mr. Martinus from Amsterdam in the Netherlands. He portrayed a very different form of meeting, there they are held out of doors (presumably weather permitting)! It does seem a pity that we can't do the same, rather like the artists at Joubert Park.

The first exhibitor this year was Dr. von Varendorf, who showed his collections of Albania and Montenegro. These two countries have always been in the doldrums and, looking at the stamps which they issued, it was not hard to see why. The first and early issues were crude in the extreme. In addition, Albania had a series of foreign occupations and these produced their own issues in addition to locals. As Dr. von Varendorf said it would take years to make sense out of the resultant mess. As far as the appearance of the stamps were concerned Montenegro was not much better, but at least the issues were better controlled, the majority having been printed in Vienna. These issues lasted until the Austro-Hungarian occupation in the First World War. We are indeed very fortunate that Dr. von

Varendorf is a man who does not believe in sticking to the profitable countries only. The fact that no one is interested in the countries he showed (from the point of view of collecting themselves) made the exhibits all the more interesting and unusual.

The second exhibitor was Mr. I. H. C. Godfrey, who showed his Asian Aerogrammes, but only a tiny portion of his collections. He showed a very colourful selection all very meticulously mounted and written up. The resultant impression of perfect balance was very pleasing to the eye. The aerogrammes themselves apart from one or two used specimens were in superb mint condition. Particularly striking were those of the Portuguese Colonies, for example one from Macau, which when open formed a large picture of Macau Harbour, the address section simply being superimposed on top of the photograph — very attractive and at the same time unforgeable. The majority of the aerogrammes were of course in the more normal blue fold-up type with only the strange stamps and instructions in languages one couldn't read to distinguish them as something unusual.

PORT ELIZABETH PHILATELIC SOCIETY

The meeting held on **8th December, 1964**, was President's evening and we were privileged to see 170 sheets of Mr. G. Bulbring's collection of German States. The stamps we were shown covered the period from the first issues up till 1871, when Germany was unified.

All the stamps were of a very high quality and included mint, used, covers, proofs and specimens. Many of the postmarks are normally obtainable only in a smudgy and dirty condition, but the used stamps we saw were all beautifully post-marked. There were a number of interesting items on display and Mr. Bulbring is to be congratulated on his fine collection, which contains many rarities and is of an international standard.

PRETORIA PHILATELIC SOCIETY

January, 1965. The first meeting of the year got underway with a fairly good start, there being twenty-one members and three visitors present. The attendance would have been better, but many of our members had shelved "Stamps" for the Festive Season and were still basking in the sun and golden sands somewhere along the coast.

Our evening's entertainment was supplied by Mr. Reynard, who brought along a collection of the "Line Engraved" Great Britain Penny Red, this was a magnificent collection and entailed an enormous amount of work in mounting and writing up, in plain words it was a specialised collection and was far beyond the average collector,

but anyhow gave them a good insight as to what could be done regarding the plating of such a simple stamp as the G.B. Penny Red.

Mr. Weinstein with his enormous fund of knowledge on stamps, proffered the thanks to Mr. Reynard.

ROYAL PHILATELIC SOCIETY OF RHODESIA

December, 1964. President's night, when Mr. Strong showed 50 sheets of London Postmarks 1840-1880. An amazing collection of these marks for the first 40 years after the introduction of adhesive stamps. It included marks from areas of London and covering all types of postal services. Quite a number of them were marks not officially recorded or listed in reference books on the subject.

It has been decided to hold the 1966 Congress of the Philatelic Federation of Southern Africa, along with the usual accompanying exhibition. A provisional Committee has been set up to study "ways and means," and, subject to confirmation, the date decided on is April/May, to coincide with the annual Central African Trade Fair in Bulawayo.

THEMATIC STAMP CLUB

January 11: This was as usual the opening "All Members" night when the following was shown: Mrs. H. Scott, "Danish Christmas Seals"; Miss G. Hoffman, "They made the Headlines"—an interesting new theme; Mrs. Y. Dusart, "Stamps of the World"; Mr. H. Beinart, "Olympic Games Folders and Coins"—he had just returned from the Games and thus was able to give a great deal of more than interesting information; the Club's collection, "Who's Who in Stamps, Music and Famous People."

January 25: The annual showing by Capt. M. F. Stern of the World's issue was as usual shown, there being well over 4,000 mint stamps of the 4,900 issued during 1964. This always enables members to see what they may have missed in their thematic collections during the past year. There was a very good attendance with quite a few visitors, who crowded the boards which were filled approximately three times to cope with this exhibit. —M.F.S.

January 26: The Exhibition "Modern Stamps can be Beautiful" was opened at the Shell Gallery. There were a large number attending the opening. The Exhibition is being sent around to the main centres of the Republic after a showing in Cape Town for two weeks. All monies donated will go to Child Welfare. This has been organised and stamps loaned and selected by Capt. M. F. Stern. Already over R300 has been donated.

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