

The South African Philatelist

All about stamps



THE JOURNAL OF THE PHILATELIC FEDERATION OF SOUTH AFRICA SINCE 1923

volume 100:4. 985

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ISSN 0038-2566



FEDERATION NEWS

from the Chief Operating Officer of the PFSA - André du Plessis RDPSA 083 399 1755.
<https://www.stampssa.africa> <https://www.facebook.com/groups/>



A very successful Stampshow, MARPEX 100, took place at Hilton College, Pietermaritzburg from 9 to 13 July 2024. This was the first show to be held in KZN since 1988.

The next National Stampshow and Congress will be held in Paarl from 2 to 6 September 2025, hosted by Paarlse Filateliste Vereniging.

PFSA CONGRESS 2024

The 2024 Congress took place on Friday 12 July 2024 at the same venue as the Stampshow at Hilton College, Pietermaritzburg.

The PFSA president, John Handman, welcomed the delegates attending followed by the official opening by Alex Haimann FRPSL from the Royal Philatelic Society London. It was attended by 32 members which include delegates and proxies from Societies.

The newly elected PFSA president for 2025 is Gawie Hugo from the Paarlse Filateliste Vereniging. The position of Vice President is vacant.

Emil Bührmann RDPSA, President of the Philatelic Foundation informed Congress that the Foundation's financial position was healthy, though it did not have unlimited means. He assured Congress that Foundation would continue to support Federation in promoting and furthering philately in South Africa.

Motions held over from 2023:

1. The Annual Financial Statements (AFS) for the year ended 31 December 2022, were not adopted at Congress 2023. The restated AFS had been circulated and were before Congress 2024 where the 2022 as well as 2023 AFS were also adopted.
2. Congress also took note of the fact that the 2023 Congress had asked the Management Committee (MC) to consider whether to de-register Federation from VAT, and that the management Committee had decided not to do so.
3. Congress 2023 asked the Management Committee to ratify the nomination for a representative to FIAP and to review the procedure for making nominations and to report on its deliberations. Congress adopted the MC proposal that the nomination was ratified and that in future the nomination would continue to be made by the MC but after considering written proposals made by affiliated societies following requests to affiliated societies for nominations.

Motions

Pretoria PS tabled a motion that Federation *inter alia* develop a succession plan with an understudy for the key positions of Chairman of Management, Treasurer, Operations Officer and any other key positions. Management should report the plan annually at Congress and ensure that each officer has a detailed written job description, with written standard operating procedures for key functions, as the basis for short term plans and succession planning. Such items such as contact numbers are documented and accessible. Committee actions should be dealt with within the MC's powers and recognised with the role of Congress.

GENERAL

It was decided to increase the PFSA affiliation fee for 2025 to R150.00 (RSA and Worldwide members).

Membership count that includes Paid Subscription members is 730 against 710 last year.

For further details of the 2024 awards, have a look at page 87 in this issue and on the web - www.stampssa.africa - under the 'welcome' banner.



John Handman presented a MARPEX 100 medal to Ian Shapiro from Spink London, the Stampshow's main sponsor.



The gathering for the opening ceremony

Judge Anton Putter

Closer inspection: André du Plessis COO

Howard Green and Neil Cronjé

Ian Shapiro

The impressive auditorium at Hilton Colledge that afforded members of Congress an excellent venue

Taking a break: Hugh Amore, John Handman and Leon (Jake) Jacobson

EDITORIAL POLICY

The Editorial Board reserves the right to accept or decline any articles, letters or any other material submitted for publication, and reserves the right to effect minor changes of spelling, punctuation, grammar and word choice without requesting prior permission from the author(s). For more substantial revisions, such as shortening or restructuring, either the Board will request the author(s) to effect such changes or will propose amendments to the author prior to publication - if no agreement can be reached then publication will be declined.

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The PFSA encourages participation in both this journal - *The SA Philatelist*, as well as the electronic newsletter, 'Keeping in Touch'. Regular and new readers who will ensure that the social media activities and publications continue to support stamp collecting in South Africa. Contact the Chief Operating Officer of the PFSA, André du Plessis RDPSA, 083 399 1755. <https://www.stampssa.africa> email> pfsastamps@gmail.com

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- Enquiries regarding **subscriptions and PFSA membership** can be addressed to the C.O.O. André du Plessis RDPSA at pfsastamps@gmail.com Tel: +27 (0)83 399 1755

Contributions and letters for the publication must be forwarded to the Editorial Board of *The SA Philatelist*, email: janice@gdb.co.za

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The South African Philatelist

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Please note; Publication closing dates for FINAL submission of Advertising Material for The SA Philatelist.

ARTICLES should be submitted in the month prior:

- Volume. 100 : 5 986 - The **OCTOBER 2024** issue **15 SEPTEMBER 2024**

South Africa's Ninth Virtual Philatelic Exhibition (SAVPEX)

one-frame exhibition proudly hosted by the Orange Free State Philatelic Society under the auspices of the Philatelic Federation of South Africa. The exhibition attracted 92 entries from all over the world, including local support, for this popular event.



SAVPEX 2024: RESULTS

NAME	FEDERATION	TITLE OF EXHIBIT	CLASS	%
Bator Janusz	Poland	Poland 1918-1919	1	77
Coetzee Peter	RSA	The Iconic Victoria Falls used on the Postage of the BSAC and Rhodesias (1905 to 1980)	1	74
Dedivitis Rogério	Brazil	The Ruhleben interment camp post	1	85
Lubbe Sam	RSA	The centenary of the arrival of the British Settlers 1849	1	72
Lukes Emanuel	Czech Republic	Postal services in the Levant	1	69
Marin Massimo	Italy	The Verdino di Udine one hundred years later	1	86
Muller Chuck	RSA	RSA 4th definitive coil stamps	1	83
Piccirillo Pasquale	Italy	Trinacria - Stamps of Garibaldi's dictatorship	1	96
Sancho Cesar	Costa Rica	Costa Rica: The 1991 surcharges	1	59
Strydom Danna	RSA	Otto's printings of stamps for the Zuid-Afrikaansche Republiek	1	87
Turriza Sosa Edgar	Mexico	Emisión Hidalgos 1856-1861 - Hidalgos Issue 1856-1861	1	56
Van Zyl Danie	RSA	South West Africa stamps 1926-1955	1	83
Viljoen Diederik	RSA	Austria: Postage Due 1894-1935	1	74
Yoshida Takashi	Japan	Japan 1951 14.00 Yen Himeji Castle Definitive Stamp	1	83
Khaitan Piyush	India	The 1924 Mount Everest expedition	1	87
Delmore Patrick	Canada	Basutoland mail during the Second Anglo-Boer War	2	83
Amin Belaref Mohamed	Algeria	Des Allers et des retours A BBA 2012 - 2023 - Back and forth at BBA 2012 - 2023	2	70
Bornovali Seref	USA	Postal uses of 3L Destroyed Monuments Stamp of Italian Social Republic	2	86
Callan Brian	Ireland	County Cork Ship :Letters - A Gateway to Europe	2	90
Carraro Fabio	Italy	From the Austrian Empire to the Kingdom of Italy 1866-1879	2	77
Chen DongXin	China	German postal invading in Kiautschou of China Shandong Province (1886-1898)	2	90
Fusati Andrea	Italy	The post offices of the ancient province of Venice 1850-1860	2	82
Gjanci Leonard	Albania	Post of Korca 1891-1920	2	73
Jones Julian	England	Postage Due on USA to UK Mails 1875-1907	2	82
Kossoy Meer	Russia	Telegraph communication in Russia 1858-1880	2	81
Mughni Abdul Khaled	Kuwait	Mail between Kuwait & Palestine: Boycott.... Censorship.... Nationalization	2	86
Naden Garrie	UK	The Maverick Deputy Postmaster of Stockport	2	80
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Rigo Antoni	Spain	Single-stage-to-orbit (SSTO)	5	70
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Phun with postmarks

by Alex Visser RDPSA, Pretoria Philatelic Society and guest contributor Hendrik Geyer Email: alex.visser@up.ac.za



The Lady Grey Bridge segmented/vandalised cancellation revisited

I am indebted to Hendrik Geyer who prepared this column to share his research and alert Cape collectors about the new information.

In his article *Errors and varieties in early southern African postal cancellers and obliterations* Franco Frescura (S. Afr. J. Cult. Art Hist. 3 (1989) 195-202) discusses a number of 'errors of structural make-up' that can be found among early Cape of Good Hope cancellers, in particular. This remains an interesting field of study. These include errors of orthography (e.g. Houw Hock for Houw Hoek), errors of die-cutting (numerous instances where mirror images of 'N' and 'Z' appear), and also cancellers modified with official sanction, as distinct from vandalised cancellers. Examples of the former include the case of Mtentu (Fig.1), where the original Umtentu was modified by removing the 'U' (resulting in an 'unbalanced' appearance of the name) and Klipdam No 1 which subsequently had the 'No 1' removed.

This led to the speculation that that it may have been "an isolated act of protest on the part of a bored or disillusioned postal official, done in the knowledge that this office was scheduled to be closed in the immediate future". (The closure of the Lady Grey Bridge postal agency was officially announced in Post Office Circular No. 249 of 1 August 1902.)

A new date for the first usage of the serrated canceller has meanwhile been found – 22 Mar 1895 – which safely rules out that we are dealing with 'an act of protest' in 1900, leaving the motive for the vandalism as an open question (as now also indicated in the Visser & Frescura revised and updated online version of the original publication).

The latest recorded date of the serrated cancellation (5 Apr 1902) appears on the back of a 1902 Boer War pass – see Fig.5.



Fig.1: Earliest recorded use of modified Mtentu date stamp (JU 5/00).

A curious case of apparent vandalism is the example of the Lady Grey Bridge canceller; the post office was probably located near the Lady Grey Bridge Hotel in Paarl (see the postcard in Fig.2). Intermittent parts of the outer ring had been filed away to give it a serrated appearance – compare the original in Fig. 3 with the serrated structure in Fig.4. The sender from Van Rhy'n's Dorp to the editor of the *Afrikaanse Patriot* was PB van Rhy'n, founder of the town and first member for Namaqualand in the Cape Parliament. Until the time that Frescura's *Post Offices and the Postal Marking of the Cape of Good Hope, 1792-1910* was first published in 2002 the earliest known example of the serrated cancellation was dated 24 Aug 1900 and the latest use recorded for the intact cancellation was 21 Apr 1900.

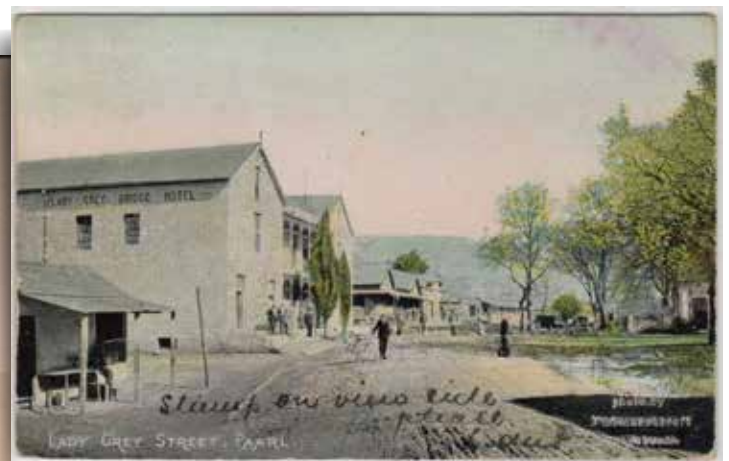


Fig.2: Lady Grey Street, Paarl ca 1895, showing the Lady Grey Bridge Hotel.

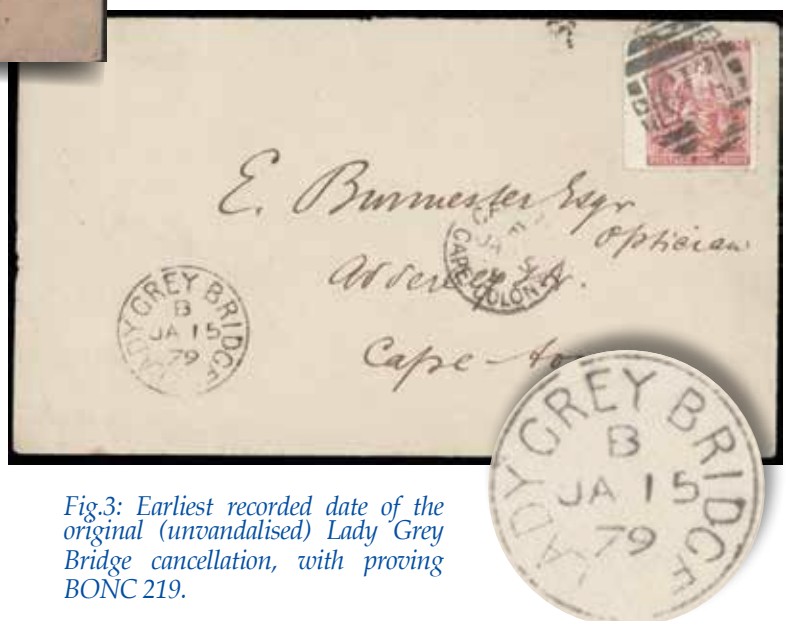


Fig.3: Earliest recorded date of the original (unvandalised) Lady Grey Bridge cancellation, with proving BONC 219.

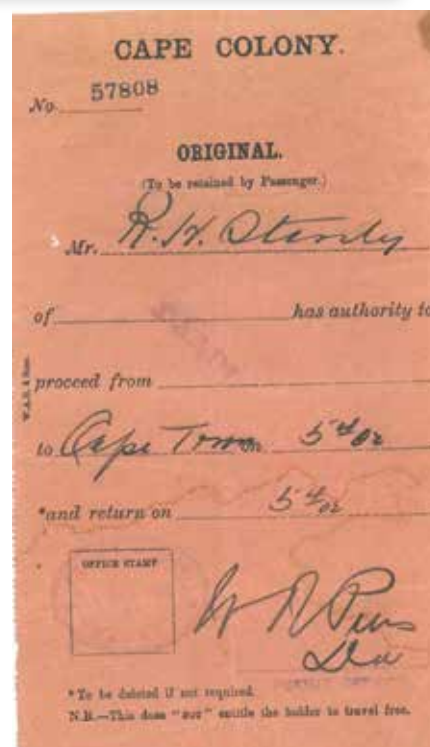


Fig 4: Earliest recorded 1895 date of the vandalised Lady Grey Bridge cancellation, with detail of the back.

Dit is interessant hoe ons dikwels terugkyk want die ou mense was presies en dikwels reg. Nogtans vind ons gereeld foute, soos in hierdie rubriek bewys is. En dit is dan ook 'n lekker studieveld. Ook kry ons antwoorde op spekulasie, soos met vermoedelike vandalisme van die Lady Grey Bridge stempel in die Paarl.



Fig.5: Latest recorded use of the vandalised Lady Grey Bridge cancellation, on the back of a 1902 Boer War pass.



CITATION for JOOF VAN DER MERWE

A motivate for the awarding of a RDPSA recognition for Josua Joubert van der Merwe, or Joof, as he known amongst his friends.

Well respected and loved by all members of his society ever since he appeared from nowhere in 2009 to join the Orange Free State society, he is a nature lover and constantly busy in his garden or fishing - if he is not in a national park, he is somewhere in the mountains. He is a collector of many things including coins and of course stamps.

In 2010 he won the Bert Myburgh trophy for his *half penny Springbok pictorial issue of the Union of South Africa* and in 2011, he was elected as Editor of the *Orange Free State magazine*. Three years after he joined the society, he became the secretary and continued as the editor of the newsletter as well as a committee member.

He participated at national level in 2021 with *the first definitive architecture series of the RSA* and received the Large Vermeil as well as the AJV special award. He also received the Vermeil for his *Proteas of the RSA* exhibit.

In 2022 at the Cape Town National Exhibition Joof received a Large Vermeil for the study of the *Half Penny Springbok of the Union of South Africa*. He was assistant commissioner general and BIN room organiser for Cape Town 2022

In Johannesburg 2023 the *Half Penny Springbok* was shown again but this time as the *plating of the JIPEX* series.

Since 2023 he has shown at BOFEX and SAVPEX receiving good awards. Joof was awarded the AAPE Gold Award of Honour in 2021 at the Canadian virtual one frame exhibition and in 2022 his award of a Large Vermeil for the plating of the *definitive series 1977 Proteas of the RSA* at Indonesia International exhibition. A Vermeil was awarded for his plating of the *Third definitive series of the RSA* at New Zealand 2023.

In Taipei 2023 he received Vermeil for the study of the *Half Penny Springbok of the Union of South Africa*.

Joof has performed secretarial duties in 2017 for BOFEX and for SAVPEX. From 2019 to 2024 he was the secretary to the organisers and the jury secretary for SAVPEX and in Singapore in 2019 and in 2022 Joof was the national commissioner and the national commissioner for South Africa to Indonesia. This year he attended the Romanian exhibition as commissioner. Regional exhibition in Dubai was also attended as commissioner in 2023.

We therefore recommend that Joof van der Merwe be awarded a RDPSA for his contribution to philately in South Africa and to organise philately.



The 'new' RDPSA member
Josua Joubert van der Merwe

MARPEX 100

The 2024 South African National Stamp Show
9 to 13 July 2024

Hosted by the Maritzburg Philatelic Society



The Venue

Hilton College, Pietermaritzburg.
Kwazulu Natal (Fig.1).



Fig.1: The venue Hilton College

The Exhibition



Fig.2: The exhibition frames



Fig.3: John Handman introducing Alex Haimann FRPSL before the opening the Stampshow

The MARPEX 100 National, held in Pietermaritzburg's Hilton College.

Opening of the Exhibition

Attendance was good every day at the Exhibition with a conservative estimate of 300+ visitors that attended during the four days. The exhibition can be regarded as a great success! Congratulations to the Organising Committee.

There were 160 competitive frames, 50 Entries including three Literature entries and 41 frames shown in the Court of Honour. The jury awarded three Large Gold, five Gold and 10 Large Vermeils, no Silver, two Silver Bronze and three Bronze awards. In the one-frame category there was one outstanding exhibit with a score above 90, sixteen in the range 70-84, and ten in the range 50-64.

Opening of the 86th Congress

Congress met at 09h40 but adjourned at 10h20 for a joint presentation by Alexander Haimann FRPSL (Fig.4) and David Beech MBE FRPSL to the 86th Congress and the 105th Philatelic Congress of Great Britain on the subject: *Exploring the contours of CONTEXT PHILATELY*. The joint presentation was made possible by a Zoom link.

David Beech made the point that Context Philately is "whatever you want it to be", and that is aimed at education and the interpretation of history/culture/technology etc. He argued that philately had been isolationist in its operations but should be able to develop its full potential, to develop beyond current interpretations,

Fig.4: Alex Haimann FRPSL declaring Congress Officially open



Fig.5: Ian Shapiro, of Spink, Hugh Amoore and Alex Haimann.



Fig.6: SAPDA's, Ken Napier & Clinton Goslin with Adél Bulpitt, Chair of The SA Philatelist.



Fig.5: André du Plessis RDPSA (COO), John Handman (President), Neil Cronjé RDPSA (Chairman Management Committee)

what collectors might do. In its essence Context Philately is not an exhibition class or intended to become one, and is not prescriptive, not to be seen as limited to the Open Class but is applicable to all classes, existing or future; it is about broadening horizons, going beyond the limitations of rules, and seeking ways forward. He gave two examples of how a Context Philately approach could be used (in relation to a display of postmarks of Aden or the display of a 1d black on cover).

Alex Haimann followed by exploring the way a context philately approach had been applied to the 2023 *Clash of Empires Exhibition*, held at the RPSL. He gave examples of how the approach could be, and had been, applied, to these items He told how in a serendipitous way the Earl of Crawford's late-career obsession and love affair with philately - and the formation of his philatelic library, now in the British Library - had been ignited by his 1898 purchase at auction of the collection (the stamp collection) of 19th Century Anglo-Zulu War hero John Chard VC!

Their introductory talks were followed by question-and-answer sessions in both venues. A recording of the joint presentation may be found on the PFSA website welcome page or by following the link: <https://stampssa.africa/wp-content/uploads/2024/07/Context-Philately-Alex-Haimann.mp4>

For the very first time a successful joint live presentation via ZOOM, was held between two International Philately Congresses - the UK and SA Philatelic Congress.

Philatelists awarded with top PFSA awards

Roll of Distinguished Philatelist of South Africa, RDPSA: Andrew Briscoe FRPSL (Fig.6.) and Joof van der Merwe, their citations appear on pages 90 and 85 .

Fig.6: Andrew Briscoe signing the Roll of Distinguished Philatelists of South Africa (RDPSA) with John Handman at left. (His Citation is on page 90).



Skinner Cup: Not awarded.

Manfred Weinstein Memorial Medallion: David Mordant (Witwatersrand PS).

WE Lea Cup: Adél Bulpitt (Pretoria Philatelic Society).

Jack Hagger Trophy:

Neil Donen (Royal Philatelic Society of Canada) for best article on philately of Southern Africa published in *The SA Philatelist* in the last two years (2022/23).

Federation Plaque:

Dr. Charles Deacon (George Philatelic Society).
Victor Millard (Royal Philatelic Society of Cape Town).
Kenny Napier (SA Philatelic Dealers Association, SAPDA).
Johan van Wyk (Sasolburg Philatelic Society).
Dave Wyllie (Maritzburg Philatelic Society).

Federation Certificate:

Heather Wyllie (Maritzburg Philatelic Society).
Fred Handman (Maritzburg Philatelic Society).

Letters of Appreciation

 - addressed to all authors of articles the past year in *The SA Philatelist*.

PFSA management would like to extend a word of thanks to each member for their support and contribution to SA philately in general.

MANAGEMENT 2024

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Peter van der Molen RDPSA FRPSL
- Honorary Life Vice Presidents:
Howard Green RDPSA
Emil Minnaar RDPSA
- Chairman, Management Committee:
Neil Cronjé RDPSA
- Treasurer: Derek Roth
- COO: Andre du Plessis RDPSA

Vice Presidents (Regions):

Region 1: Gauteng and North West: Peter Oppenheim
Region 2: Eastern Gauteng: Colin Bousfield
Region 3: PTA, Mpumalanga & Limpopo: André du Plessis RDPSA
Region 4: Free State/Northern Cape: Dr Leon (Jake) Jacobson
Region 5: KwaZulu-Natal: John Handman
Region 6: Western Cape: Chuck Muller
Region 7: Eastern Cape: Vernon Mitchell
Region 8: Outside Areas: Richard Stroud RDPSA

PFSA President for 2025

 - Gawie Hugo (at right)

Below: *The Jury deliberating* (L to R) Secretary, Joof van der Merwe, (back to the camera) Gerhard Kamffer, Michael Wigmore, Dana Strydom, Anton Putter, Gary Pienaar and Hugh Amoore



The jury. In front L to R: Gary Pienaar, Joof van der Merwe, Hugh Amoore RDPSA FRPSL (chairman), Roger Porter RDPSA, Victor Millard

Back: Danna Strydom, Gerhard Kamffer RDPSA, Anton Putter, Michael Wigmore RDPSA



JURY REPORT

By Hugh Amoore RDPSA



Hugh Amoore
RDPSA

At the outset I place on record the Jury's appreciation to John Handman and André du Plessis for flawless arrangements for the Jury, and to Joof van der Merwe for acting as jury secretary with his by now well-known efficiency.

The jury comprised six members and two apprentices. The two teams, each of two accredited jurors supported by an apprentice, were assigned the task of judging different classes (i.e., each team had to do detailed work on half of the exhibits, based on their expertise and exhibiting/judging experience) while the chair and deputy chair attempted a review of all exhibits.

Judging took place on Wednesday and Thursday 10 & 11 July 2024. Jury debates were constructive and ensured a uniform approach to scoring. Three exhibits were moved from the entered class to a different class where they did better. There were 48 entries half of which were one frame exhibits (or exhibits over two frames entered under the one-frame rules). In the multi-frame entries we awarded three large golds, five golds and 10 large vermeil medals; no silver medal but two silver bronze and three bronze awards.

In the one-frame category we had one outstanding exhibit (with a score above 90) sixteen in the range 70-84, and ten in the range 50-64.

Exhibits entered in the open class usually failed to take advantage of the scope this class offers. There is, in this jury's opinion, an urgent need for judging seminars and workshops on the open class and an examination of what constitutes non-philatelic material; for example, the FIP guidelines provide that philatelic material must be at least 50% of the exhibit and that "all types of philatelic material [that may be] included in all other exhibiting categories" may be shown. But does that mean picture postcards for example? Our recommendation is that the Ethics & Judging Committee and the Management Committee give priority to a judging seminar and follow-up workshops for collectors on the open class.

No item was identified as requiring a certificate and in no case did a jury team refer a doubtful item for expert scrutiny; Michael Wigmore RDPSA – the convener of the PFSA Expert Committee - had been deputed to act with the chair & deputy chair had the need arisen. No blacklisted item was identified.

The jury included two members serving as apprentices for the second time. Each did duty on both teams and both leaders unconditionally recommended that they be accredited in all categories, recommendations we were pleased to support and which I am able to report have been approved by the Judging & Ethics Committee of the PFSA; as a result Anton Putter and Gary Pienaar are now accredited national philatelic judges.

The jury members were Roger Porter RDPSA (deputy chair), Michael Wigmore RDPSA, Gerhard Kamffer RDPSA; Danna Strydom, Victor Millard, Gary Pienaar (apprentice) and Anton Putter (apprentice). Joof van der Merwe RDPSA acted the jury secretary.

PS: Jury Exhibits (non-competitive) were by Roger Porter (four important exhibits with a Natal focus) Gary Pienaar (the 1947 Royal Visit to South Africa) and Hugh Amoore (WWI Internment in South Africa with the emphasis on Fort Napier).

MARPEX 100 AWARDS LISTING

ExhibitTitle	Exhibitor Name	Frame Number	Award	Class
Large Gold (90+)				
Rhodesia: The Double Head issue 1910-1913 - The perf. 14 printings Flanagan, Patrick <i>Witwatersrand Philatelic Society</i>		95	• Traditional GB & Commonwealth	
• The Grand Prix (best of show)				
The South Africa border war including the involvement of the Cubans 1966-1989 Joubert, Johan <i>Afrikaanse Filatelievereniging van Pretoria</i>		93	• Open Class	
• SA Post Office Shield (best Exhibit SA Philately)				
The First Town and Village Posts of British Honduras Matheson, Ian <i>Philatelic Society of Johannesburg</i>		91	• Postal History Americas	
• Dawid De Villiers Display Trophy				
Gold (85 - 89)				
Southern Rhodesia: Postal stationery during the range of KG V and KG VI Flanagan, Patrick <i>Witwatersrand Philatelic Society</i>		89	• Postal Stationery	
Southern Rhodesia: The Issues of the Reign of King George V: 1924 - 1936 Brodovcky, Keith <i>Royal Philatelic Society of Cape Town</i>		88	• Traditional GB & Commonwealth	
• Royal Medallion (best British Commonwealth Exhibit)				
Into the blue King, Clive <i>Pretoria Philatelic Society</i>		88	• Open Class	
• AFV Eretoekenning (at the Discretion of the Jury)				
Union of South Africa: 1935 Silver Jubilee of King George V Du Plessis, André <i>Pretoria Philatelic Society</i>		87	• Traditional GB & Commonwealth	
• South African Stamp Study Circle Award (best SA Exhibit after 1910)				
• C.E.D. Enoch Trophy (best Philatelic Research)				
Southern Rhodesia - Third definitive issue King George VI Flanagan, Patrick <i>Witwatersrand Philatelic Society</i>		86	• Traditional GB & Commonwealth	
• Rhodesia Study Circle Cup (best Rhodesian Exhibit)				
Large Vermeil (80-84)				
South African airmail etiquettes 1925 - 2024 Cook, Howard <i>Philatelic Society of KwaZulu Natal</i>		84	• FDC, Cinderellas	
• Ilsapex Award				
Union of South Africa external Military Missions and Associated Mail, 1946-1953 Findlay, James <i>Philatelic Society of Johannesburg</i>		84	• Open Class	
• Claude Malan Trophy				
Postal cancellers of the Cape, 1853-1910 Frescura, Franco <i>Pretoria Philatelic Society</i>		84	• Literature, Printed books & Pamphlets	
• Jonas Michelson Literature Award (Best Literature)				
Rhodesia's early posts Jelbert, Michael <i>Philatelic Society of KZN</i>		83	• Traditional GB & Commonwealth	
Entertainment Tax in Palestine and Israel Matheson, Ian <i>Philatelic Society of Johannesburg</i>		83	• Revenues	
• Society of Israel Philatelic Award (best Israel / Holy Land Exhibit)				
Kings-Heads Definitives of the Union of South Africa (1910-1926) Erasmus, Louwrence <i>Afrikaanse Filatelievereniging van Pretoria</i>		82	• Traditional GB & Commonwealth	
The plating of the cylinders of the 1982, Fourth Definitive Architecture issue of the Republic of South Africa van der Merwe, Joof		82	• Traditional Rest of the World	
The Blue Triangle of South Africa Bulpitt, Adél <i>Pretoria Philatelic Society</i>		80	• Postal Stationery	
• Potch 78 Award (best Exhibit Post-WW II)				
• East Rand Philatelic Society Floating Trophy (best First-time Exhibit)				
Poster display tax in French municipalities Matheson, Ian <i>Philatelic Society of Johannesburg</i>		80	• Revenues	
Come fly with me Mitchell, Vernon <i>P E Philatelic Society</i>		80	• FDC, Cinderellas	
Large Silver (70-74)				
Dorslandtrekkers Van Zeyl, Paul <i>Pretoria Philatelic Society</i>		73	• Open Class	

ExhibitTitle	Exhibitor Name	Frame Number	Award	Class
Large Bronze (60-64)				
The South West Africa Official Stamps - 1926 to 1955. A reference collection van Zyl, Danie <i>Pretoria Philatelic Society</i>		64	• Literature, Printed books & Pamphlets	
• Rose Marie Crocker Shield (best SWA Exhibit)				
South Africa, early Russia, and the USA 'Byrd' Drift South: A Minute History of Antarctic Exploration (1940-1975) Lubbe, Sam <i>OFS Philatelic Society</i>		63	• Open Class	
Bronze (50 - 59)				
Southern African birds Lydall, Terry <i>Philatelic Society of Johannesburg</i>		59	• Open Class	
Obliterators of the World Schuurman, Dick <i>P E Philatelic Society</i>		57	• Postal History Rest of the World	
Postcards, Union Castle line, Southern Africa Laubscher, Xavier <i>SAPDA</i>		50	• Literature, Printed books & Pamphlets	
Awards Listing of One Frame Exhibits				
Disorder on the Rand - 1913/14 Du Plessis, André <i>Pretoria Philatelic Society</i>		93	• One Frame Picture Postcards	
• SAPRG Archie Atkinson Trophy (best Picture Postcard Exhibit of Southern Africa)				
Union Loan Certificates/National Savings Du Plessis, André <i>Pretoria Philatelic Society</i>		84	• One Frame Open Class	
Postal Stationery of Southern Nigeria Cronjé, Neil <i>OFS Philatelic Society</i>		83	• One Frame Postal Stationery	
1973 Registered mail containing money sent from South Africa to Sekakes Erasmus, Louwrence <i>Afrikaanse Filatelievereniging van Pretoria</i>		83	• One Frame Postal History National Class	
Postcards of the Johannesburg Empire Exhibition - 1936 Du Plessis, André <i>Pretoria Philatelic Society</i>		82	• One Frame Picture Postcards	
The South West Africa Official Stamps - 1926 to 1955 van Zyl, Danie <i>Pretoria Philatelic Society</i>		81	• One Frame Traditional GB & Commonwealth	
The Covers of the SA Van Riebeeck Festival, 1952 Du Plessis, André <i>Pretoria Philatelic Society</i>		79	• One Frame Open Class	
Postcards of South Africa: Cape Peninsula Atlantic Seaboard Muller, Chuck <i>Bellville Philatelic Society</i>		79	• One Frame Picture Postcards	
• The Arie Bakker Award				
Twelve Print Techniques on South African Stamps - 1910 to 2024 Du Plessis, André <i>Pretoria Philatelic Society</i>		78	• One Frame Traditional National Class	
Union of South Africa's Christmas seals on 1979 Golden Jubilee Seals Erasmus, Louwrence <i>Afrikaanse Filatelievereniging van Pretoria</i>		77	• One Frame FDC Cinderellas	
Republiek van Suid-Afrika se 12½s seëls Erasmus, Louwrence <i>Afrikaanse Filatelievereniging van Pretoria</i>		74	• One Frame Traditional National Class	
• F.A.K. Trophy (best with write-up in Afrikaans)				
The 1961 ½c Natal Kingfisher. A review of the different Groups I and II printings and distributions Jacobson, Leon <i>Sasolburg Philatelic Society</i>		74	• One Frame Traditional National Class	
Namibia: The overprints of the 2000's and their origin Orkin, Gila <i>Witwatersrand Philatelic Society</i>		74	• One Frame Traditional GB & Commonwealth	
Soliloquy of a postage stamp Breytenbach, Kim <i>Maritzburg Philatelic Society</i>		73	• One Frame Open Class	
The development of South African Air Mail 1911-1948 Futerman, Dion <i>Bellville Philatelic Society</i>		72	• One Frame Open Class	
Revenue stamps of the Union of South Africa: King George VI 1946-52 Viljoen, Diederik <i>Bellville Philatelic Society</i>		71	• One Frame Revenues	

- Filateliese outobiografie
Van Niekerk, Herman *Afrikaanse Filatelievereniging van Pretoria* 70
• One Frame Open Class
- The ancient tree of life
Bowles, Aubrey 65
• One Frame Open Class
- Rhodesia - U.D.I.
Jelbert, Michael *KZN Philatelic Society* 64
• One Frame Traditional GB & Commonwealth
- From wild to cuddly: The story of the Teddy Bear
Harris, Terry Lynne *Pretoria Philatelic Society* 63
• One Frame Open Class
- SWA: Postal stationery cards 1915 - 1928
Jacobson, Leon *Sasolburg Philatelic Society* 62
• One Frame Postal Stationery
- The horse
Wyllie, David Crombie *PMB Philatelic Society* 62
• One Frame Thematic Nature
- Basutoland: The decimal overprints 1961
Barit, Avi *Witwatersrand Philatelic Society* 59
• One Frame Traditional GB & Commonwealth
- C - A girl's best friend
Bowles, Aubrey *PMB Philatelic Society* 59
• One Frame Open Class
- The heroic age of Polar exploration
Grinyer, James *Pretoria Philatelic Society* 59
• One Frame Open Class
- Bees by the swarm
Harris, Trevor *Sasolburg Philatelic Society* 59
• One Frame Thematic Nature
- Marine Mammals
Bowles, Aubrey *PMB Philatelic Society* 58
• One Frame Open Class
- An introduction to the philately of apartheid
Jacobson, Cecily *Sasolburg Philatelic Society* 53
• One Frame Open Class

A special thanks extended to the **Dealers of SAPDA** who supported the MARPEX 100. Present at the event - Ian Shapiro of Spink, President Kenny Napier, Clive King, Clinton Goslin, Francois Friend, Ken Joseph, Michael Wigmore and Richard Johnson who donated towards its success, but was unable to attend.

Members attending Congress



First row L to R: *Leon Jacobsen, Vice President Free State; John Handman, outgoing PFSA President; Val Mogg, Edenvale PS; Gavie Hugo, newly elected PFSA President, Fred Handman, Maritzburg PS; Gary Pienaar, PS of Johannesburg; Nicolene Barnard, OFS PS; Roger Porter RDPSA, Postmark & Postal History Society; Seated in front Victor Millard, Royal PS of Cape Town and Adel Bulpitt, Pretoria PS. Second row: Hugh Amoore RDPSA, Royal PS of Cape Town; Dave Wyllie, Maritzburg PS; Emil Minnaar RDPSA, Hon. Life Vice President; Ian Matheson RDPSA FRPSL, Awards Custodian; Neil Cronjé RDPSA, Chairman Management Committee; Danna Strydom, Transvaal Study Circle; Howard Green RDPSA, Hon. Life Vice President. Back row: Vernon Mitchell, Reg. Vice Chairman Eastern Cape; Anton Putter, Stellenbosch Filateliese Vereniging; Louwrence Erasmus, Afrikaanse Filatelievereniging van Pretoria; Diederik Viljoen, Reg. Vice President Western Cape; Mike Jacobs, OFS PS.*



The impressive Hilton College Auditorium offered the Congress delegates all the electronic support for a successful event.



Delegates filling up the auditorium



Patrick Flanagan RDPSA



Emil Buirhmann RDPSA



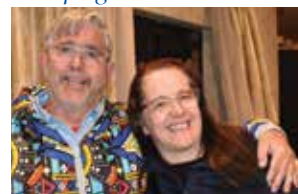
Roger Porter RDPSA and, at the back on his cell phone Gary Pienaar



Vernon Mitchell reading the programme



SAPDA's Kenny Napier and Clinton Goslin



Victor Millard & Adél Bulpitt



Ian Matheson & Neil Cronjé both RDPSA's



The first frame of Alex Haimann FRPSL the 2023 Clash of Empires Exhibition, showing his examples of how the approach could be applied, to his items for the formation of his collection, now in the British Library.

PALMARES

Roll of Distinguished Philatelist of South Africa - RDPSA



Seated: *Ian Matheson, Neil Cronje, Howard Green and Emil Minnaar*
 Standing: *Roger Porter, Michael Wigmore, Joof van der Merwe, Hugh Amoore and André du Plessis*



Heather Wyllie receiving a Federation Certificate from the PFSA president



Receiving a past president brooch from incoming President, Gawie Hugo



Joof van der Merwe signing the Roll of Honour His citation is on p 83



Lourence Erasmus receiving his exhibition certificate from Ian Shapiro of Spink

Citation* for Andrew Briscoe to sign the Roll of Honour of Distinguished Philatelists of South Africa

Born in the UK, Andrew James Briscoe's collecting interests narrowed from all-world at age six, to British Commonwealth at ten and finally to postal history at university. After graduating, he concentrated on the postal history of Nottinghamshire, giving displays to various local philatelic societies. In London as a non-executive director of London Stamp Auctions, he joined the Hampshire and District Philatelic Society serving as Secretary and President and gave displays of maritime mail to societies in the Greater London area. His output included a weekly column on stamp collecting for the Nottingham Evening Post and the Liverpool Echo.

In 1993, Andrew emigrated to Botswana where he joined the Botswana Philatelic Society and the Gaborone Stamp Club, and served on the Botswana Stamp Advisory Committee, latterly as Vice- Chairman. In collaboration with Botswana Post he is currently attempting to revive the Botswana Philatelic Society.

Whilst Andrew's collections cover aspects of Cape Maritime

Mail, the Bechuanaland Protectorate and the Second Anglo-Boer War, his principal current interests are the Maritime Postal History of Mauritius, the postal history of Britain's military campaigns in Africa up to 1900 and Censorship of Mail during the Second Anglo-Boer War.

Over the years, Andrew has enjoyed membership of more than seven specialised philatelic societies. His current memberships are the Witwatersrand Philatelic Society, since 2007, and the Royal Philatelic Society of London, since 2012, being elected Fellow of the Society in 2023.

In addition to collecting postal history, Andrew also collects historical maps and in 2015 was elected a Fellow of the Royal Geographical Society.

Andrew is best known for his writing on the postal history of Southern Africa. Since 2008 he has written over 50 articles for The South African Philatelist and in 2010 and 2022 he was awarded the Jack Hagger Memorial Award for the best article in Postal History. Outlets for his philatelic articles include all the major journals covering southern Africa.

* Please note that this citation has been condensed and not the original presented to the management committee.

FORWARDING AGENTS OPERATING IN NATAL

by Roger Porter RDPSA and Keith Klugman RDPSA FRPSL



As railway construction by the Natal Government Railways advanced travelling from Pietermaritzburg towards Charlestown and the Transvaal border, a combined rail and road service developed progressively at each rail head. Mail from Natal was taken from these rail heads by post cart or mail coaches for onward delivery. Mail arriving at a post office at a rail head was loaded onto the mail train travelling to Durban. Construction work on the main line from Durban to Pietermaritzburg had begun in 1877 and reached the capital in December 1880. There was great need for the extension of the line to Ladysmith to obtain coal from the Dundee coalfields. Construction commenced in 1883 and the railway reached Estcourt in December 1885 and Ladysmith by June 1886. The branch line from Biggarsberg Junction to Dundee was operational by December 1890 (Campbell 1951).

Forwarding Agents in Natal established operations at these rail heads to transport goods to various destinations in Natal, Transvaal and Orange Free State brought there by mixed trains. They were commercial firms who undertook the onward transmission of goods. Those Forwarding Agents operating in Natal generally used postal stationery postal cards on which were printed messages detailing current rates of transport. Some of these agencies applied a cachet or a label advertising their service.

Recorded cards and covers from forwarding agencies are listed below:

SCHENK'S FORWARDING AGENCY

The agency's office, operated from 1851, and was at the top of Church Street, Pietermaritzburg.

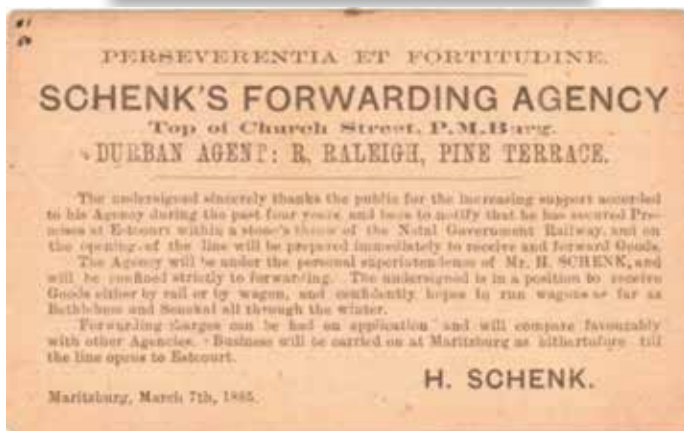


Fig.1: Printed message on QV 1/2 d postal stationery card cancelled G P O 8 3 85 sent locally. The message thanks the public for their support over the last four years and informs them of the opening of an office at Estcourt close to the N G R railway station. It also refers to the future opening of the line, receiving and forwarding goods hoping to run wagons to Bethlehem and Senekal (O V S). The railway line reached Estcourt on 21 December 1885.

KENT & CO. / FORWARDING AGENTS



Fig.3: Printed message on QV 1/2 d postal stationery card cancelled Ladysmith Rail MR 26 87 to Durban MR 27 87. Message acknowledges receipt of advances. The railway line had reached Ladysmith on 21 June 1886.

J. ROY & Co.

Construction of the railway line continued from Ladysmith and reached Biggarsberg Junction (later renamed Glencoe) where a branch line to Dundee was built on 4 September 1889.

Fig.2: A cover with an oval cachet SCHENK'S FORWARDING AGENT, NATAL/ was cancelled at Ladysmith 16 11 *7 to Newcastle NO 17 87. (ex. Filat).



Fig.4: card (continued on page 89)

J. ROY & Co.
CURRENT RATES OF TRANSPORT FROM LADYSMITH
TO

TRANSVAAL		ORANGE F. STATE	
Barberton .. 12.		Bethlehem .. 5.	
Bloemfontein 8/6 6/6		Cronstadt .. 6.	6/6
Ermelo .. 6. 6		Ficksburg .. 6.	6/6
Heidelberg .. 4. 6		Frankfort .. 5.	6
Kimberley		Harrismith .. 2.	6
Klerksdorp .. 9.		Heilbron .. 5/9	6/4
Komatie .. 9.		Lindley .. 5.	6
Lydenburg .. 2.		Senekal .. 5.	9
Lake Chrissie 4. 6		Vreda	
Middelburg .. 10.		Vredafort .. 6.	6
Potchefstroom 8.		Ventersberg 6.	6
Pretoria .. 9.	6	Parijs	
Johannesburg 8. 6		Winburg .. 4.	6
Rustenburg .. 10. 6		Zuring Krantz ..	
Standerton .. 6.			
Steynsdorp .. 10. 6			
Wakkerstroom 3.			
Utrecht .. 8.			
Zeerust .. 11. 6			
Coldstream .. 3.		Newcastle .. 2.	3
Dundee		Rorke's Drift ..	3

Telegraphic Address: "ROY," LADYSMITH.
WAGONS. *See above.* DATE 14/9/90.

Fig.4: Printed message on QV 1/2d postal stationery card with additional 1/2d stamp cancelled Ladysmith SP 11 88 to Senekal, O.F. State. The message is a list of current rates of transport from Ladysmith to 18 towns in the Transvaal, 14 in the O V S, four in Natal and Kimberley in the Cape Colony.



J. ROY & Co.
CURRENT RATES OF TRANSPORT FROM LADYSMITH.
TO

TRANSVAAL		ORANGE F. STATE	
Klerksdorp 10/6		Bethlehem 6/6	
Potchefstroom 9/6		Cronstadt	
Pretoria 9/6 to 10/6		Ficksburg 7/6	
Johannesburg 9/6		Frankfort	
		Harrismith 3/6	
		Heilbron 7/6	
		Lindley 7/6	
		Senekal 7/6	
		Vreda 6/6	
		Vredafort 9/6	
		Ventersberg 9/6	
		Parijs 7/6	
		Winburg 7/6	
		Zuring Krantz ..	

Telegraphic Address: "ROY," LADYSMITH.
WAGONS *See above* DATE 23/10/90

Fig.6: Printed message on QV 1/2d postal stationery card cancelled Ladysmith OC 2 90 to Durban OC ** 90 dated 23 10 90. The printed message is a list of current rates of transport from Ladysmith to 4 Transvaal and 14 O F S towns.



Fig.7: Printed message on QV 1/2d postal stationery card. Cancelled Newcastle NO 25 90 to Pretoria with cachet ROY & Co / BIGGARSBERG / FORWARDING GENTS dated 24 11 90. The printed message is a list of current rates of transport from Newcastle.



J. ROY & Co.
Current Rates of Transport from Biggarsberg Junction.
TO

TRANSVAAL		TRANSVAAL	
Barberton 14/6 15/6		Johannesburg 16/6	
Ermelo 7/6		Rustenburg ..	
Heidelberg 12/6		Standerton 6/6	
Klerksdorp ..		Steynsdorp 12/6	
Komatie ..		Wakkerstroom 4/6	
Lydenburg 14/6		Strydkaal 5/6	
Lake Chrissie 7/6		Llanwarne 3/6	
Middelburg 11/6		Vaal River 6/6	
Pretoria 16/6			
Coldstream 3/6		Vryheid 3/6	
Dundee 6/6			
Newcastle 2/6			

Telegraphic Address: "ROY," Biggarsberg Junction.
WAGONS *See above* DATE 13/5/90

Fig.5: Printed message on QV 1/2d postal stationery card with additional 1/2d stamp cancelled Biggarsberg Junction MY 13 90 to Kimberley MY 19 90 with transit Durban MY 14 90 date stamp. The printed message is a list of current rates of transport from Biggarsberg Junction to Natal and Transvaal towns and is dated 13. 5. 90.

J. ROY & Co.
NEWCASTLE
Current Rates of Transport from Biggarsberg Junction.
TO

TRANSVAAL		TRANSVAAL	
Barberton 7/6		Johannesburg 5/6	
Ermelo 3/6		Rustenburg ..	
Heidelberg 4/6		Standerton .. 3/6	
Klerksdorp ..		Steynsdorp .. 6/6	
Komatie ..		Wakkerstroom 2/6	
Lydenburg 7/6		Strydkaal 2/6 5/6	
Lake Chrissie 4/6		Llanwarne .. 1/6	
Middelburg 4/6		Vaal River ..	
Pretoria 6/6			
Coldstream .. 1/6		Vryheid ..	
Dundee ..		Noodven ..	
Newcastle ..			

Many wagons refusing to load returning empty
Telegraphic Address: "ROY," Biggarsberg Junction.
WAGONS .. DATE 24/11/90

B. SPARKS

Fig.8: Printed message on QV 1/2d postal stationery card cancelled P O A 38 to Barberton OC 16 89. The printed message is a list of current rates of transport from Biggarsberg Junction to Natal and Transvaal towns and is dated 10 10 89.



ROBERT IRELAND & CO.
Current Rates of Transport from Biggarsberg

TO	
Barberton ... 12/-	Potchefstroom ... 19/-
Bethlehem ...	Pretoria ...
Bloemfontein ...	Johannesburg ...
Coldstream ... 9/-	Roche's Drift ...
Clerksdorp ...	Rustenburg ...
Crematit ...	Senekal ...
Dundee ... 7/6	Steynsdorp ...
	Standerton ...
	Vreda ...
	Vredafort ...
	Ventersburg ...
	Vrijheid ...
	Wakkerstroom ...
	Winburg ...
	Zuring Krantz ...
	Zoutpansberg ...

Central Office : LADYSMITH, NATAL.

B. SPARKS.
CURRENT RATES OF TRANSPORT FROM
BIGGARSBERG JUNCTION, N.G.R.

TO	
Barberton ... 12/-	Potchefstroom ... 19/-
Bethlehem ...	Pretoria ...
Bloemfontein ...	Johannesburg ...
Coldstream ... 9/-	Roche's Drift ...
Clerksdorp ...	Rustenburg ...
Crematit ...	Senekal ...
Dundee ... 7/6	Steynsdorp ...
Ernselt ...	Standerton ...
Ficksburg ...	Vreda ...
Frankfort ...	Vredafort ...
Harrismith ...	Ventersburg ...
Heidelberg ...	Vrijheid ...
Heilbron ...	Wakkerstroom ...
Komatie ...	Winburg ...
Ladley ...	Zuring Krantz ...
Ladybrand ...	Zoutpansberg ...
Lydenburg ...	
Lake Chrissie ...	
Middelburg ...	
Newcastle ...	
Paarl ...	

Wagons *same*
Date *10/10/89*



Fig.10: Printed message on QV 1/2d postal stationery card cancelled P O A 38 to Durban OC 20 89 dated 18 10 89. The printed message is a list of current rates of transport from Biggarsberg Junction to Natal, OVS and Transvaal towns.

The two postcards shown in Figs.9 & 10 cancelled by P O A 38 predate the use of this cancel as given by Kante (1982) and Porter (2019) which was at Elizabeth from 1895. Therefore these two cards prove the use of the P O A 38 cancel at Biggarsberg Junction from October to December 1889.

JONES BECKWITH & CO. / LADYSMITH & NEWCASTLE

The railway Line had reached Newcastle on 15 MY 1890.

ROBERT IRELAND & Co.

ROBERT IRELAND & Co.
Current Rates of Transport from Ladysmith
Biggarsberg

Barberton ... 15/-	Potchefstroom ...
Bethlehem ...	Pretoria ...
Bloemfontein ...	Johannesburg ...
Coldstream ...	Roche's Drift ...
Clerksdorp ...	Rustenburg ...
Crematit ...	Senekal ...
Dundee ...	Steynsdorp ...
Ernselt ...	Standerton ...
Ficksburg ...	Vreda ...
Frankfort ...	Vredafort ...
Harrismith ...	Ventersburg ...
Heidelberg ...	Vrijheid ...
Heilbron ...	Wakkerstroom ...
Komatie ...	Winburg ...
Ladley ...	Zuring Krantz ...
Ladybrand ...	Zoutpansberg ...
Lydenburg ...	
Lake Chrissie ...	
Middelburg ... 12/-	
Newcastle ...	
Paarl ...	

Central Office : LADYSMITH, NATAL.
Wagons *fair number*
Date *13.12.89*



J. ROY & Co.
FORWARDING AGENTS
Current Rates of Transport from
LADYSMITH & NEWCASTLE

TRANSVAAL	
Barberton ... 9/-	Johannesburg ... 7/6
Ernselt ...	Rustenburg ...
Heidelberg ... 6/-	Standerton ... 2/-
Klerksdorp ...	Steynsdorp ...
Komatie ...	Wakkerstroom ...
Lydenburg ... 7/-	Stryksaal ... 2/6
Lake Chrissie ...	Llanwache ... 1/6
	Vaal River ...
	Trichardfontein ...
	Loosdorp ...

DATE *26/4/91*

Fig.9: Printed message on QV 1d postal stationery card cancelled P O A 38 to Johannesburg DE 13 89 and dated 13 12 89. The printed message is a list of current rates of transport from Biggarsberg Junction.

Fig.11: Printed message on QV 1/2d postal stationery card with additional 1/2d stamp cancelled Newcastle MY 27 91 to Pretoria MY 29 91. Struck with an oval cachet JONES BECKWITH & CO. / LADYSMITH & NEWCASTLE / FORWARDING AGENTS. The printed message is headed J. ROY & Co. Current rates of transport from [Ladysmith & Newcastle] to nineteen Transvaal towns and one Natal town.



Fig.12: Postcard similar to Fig.11 with the same cachet applied to a different J. Roy card with current rates just from Ladysmith to Transvaal and OFS towns. Printed message on QV ½ d postal stationery card with additional ½ d stamp cancelled Newcastle MY 27 91 to Johannesburg dated 26 [4] 91.



Fig.14: Printed message on QV ½ d postal stationery card (not up rated) cancelled P O A 51 to Johannesburg SP 9 91 dated 8 9 91. The printed message is a list of current rates of transport from Charlestown to Transvaal towns.

J. ROY & Co.
CURRENT RATES OF TRANSPORT FROM LADYSMITH TO

TRANSVAAL	ORANGE F. STATE
Klerksdorp 14/-	Bethlehem 6/-
Potchefstroom 9/-	Cronstadt ..
Pretoria 9/6 to ref	Ficksburg 7/6
Johannesburg 9/-	Frankfort ..
	Harrismith 3/6
	Heilbron 7/-
	Lindley 7/-
	Senskaal 7/-
	Vredefort 6/-
	Vrededorp 9/-
	Venterburg 7/-
	Paris 4/6
	Winburg 4/6
	Zuring Kraantz ..

Telegraphic Address: "ROY," LADYSMITH.
WAGONS *Handful* DATE 23/10/90

MANN & CO.,
CURRENT RATES OF TRANSPORT FROM CHARLESTOWN TO

Barberton ... 10/-	Middelburg ... 6/-
Ernesto ... 3/-	Lydenburg ... 9/6
Heidelberg ... 6/-	Rustenburg ...
Johannesburg ... 7/-	Standerton ... 2/6
Pretoria ... 8/-	Vrede ...
Zoutpansberg ...	Wakkerstroom ... 1/-
Verderburg ...	
Wynburg ...	
Koppe Hoop ...	

Telegraphic Address: "MANN," CHARLESTOWN
WAGONS *Handful* DATE 19/11



Fig.15.

MANN & CO.

The railway line had reached Charlestown on 7 AP 1891 and Van Reenen on 18 NO 1891.

MANN & CO.,
CURRENT RATES OF TRANSPORT FROM CHARLESTOWN TO

Barberton ... 7/6	Middelburg ... 5/-
Ernesto ... 2/6	Lydenburg ... 2/6
Heidelberg ... 4/-	Rustenburg ... 7/6
Johannesburg ... 3/6	Standerton ... 1/6
Pretoria ... 6/-	Vrede ...
Zoutpansberg ...	Wakkerstroom ... 1/-
Verderburg ...	
Wynburg ...	
Koppe Hoop ...	

Telegraphic Address: "MANN," CHARLESTOWN
WAGONS *Handful* DATE 19/11

Fig.15: Printed message on QV ½ d postal stationery card with additional ½ d stamp cancelled Charlestown NO 17 91 to Johannesburg with transit Llanwarne NO 17 91 and Johannesburg arrival date stamp 19 NO 91. The printed message is a list of current rates of transport from Charlestown to 13 Transvaal towns and one O V S town (Vrede).

Kantey (1982) gives the location and use of P O A 51 at Charlestown from 1891 to 1893.

The cards shown in Figs 13 and 14 confirm the use of P O A 51 at Charlestown in August and September 1891. However a double circle Charlestown cancel came into use November 1891 and therefore possibly replaced the use of the POA cancel (Fig.15). The date 1893 would appear to be incorrect.

DE WAAL & Co.

De Waal & Co was a shipping landing, forwarding and general commission agent with offices in Durban and Lourenço Marques (Delagoa Bay).

- Fig.16: (see over page) 1894 postcard Durban 30 AP 94 addressed locally with purple cachet DE WAAL & Co. / Commission and Forwarding Agents Durban Natal. There is no message on the card.



Fig.13: Printed message on QV ½ d postal stationery card (not up rated) cancelled P O A 51 to Johannesburg with oval cachet MANN & Co. / FORWARDING AGENTS / CHARLESTOWN dated 38 91. The printed message is a list of current rates of transport from Ladysmith deleted and Manuscript Charlestown inserted. CS Mann is changed in manuscript to Mann and Co.

C. S. MANN.
CURRENT RATES OF TRANSPORT FROM LADYSMITH TO

Klerksdorp ...	Bethlehem ...
Potchefstroom ...	Cronstadt ...
Pretoria ... 6/6	Ficksburg ...
Johannesburg ... 8/6	Frankfort ...
Cloculen ...	Harrismith ...
Heidelberg ... 9/6	Heilbron ...
Ladybrand ...	Lindley ...
Rustenburg ...	Senskaal ...
Wakkerstroom ...	Vredefort ...
Standerton ... 1/6	Venterburg ...
Ernesto ... 3/6	Paris ...
Middelburg ... 6/6	Winburg ...
Zoutpansberg ... 9/-	Zuring Kraantz ...
Barberton ... 9/-	

Telegraphic Address: "MANN," LADYSMITH
WAGONS *Handful* DATE 38/91



... continued

Fig.16... De Waal & Co produced a forwarding label used in both Durban and Delagoa Bay that is recorded on four covers (3 shown) just before and during the second Anglo Boer War.



Fig.17: 1899 cover Point 19 AU 99 with label to Berlin back stamped 9 9 99. Taken by the Union ship Norman from Cape Town on 23 AU arrived Southampton on 8 SP 99.



Fig.18: 1900 cover Durban JA 27 00 with 2½d stamp and brown label to Switzerland back stamped Zurich 17 II 00. Taken by the Dunottar Castle on 31 JA from Cape Town arriving at Southampton on 16 FE 00.

TOM. C. FRANKLIN, RICHMOND



Fig.20: Two ½d KE postal stationery covers are known with the purple oval cachet TOM. C. FRANKLIN, / FORWARDING & COMMISION AGENT./ RICHMOND. The word 'RICHMOND' is displaced to the left of the oval and it appears that there was a second word 'ROAD' that was removed. The first cover is cancelled Durban JU 30 1903 to Mariannhill with Durban transit 1 JY 03 and P O A 51 arrival mark (Filat), The second cover is cancelled Richmond Road SP 28 1903 to Durban back stamped on SP 29 1903).

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Fig.19: 1901 cover Point OC 14 01 with 1d stamp to Pretoria arrived 16 OCT 01 (cf. Filat).

CONSIGNEE LETTERS by Andrew Briscoe FRPSL, Witwatersrand Philatelic Society



In 1710, in order to encourage the development of overseas trade, Britain introduced legislation providing that the letters of merchants and of owners of vessels should be delivered without payment. Such letters became known as 'Exempt Ship Letters' since they were exempt from the ship letter charge, although inland postage still had to be paid. Subsequent legislation extended this privilege to the letters of consignees, provided always that the name of the consignee appeared on the ship's manifest indicating he had goods aboard the vessel carrying his letters, and that there was an endorsement indicating the letter was a consignee's letter on the address panel. Penalties were imposed on anyone caught of falsely endorsing a letter as being a consignee letter.

Company was written on 15 June 1863, being an order for a consignment of ale, and addressed to the brewers John Jeffrey & Co of Edinburgh. Upon its arrival in London, the letter was handed to a representative from Mackie and Company's London office and the firm's cachet was applied to the address panel. A 1d British adhesive letter was then affixed and the letter was posted to Edinburgh at the prevailing 1d inland rate.

Rules applied at the Cape of Good Hope

The Cape legislation was based on the British system. The comprehensive Cape Ordinance No 1 of 1846 entitled An Ordinance for the Regulation of the Post Office and Postage introduced specific rules regarding the letters of consignees. Section 22 of the Ordinance provided that "all letters of owners, charterers, or consignees of vessels arriving in any of the ports or harbours of this colony, or of owners, consignees, or shippers of good on board such vessels shall have their letters by such vessels free of postage (except as hereinafter excepted) if to be delivered at the port or place of the ship's arrival; and if to be delivered at any other place within this colony, then on payment of such rates of postage as the said letters would, if prepaid have been liable to pay for conveyance thereof from the port or place of arrival to the place of delivery. Provided always, that all such letters as aforesaid, shall not collectively exceed six ounces in weight, and provided that the owner, charterer, or consignee shall be described as such on the address and superscription; and provided that in the case of owners, shippers, or consignees of goods, it shall also appear by the ship's manifest that they have goods on board the vessel." Section 32 of the Ordinance laid down penalties for false declarations of consignee status.



Fig.1: A consignee's letter of 1847 from Sierra Leone to London

Figure 1 illustrates a consignee letter, originating from Sierra Leone, and dated 20 December 1847. At the bottom left, the cover is endorsed 'Consignees letter, pr Eliza Belo'. On reverse there is a Liverpool Ship Letter date stamp (14 February 1848). The letter was charged only 6 pence, being the inland postage charge.



Fig.2: A consignee's letter of 1863 from the Cape to Edinburgh

As illustrated by Figure 2, different regulations governing consignee mail were being applied in Britain by 1863. Ship letter charges were still no longer applicable, but it was not necessary to endorse the letter as consignee mail. This letter, from the Port Elizabeth merchants Mackie Dunn and



Fig.3: A consignee letter of 1859 from London to Cape Town

Figure 3 illustrates a consignee letter of 1859, from London, addressed to the merchant Robert Muter in Cape Town. This letter complies with the requirements of the 1846 Ordinance, in that the address panel is endorsed 'Consignee's letter pr William Trotter' and the addressor has provided a further endorsement at the lower left corner which reads 'with small parcel of Samples'. The letter bears no ship letter charge and neither was any inland postal charge levied because the letter was collected at the port by the addressee.



Fig.4: A consignee letter of 1856 from London to Cape Town, courtesy of Spink & Son

Figure 4 illustrates another consignee letter from London also addressed to Robert Muter, being written on 20 November 1856. There are two obvious differences between this letter and that illustrated in Figure 3: the letter bears no endorsement to indicate it was a consignee letter, and it shows a '4d' handstamp. This letter was offered as lot 598 in Spink's Greca auction of 8 September 2021, where it was described as showing the only known '4d' Cape Colony Port Charge. This letter does not comply with the 1846 Ordinance in that it was not endorsed as a consignee letter, and was therefore charged four pence, being the basic rate applicable to letters received from overseas.

Subsequent Regulations

Following the Ordinance of 1846, several more statutes regarding postal matters were introduced (in 1856, 1857, 1858, 1859, 1862 and 1868), none of which referred to consignee letters. However, Brian Trotter - in his excellent book on Southern African mails - refers (on page 214) to the Cape Almanac for 1868 which informed that instead of free delivery of consignee mail at the port of arrival, it would henceforth be charged at 1d per letter, and for any other place in the Cape Colony at the rate paid for prepaid letters, plus the 1d per letter payable at the port. The six ounce limit still applied. This information was repeated in subsequent Cape Almanacs up to 1879. I have been unable to locate the legislation which prompted this change in the regulations, but it presumably exists.

Robert Goldblatt in his book *Post Marks of the Cape of Good Hope* (on page 237) confirms this change in the regulations (with the proviso that consignee letters had to be forwarded open), but attributes the change to be operative from 1874 to 1882.

The next set of regulations relating to consignee letters were incorporated in the Act of Parliament No. 4 of 1882 (entitled *To Amend the Law relating to the Post Office*). The Second Schedule of this Act confirmed that consignee letters delivered at the port of arrival should be charged at 1d per letter (to be calculated at the rate of 1d per half ounce) and

further provided that any such letters delivered to other parts of the Cape Colony would be charged at the rate of 2d per ounce. Furthermore, Section 5 of the Act provided that "it shall and may be lawful for the Governor, by Proclamation in the Government Gazette, to take effect at such time as may be mentioned therein, to reduce the Postage in the Second Schedule to this Act so far as to provide that the Postage to be levied upon Inland Letters posted for delivery through another Post Office in the Colony, shall be One Penny". As far as I am aware, the Governor never exercised this power.

By Act No. 176 of 1888, the postage rate for consignee letters delivered to other parts of the Cape Colony was reduced to 1d per half ounce with effect from 1 January 1889. Act No 35 of 1892 (to amend all previously enacted Post Office Acts) - in the First Schedule - referred to consignee letters but merely confirmed that such letters arriving at any part of the Colony should be charged at 1d per half ounce.

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News Release

ROYAL MAIL CELEBRATES 60th DISPLAY SEASON OF THE RED ARROWS WITH SPECIAL STAMPS

A set of 12 Special Stamps mark the history of the RAF aerobatic team, the Red Arrows, as they embark on their milestone Diamond 60th display season. Captivating photographs capture some of the Red Arrows' breath-taking manoeuvres and iconic formations. The stamps and a range of collectible products are available from 20 June 2024 at www.royalmail.com/redarrows

Each stamp in the main set of eight tells a story of precision, skill and sheer daring as the Red Arrows paint the sky with their trademark red, white and blue trails.

An additional sheet of four stamps showcases the Red Arrows' performances on the world stage, including iconic landmarks such as the Eiffel Tower, the Pyramids in Egypt and Niagara Falls.

For six decades, the Red Arrows – the Royal Air Force (RAF) Aerobatic Team – have thrilled and entertained millions of people around the world with their dynamic displays and colourful close-formation flypasts.

Officially established in 1964 and with their first public

display taking place seven months later, the Red Arrows and their red-painted Gnat jet trainers soon became the showpiece of the RAF – and one of Britain's most important international ambassadors. Now in their 60th season and flying BAE Systems Hawks in displays since 1980, the Red Arrows continue to demonstrate their awe-inspiring teamwork and excellence around the globe.



The 1920 Handley Page Flight

by David Wigston, East Rand Philatelic Society



It was a bold attempt which ended in abject failure. The proposed commercial service between Cape Town and Johannesburg had its roots in the development of aircraft during World War I. Very little had been done since the Wright Brothers first powered flight, 17 December 1903. However war requirements resulted in major advances in aviation. During the First World War, Handley Page developed a series of heavy bombers for the Royal Navy to bomb Germany. It was only in the last few months of the War that the Handley Page O/400 bi-plane, which had the range to reach Berlin, entered service.

The O/400 was developed from the O/100 model and took its first flight in 1917 and was the largest aircraft to be produced up to that time. More than 400 were supplied before the Armistice at a price of £6,000 each.

With the end of the war came an almost complete cessation of military orders. But with civil flying being permitted, war surplus aircraft were converted for civilian use in the UK. Handley Page modified the O/400 by moving the fuel tanks and fitting between 12 and 14 wicker seats in what was the bomb bay. This became model O/7.

As soon as civil flying outside the UK was permitted, Frederick Handley Page set up his own airline, Handley Page Transport Ltd, using eight O/7s with routes from Cricklewood (adjacent to the Handley Page factory) to Paris and Brussels. Later the base moved from Cricklewood to Hounslow and later still to Croydon. Amsterdam, Basle and Zurich were added as destinations. Based on the success of his European operations, Handley Page moved his business into the British Empire market by setting up subsidiary companies in India and South Africa. In January 1920 the Handley Page South African Transport Company Ltd was established with a capital of £100 000. The intention was to start a local mail and passenger service and then extend this through Africa to Cairo. India refused to grant a contract to the company. (Note: Details about the airline's operation in South Africa are sketchy and information in the literature is often contradictory.)

The Aircraft

Two O/7s, registered as G-EANV and G-IAAA, were crated and shipped off to South Africa where they were reassembled at Youngsfield, Cape Town. (Friedberg gives the registration of the second aircraft as G-IAAI.) There followed a series of joy rides around Cape Town which started 7 February 1920. There was also a flight to Saldanha with thirteen passengers; a trip of 110 kilometres north of Cape Town, which doubled as a 'test flight'.

On Saturday 14 February 1920, the day before the first flight, Youngsfield was officially opened by the Administrator of the Cape, Sir Frederick de Waal. At the same time, G-EANV (Fig.1) was named *Pioneer* to reflect "its projected pioneer flight to Johannesburg with passengers and mail the following morning" as this was to be the longest flight yet attempted in South Africa.



Fig.1: For the time, the Handley Page O/7 was considered an extremely large aircraft that could carry passengers in an enclosed cabin. Note the open seat in the nose. It was suggested this position could be used to drop mail without having to land.

Financial support for the flight came in the form of a sponsorship from a Cape Town distillery. 'Commando Brandy' was painted on the fuselage and beneath the wings in letters two metres high.

While the O/7 represented a major advancement in aircraft design, it was seriously deficient in navigational aids, only having a sextant and compass. There was also no radio. Pilots relied on the *Bradshaw* method of navigation. (*Bradshaw's* was a guide book of timetables and maps which included the main features of towns served by the railways in the UK and Europe.) The idea was to follow the railway line to your destination. This meant flying relatively low and looking for the names of railway stations and towns en route. If these agreed with your flight plan then you were on course. This method of navigation played an important part in the many mishaps that occurred with this first, and only, flight.

The Flight

The route to Johannesburg, where it was expected to arrive by 6pm the same day, was to follow the railway line and include stops at Beaufort West, De Aar, and Kimberley to drop off and pick up mail. (According to Illsley (2003, 68; 2018:76) mail for Beaufort West was to be dropped from the nose of the aircraft followed by a refuelling stop at De Aar.) There is no indication of where in Johannesburg the aircraft intended to land. The probability is that the destination would have been Baragwanath, it being one of the oldest airfields in South Africa having opened in 1919. Baragwanath was located to the west of Johannesburg and closed in 1982.

The complement consisted three crew and seven passengers. The Chief Captain was Major Henry Meintjies M.C. A.F.C.; Captain Christoffer Johannes Venter was the Second-in-Command and Mr Askew was the engineer. Major Meintjies was also the Manager and had served in the Royal Flying Corps during World War I. Wyndham (1936b) indicates that Mrs Meintjies was one of the seven passengers. However, there is no woman present in the group photo of the crew and passengers (Fig.2).

Two of the passengers are known: Capt. Duncan, who was also the Company Secretary, and Mr HM Beckett (Fig.3).

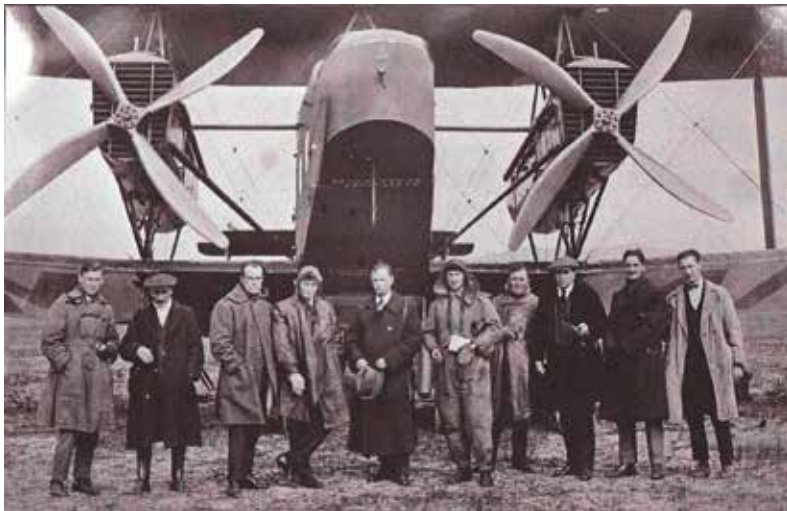


Fig.2: Group photo of passengers and crew prior to departure (Source: Museum Africa Collection)

A copy of a return ticket for the flight indicates a cost of £150 (equivalent of R300) (Fig.3). Adjusting for inflation, today that would be in the region of £8,400 or R34,400! Considering the average return fare Johannesburg – Cape Town today is in the region of R2300 to R3500, the flight was not intended for the average person.



Fig.3: Copy of an original return ticket for the Cape Town – Johannesburg flight.

The flight took off 6,30am Sunday morning, 15 February 1920 after a short delay. The first challenge was crossing the Drakenstein Mountains via the Baineskloof Pass. The mountain range was covered in heavy cloud and as a result the Pioneer lost track of the railway line. On emerging from the pass, with little altitude to spare, they picked up the railway line again thinking they were headed for Worcester.

However, a faulty compass led the crew to follow the wrong railway track. The town they saw in the distance turned out to be Tulbach (Fig.4).

After many twists and turns the crew concluded they were hopelessly lost, and being some 225 km off course the crew decided to land on a farm at Brakkefontein to ask for directions. After being pointed in the right direction to Laingsburg, the Pioneer took off again. An hour into the flight it was discovered the aircraft was critically short of fuel. The fuel tank had developed a leak. Later examination discovered that the petrol float had, somehow, been pierced which caused petrol to leak away. This necessitated an emergency landing at Blaauwheувel, one of the most isolated spots in the Cape.



Fig.4: Route map

Another problem that arose out of flying across a country whose infrastructure was not yet geared to supporting aircraft was that of obtaining fuel supplies. There were relatively few cars in South Africa



at the time and hence garages were few and far between. The nearest settlement with petrol was Sutherland, some 80 kilometres away. It was only on the Tuesday evening, 17 February, that what little petrol was available arrived from Sutherland by wagon in a number of barrels.

While waiting for the petrol to be delivered the crew and passengers were put up by local farmers for three nights. The flight resumed on the Wednesday morning with just sufficient fuel to reach Laingsburg where the flight could rejoin the railway line. However, once at Laingsburg, there were insufficient supplies to fill the aircraft's tanks. Additional petrol had to be sent from Beaufort West by rail, arriving too late to continue the flight that day. They could only continue on to Beaufort West the next morning where they arrived at 11 am. By now the flight was running four days late.

Following a lunch in the town, the flight resumed at 1.30pm. Seven minutes into the flight, having gained an altitude of 90 metres, a rudder post snapped rendering the aircraft uncontrollable. The result was a tense forced landing.

The problem turned out to be a design flaw which grounded all O/7 aircraft which soon faded from history. The aircraft of which production was discontinued (Fig.5). Whilst following the railway line, the *Pioneer* came down at the Acacia Siding (Fig.6). (The Bureau of Aircraft Accident Archives report gives the site of the crash as Arcadia Siding.) It is rather ironical that today, Acacia Siding, is now opposite the Karoo Gateway Airport located outside Beaufort West. Incredibly the passenger cabin remained intact with not a single pane of glass broken. None of the passengers or crew sustained any injuries. Given the damage to the aircraft there was no way the journey could be continued. The passengers went back to Cape Town while the mail continued north by rail from Beaufort West. Meintjies was congratulated on bringing the aircraft down with no injuries to the passengers.



Fig.5: The undercarriage and wings absorbed the impact of the crash landing.(Source: Museum Africa Collection)



Fig.6: Acacia Siding where the O/7 Pioneer had to make a forced landing

As an addendum to this saga, following the accident the second aircraft confined itself to offering joy rides around Cape Town with the remaining aircraft till the end of June 1920. Nothing came of the intended mail and passenger service. It was obvious that the Handley Page O/7 was not sufficiently robust for South African conditions. At that stage airfields were basically nothing more than open fields with little or no infrastructure. The O/7 was not rugged enough to withstand the rough take-offs and landings on uneven fields. There is little information on what happened with the wreckage.

In September 1920 the company went into liquidation and the remaining aircraft was abandoned in Cape Town. Illsley (2018: 88) writes that a year later “the Department of Customs and Excise withdrew these (sic) from a rummage sale in September 1921 and offered them to the Air Force.” The Air Force declined the offer and the aircraft was dismantled and shipped to India. On 31 March 1924

the assets and operations of Handley Page Transport in the UK, were merged with three other British airlines to form Imperial Airways.

The Covers

Official approval to carry mail had only been received from the Postmaster-General in Pretoria, via a telegram, on 11 February. That meant an announcement of the impending flight, scheduled for 14th February, could be advertised in the local Cape Town press on Thursday, 12 February 1920, along with notices posted in various Cape Town Post Offices. Only 422 items of mail were posted in Cape Town, probably because of such short notice of the intended flight and the additional heavy 2s surcharge to the normal postage could also have deterred many from using the service. Unfortunately no record was kept of the destinations. The Postmaster-General indicated that ‘Mails also to be conveyed from Beaufort West other points mentioned further north’. An additional 17 letters were picked up at Beaufort West. There is no record of what happened to potential dispatches waiting to be collected at De Aar or Kimberley, or even if there were any.

Mail for the flight was closed on Saturday 14 February at 8pm. Postage was 1d per half ounce plus a special airmail surcharge of 2s per ounce (Fig.7). In total the Handley Page Company received a total of £44 for its efforts.



Fig.7: Mail addressed to all points beyond Beaufort West are considered as crash covers.

In addition to requiring a manuscript inscription ‘By Aerial Post’ and a Cape Town date stamp (Figs.7 & 9) covers received two cachets: ‘CARRIED BY AEROPLANE’ and an indistinct circular cachet inscribed ‘HANDLEY-PAGE SOUTH AFRICAN TRANSPORT, LTD. AERIAL POST’. This cachet only became evident once the various colour channels were split using Corel PaintShop Pro (Fig.8).

Handley Page had great ambitions for running an airline service in South Africa but with hindsight, this highly ambitious flight was poorly planned. A proving flight would have highlighted numerous problems which could have averted the difficulties the flight encountered. The O/7 was notorious in the UK for its poor performance, and in South Africa this was aggravated by the hot and dry conditions at altitude making it not the best choice for operation in South Africa. Headwinds would reduce the speed of the O/7 to 70km/h making the aircraft no faster than the trains it was supposed to replace while navigation was primitive at best.

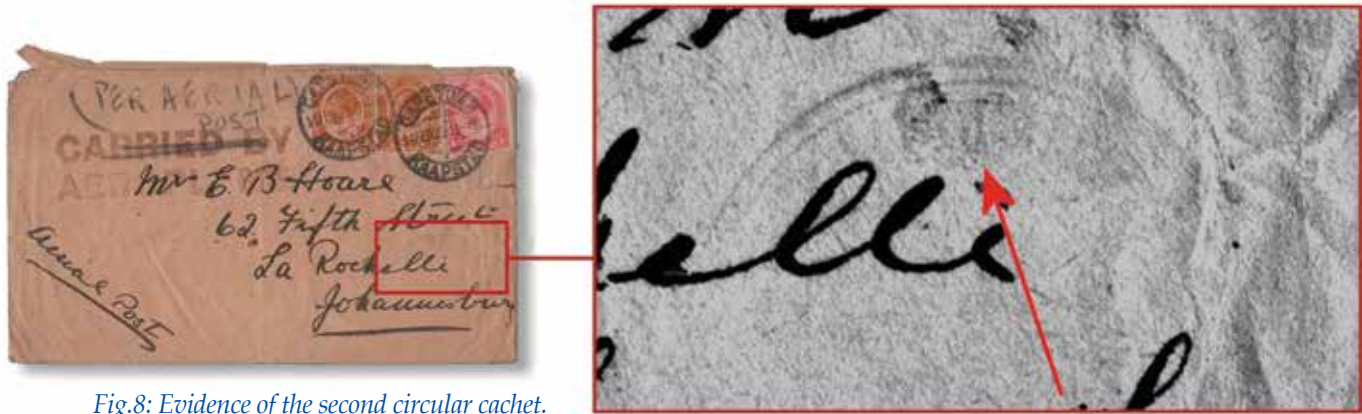


Fig.8: Evidence of the second circular cachet.

Wyndham (1936b) writing on the importance of these covers, said they represent the “first attempt at a practical commercial air mail in South Africa” and the longest flight at that time. He indicated that, in 1936, only twelve covers were known. It is now thought than some 23 covers exist. So the possibility exists that a few more may turn up over time. The covers carried on this flight are highly prized as they represent the first attempt at a commercial airmail service in South Africa. It was only in 1929 that a regular mail service connected coastal cities with Johannesburg.



Fig.9: Having been off-loaded at Beaufort West, this cover can be considered as a first-flight but not as a crash cover.

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With a successful record of entries and well received exhibitions this year, we extend a grateful “THANKS” to the organisers of both the SAVPEX as well as MARPEX 100. We offer a special thanks to all participants and the dealers that made these events memorable. SAVPEX 2024, was the 9th virtual exhibition which launched in February 2024.



The next National Stampshow and Congress will be held in **Paarl** from **2 to 6 September 2025**, hosted by *Paarlse Filateliste Vereniging*. The 10th **SAVPEX** one-frame exhibitions takes place in June 2025. Final dates and details will be announced on the website. Please continue to make these exhibitions great by participating and preparing your collections for the new year.





World War II: The Free French Forces connection with South Africa

by Jim Findlay RDP SA, Philatelic Society of Johannesburg

Introduction

German forces had captured the major portion of France in 1940 and the Vichy pro-German government was in control of the country. The French army, air force and navy were defeated. General Charles de Gaulle formed the Free French Forces (FFF) in 1940 in London and then moved the headquarters to Algeria, a French colony. Initially there was the 1st Free French Division, the Free French Naval Forces, the Free French Air Force, the Free French Naval Air Service and the Free French Naval Commandos. Eventually the army expanded to many divisions and by the end of the war the Free French Forces numbered over 1 million.

The French Corps Expéditionnaire Français participated with the American forces in North Africa from 1942 as well as against the Vichy forces in North Africa, Dakar in Senegal, Gabon and other French colonies. The FFF also participated in the East Africa campaign against the Italian forces and then in the invasion into southern France.

Since the Free French Forces were stationed in an allied foreign country or a colony, recruiting was severely restricted in that the host country required recruits for its own forces and French recruiting would be in competition with the host country. Host countries generally only allowed the FFF to recruit French nationals. The other issue that created problems was material support for the French soldiers and prisoners of war. The allied countries had their own philanthropic organizations to support their own soldiers and prisoners of war. Commodities and food were scarce everywhere, and any French support could be a political problem for a government.

Field Marshal Jan Smuts, Prime Minister of South Africa, saw things a bit differently. He realised that the FFF needed all the support it could get, and he allowed the "Committee of Fighting France" to operate in Port Elizabeth as a civilian fund and support organisation for the Free French Forces.

Any personnel recruiting and material support was strictly for French forces and nationals.

The covers below illustrate mail from the Free French Forces to the South African French delegate in Port Elizabeth and a cover to Wynberg.



Fig.2: A registered cover (postage 10d. + 3d.) from Bureau Postal Militaire 5 (B.P.M.5; 8 March 1943), a mobile field post office with the 1st Fighting French Brigade (formerly the 1st Free French Brigade) during the advance through Libya to Tunisia with the 8th Army. It went by Lignes Aériennes Militaires (LAM) to the static Fighting French Base Post Office, Bureau Central Militaire 4 (B.C.M.4) at Cairo, Egypt, then to the British Base Army Post Office 4 at Cairo and by the SAAF Shuttle Service to Zwartkop Air Base, South Africa, and then to Port Elizabeth (arrival 22 March 1943).

It is addressed to Jules Leblanc, the manager of the 'Committee of Fighting France' in Port Elizabeth, South Africa. (Note the post office box number 706).

In Fig.3, Mail from Constantine, Algeria, to the Fighting French Delegate in Port Elizabeth, South Africa. Airmail postage was paid but it went by surface mail to London where it received an Onward Air Transmission (O.A.T.) cachet. No airmail service was available, and it received the "Please inform sender / airmail service not available" cachet. From London it went by flying



Fig.1: March 1942; A postage free cover from the Free French Forces (Forces Françaises Libres; FFL) posted at FFL 5 Post Office in Alexandria, Egypt, and via FFL 4 Post Office (reverse) in Cairo to Wynberg, South Africa.

boat via Lagos, Leopoldville, and Port Bell to Mombasa and then by sea to Durban and then to Port Elizabeth. This was censored by the French authorities in Algeria and the British in London.



Fig.3: Mail from Constantine, Algeria, to the Fighting French Delegate in Port Elizabeth, South Africa.



Fig.4:

A registered cover Fig.4: from Constantine, Algeria (posted 30 December 1943), to the Fighting French Delegate in Port Elizabeth, South Africa (arrived 17 February 1944). Airmail postage was paid but it went by surface mail to London since no airmail service was available. From London it went by flying boat via Lagos, Leopoldville, and Port Bell to Mombasa and then by sea to Durban.

It was censored by the South African authorities (Type 5).



Fig.5:

A cover from the Governor General of French Equatorial Africa in Brazzaville (Fig.5) (posted 11 May 1944) to the Delegation for the Liberation of France under Jules Leblanc in Port Elizabeth. This mail went from Brazzaville, French Equatorial Africa (Moyen Congo), to Leopoldville and then to Elizabethville, Belgium Congo, and then by rail to Port Elizabeth. It has a South African censor seal (Type 5).

The cachet is 'GOVERNEMENT GENERAL de C'AFRIQUE EQUATORIALE FRANÇAISE Postes & Telegraphes'.

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