1885 cover from Sidmouth to Newcastle re-directed to ‘Moodies, Barberton’ at 6d postage rate endorsed ‘via Plymouth. Pr.Tarter. Dec. 18 1885’, and carried by the Union Line. With pair 1d stamps paying the postage to the Transvaal cancelled Newcastle 18 1
enjoy the advantages of professional advice and ethical trading offered by your SAPDA dealer

### Eastern Cape

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<thead>
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The South African Philatelist

Contents

Awards:
- Large Silver Hafnia 1994,
- Silver Bronze Pacific 1997,
- Vermeil APS Stampshow 1999,
- Large Silver Egoli 2001,
- Federation Plaque 2004,
- Silver España’06, Literature Award 2006,
- Large Silver NZ Literature Exhibition 2007,
- Large Silver JAKARTA 2008,
- Large Vermeil IPhLA 2012.

REGULARS
40 Letter to the Editorial Board
40 Closing dates for future issues
43 Phun with Postmarks
45 The ‘ABC’ of Stamps
46 New Stamp Issues
70 Society news

FEATURES
41 Federation News
42 Exhibitions
44 Obituary: Eddie Bridges
44 Royal Mail: Visions of the Universe
44 The South African Collectors Society - by Nicholas Arrow,
47 New Postal Rates 2020 - by Robin Messenger
48 The Railway Stations from Heidelberg, Transvaal to Standerton: A Postal History Perspective - by Dr Gerhard Kamffer RDPSA
52 ALGOAPEX 2020 - Patrons wanted
53 An Exciting New Find - by Nicholas Arrow
54 Exhibiting Outside The Box - by Members of the Sasolburg Philatelic Society
56 Flight SA201 - by David Wigston
60 Penny for your Thoughts - by Sean Burke
62 African Curios - by Chris Mobsby RDPSA
64 Gold Rush, Sea Mail and Postal Agreements - by Roger Porter RDPSA
67 The American Board Mission at Mt Selinda, Southern Rhodesia - by Sean Burke
68 Protea Definitive Series - by Dr Vic Sorour

ADVERTISERS
38 SAPDA
59 John & Mark Taylor
72 Spink

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A PUZZLING CACHET

The above miniature cover (95 x 70mm) was sent from Belfast, Ireland to South Africa on 22 July 1937. Franking is the 1937 Coronation commemorative with a King Edward VIII ½d definitive. The cancel is the GB ‘Post Early’ sunburst slogan of that year.

The definitive is also tied to the cover by a 23mm diameter cachet inscribed ‘The Lost Crown’ and the date 12-V-37, the date of the Coronation. This is not an official Post Office datestamp as it carries no office of origin, I am puzzled if this is just a belated private comment by an Edward and Wallis sympathiser or whether there is another story behind it. Does any reader have further knowledge of this cachet?

D.W.
PFSA MANAGEMENT COMMITTEE CHANGES

For information of PFSA members, the following changes are hereby announced:

MRS JILL REDMOND
The PFSA Secretary Mrs Jill Redmond RDPSA has retired per end of February 2020 after decades of distinguished service to Federation in many positions.

Jill became the Minute Secretary in 1983 for the then General Committee and after that for the PFSA Management Committee meetings.

Over the years, added responsibilities were arrangements for the PFSA Congress, Awards Committee Secretary and Membership Secretary. Jill acquired a well deserved reputation for the clarity and completeness of the Minutes she compiled of the Federation’s meetings and the annual Congress.

As Chairman of the PFSA Management Committee, and on behalf of all members of the PFSA, I would like to thank Mrs Jill Redmond RDPSA for the many years of excellent service rendered to the PFSA and its members, and wish her a long and happy retirement with much continued participation in philately.

I also welcome André du Plessis in this new position to co-ordinate the many facets of organised philately in South Africa and appeal to all PFSA members to accord him their full support in his new appointment.

Dr J.D.E. Cronjé RDPSA,
Chairman of the PFSA
Management Committee.

MR ANDRÉ DU PLESSIS
André du Plessis has been appointed as Chief Operating Officer (COO) of the PFSA effective from 1 January 2020, reporting directly to the Chairman of the Management Committee.

His responsibilities comprise assistance to Organising Committees of Annual and Regional Exhibitions in terms of the Federation’s Guidelines, Website and Membership administration, marketing and advertising SA Philately, record keeping of all PFSA meetings, assisting with Heritage and archiving of material, liaison with SAPDA, The SA Philatelist publication team and Federation Sub Committees, and submitting an Annual Report to the PFSA Congress.

COPYRIGHT TRANSFER OF SOUTH AFRICAN PHILATELIST JOURNAL
Further to the Deed of Donation between the University of Pretoria and the Pretoria Philatelic Society, the University of Pretoria has undertaken to scan all the volumes of The South African Philatelist. Permission has been granted to scan and place the documents on the University’s Institutional Repository, UPSpace, which is open to the public  https://repository.up.ac.za/

We are excited about the benefits to society, and philatelists in particular, of having access to this wonderful resource in terms of the history and research of South African philately.
SOUTH AFRICA AT LONDON 2020

London 2020 is fully subscribed and we are proud to confirm that both Hugh Amoore and Malcolm Suttill’s exhibits have now been accepted. This means we have an excellent SA representation. It is also understood that a number of South Africans are planning to visit the show.

What is worth reminding readers is that the show is effectively in ‘two halves’ with the first half from 2 to 5 May inclusive being for Postal History, Revenue, Open Class, Picture Postcards, Postal Stationery, Modern and Youth. The second half from 6 to 9 May will show Traditional, Championship, Aero, Thematic and the rest of Youth. On his recent visit to London, Patrick can confirm that, as would be expected, the organisers are just that - very organised.

The London 2020 web site is worth visiting and is very informative - there is a special page devoted to CORONAVIRUS and input from Private Health England. This confirms that at this time, the show is planned to go ahead.

Contact Patrick Flanagan RDPSA, FRPSL on +27 83 2655649 or email on patf@fgprop.com. The organising committee for Cape Town 2021 will be at the London 2020 exhibition & have various initiatives underway to promote the event.

The Business Design Centre, Islington, North London. Well located on London Bus and Underground routes (Angel Underground Station is a three minute walk).

Joof van der Merwe is the SA Commissioner <jnc1@vodamail.co.za>

SOUTH AFRICAN ENTRIES ACCEPTED FOR NEW ZEALAND NZ2020

by Vernon Mitchell, South African Commissioner

The NZ2020, took place in Auckland, New Zealand in March. These were the exhibits accepted for this FIAP International exhibition. (The results will appear in the next edition of The SA Philatelist.) Dr Neil Cronje was invited as a Juror.

The event was held at the Ellerslie Events Centre set in the grounds of the Ellerslie Race Course, Auckland, New Zealand from 19-22 March 2020.

* Exhibitor: Patrick Flanagan RDPSA, FRPSL
  The British South African Company Rhodesia 1913
  The George V Admiral Issue - bicolour stamps and their usage.
  8 Frames; Class 2: Traditional Philately, Rest of the World

* Exhibitor: Ian Matheson RDPSA, FRPSL
  Early Village Postal Service in British Honduras
  5 Frames; Class 3: Postal History, Rest of the World

* Exhibitor: Howard Green RDPSA
  South West African Revenues and Allied Tax Stamps.
  8 Frames; Class 9: Revenue

* Exhibitor: André du Plessis
  Gold in the Transvaal 1871-1922.
  5 Frames; Class 10: Open Philately

* Exhibitor: Francois Friend
  Succulents.
  5 Frames; Class 10: Open Philately

* Exhibitor: Chavah Barit
  Swaziland 1961 Decimal Overprints.
  1 Frame; Class 13A: One-Frame Exhibit / Traditional

* Exhibitor: Avi Barit
  Basutoland 1961 Decimal Overprints.
  1 Frame; Class 13A: One-Frame Exhibit / Traditional

* Exhibitor: Gila Orkin
  Namibia: the overprints of the 2000s and their origins.
  1 Frame; Class 13A: One-Frame Exhibit / Traditional

* Exhibitor: Avi Barit
  Great Britain Queen Elizabeth II ‘Missing’ Queen’s Heads.
  1 Frame; Class 13A: One-Frame Exhibit / Traditional

Neither the South African Commissioner, Vernon Mitchell, nor Dr Neil Cronje will be able to leave for New Zealand due to quarantine restrictions written into their visas and this is due to the unavoidable effects of CORONAVIRUS.
What does the SA Post Office do?

The SA Post Office does many things, but only some of the activities become known through markings on mail. David Allison recently sent me several items, and I visited my friendly local Branch Manager, Mr H.J. Fourie, for clarification.

Fig.1 shows a cachet applied to a standard size envelope, which was franked with a R4.20 meter mark. The cachet ‘REVENUE PROTECTION DIFFERENCE IN POSTAGE PAID’ was applied.

On 1 April 2019 the postage increased from R4.20 to R4.55, but even so the Post Office normally gives several days grace before penalising the sender. In each of the mail centres there is a division that oversees revenue protection, normally applied to parcels. The deficiency is then claimed from the sender.

What happened to our envelope? It is speculated that at the time of mailing there was some form of delay within the Post Office distribution. David made a note that the item was delivered in Tokai on 30 May 2019, which suggests that by the time the item was processed, the period of grace had passed. An interesting case of inefficiency being profitable.

The second item, shown in Fig.2, is a cachet from Port Shepstone with NCP NO 17. It was a Fastmail envelope sent from Matatiele in July 2018. The cachet is part of the quality control process where ‘NCP’ is an abbreviation for Non Conforming Products. This is applied when mail is underfranked, as the ‘T’ taxe mark is no longer used, or when an item such as Fastmail is posted out of course (dropped into a red post box rather than handed in at the post office counter). Why did the Matatiele item receive this strike? With the date stamp there was no indication that it was posted out of course, and the cachet was probably applied as a control measure. Besides NO 17, NO 14 Durban (2013/20) and NO 18 Richards Bay (2018/9) have been recorded. During the aftermath of the strike in 2018, mail originating from the Johannesburg area and addressed to Pretoria, was seen with the Beaufort West cachet NO 24 (2016/8), probably indicating that part of the delay was as a result of re-routing.

Witspos has had a range of NCP date stamps (Fig.3) from numbers 01 to 04, whereas numbers 05 to 08 had the NCP excised and have been seen from 2017. There is no guarantee that these cachets have only been used for the purpose for which they were meant, as date stamps inscribed ‘Telegraph’ have been seen used to date stamp mail. Other numbers of this type of cachet probably exist, and readers are encouraged to let me know so that we can build up the full set.

The third item was a cover that David mailed on Friday, 11 April 2006, shown in Fig.4. As he was visiting Clanwilliam the end of the following week he prepared the cover in the expectation of perhaps getting new postmarks. The letter was cancelled by a Capemail machine canceller on 11 April 2006. Surprise, surprise! At Capemail it appears as if the sorting section did not understand the Poste Restante address, affixed a yellow sticker indicating inadequate address and in manuscript indicated ‘Return to Sender’ (RTS) where it arrived on Monday, 14 April 2006. According to my Branch Manager the Poste Restante service, where a postal item is collected at the post office, is still available. This service is often used for parcels. Instead of using Poste Restante the item is addressed care of (c/o) the Branch Manager or Post Office name.
OBITUARY

EDDIE BRIDGES
19 May 1953 - 5 Feb 2020

Born in Cape Town, eldest of three boys, Eddie collected stamps from age 9. He was encouraged by Benji Joseph, a dealer in Johannesburg, and went on to become a lifelong philatelist and major expert on the Union of South Africa, especially loving his 1d ships.

He served his national service in South Africa and was a member of the South African rowing team. It was this fortitude he demonstrated again in his long battle with cancer where his courage and positivity shone through until treatments ran out.

After gaining a degree in history and another in engineering, he worked for Krohne as an instrument engineer, ending up as global head of marketing. Whilst heading up a factory near Cambridge he became involved with the university and gained a PhD in history with a dissertation on the allied troop movements in Africa in WWII. He lived and worked in Germany before finally moving to the United States where he became a member of many philatelic groups including the Collectors’ Club of New York. In 2015, he gave a presentation on the battles between the stamp printing companies and the South African authorities. He belonged to all the post-Union societies we can think of and won many awards including one from the American Postal Stationery Society. He was a member of the Royal, becoming a fellow, and being their American East Coast representative whilst he lived there. He was also presented with a South African Federation plaque for ‘services rendered’.

However, it was the SACS that was his main love; he assumed the editorship of the Springbok in 2004 taking it into the modern era until his move to the US in 2012. He initiated publication of the popular ‘display collection' booklets and was a great researcher, turning up some fascinating unpublished correspondence on the Darmstadt trials.

Eddie was a great philatelist and a great friend who we mourn and sadly miss.

John Shaw Tony Howgrave-Graham

THE SOUTH AFRICAN COLLECTORS SOCIETY
by Nicholas Arrow, the South African Collectors Society

The SA Collectors Society in England will be holding its May convention at the Strawberry Bank Hotel, Meriden (near Birmingham) on 16 & 17 May 2020. A feature of these conventions is that the Society holds an auction, which will be on the afternoon of the 17th, starting at about 1.30pm - at least provided everyone has been herded in from the bar by then!

This next Auction will be very special, as the SACS has been entrusted with the sale of some magnificent material, primarily Union, SWA and Official material, which will be included in the Auction.

I suspect that many collectors in South Africa, or indeed those who subscribe to the SAP, would be very interested to see the Auction list, which will be substantially illustrated. It contains material which may be missing from some of even the best collections of South (or South West) Africa.

The Auction list is still being compiled, so what I would request that a note is inserted in the SAP about this auction, at least up to May 2020, inviting anyone who would be interested in the Auction Catalogue to get in touch with me at nicholasarrow@btinternet.com so that I can send them a copy of the Auction list when it is finalised.

COMMENORATIVES

ROYAL MAIL MARKS 200TH ANNIVERSARY OF THE ROYAL ASTRONOMICAL SOCIETY WITH A SET OF SPECIAL STAMPS

For more than 50 years Royal Mail’s Special Stamp programme has commemorated anniversaries and celebrated events relevant to UK heritage and life. Today, there are an estimated 2.5 million stamp collectors and gift givers in the UK and millions worldwide. HM The Queen approves all UK stamp designs before they are issued.

Visions of the Universe features eight illustrations of astronomical phenomena discovered or investigated by UK astronomers and astrophysicists.

Included in the set are: Cat’s Eye Nebula; Geysers on Saturn’s moon Enceladus; Pulsars; Black Holes; Jupiter’s Auroras; gravitational lensing; Comet 67P; and Cygnus A Galaxy.

Britain has a long and rich tradition of astronomical investigation from the discovery of celestial objects, such as the planet Uranus by William Herschel in 1781, to pioneering observational techniques such as radio interferometry developed by Sir Martin Ryle in the mid-20th century. The artist Robert Ball has illustrated original images of each phenomena, bringing a dynamism and vibrancy to each stamp.

The Royal Astronomical Society was established in January 1820 when 14 ‘gentlemen astronomers’ sat down to dinner at the Freemasons’ Tavern, Lincoln’s Inn Fields, London. It is now the UK’s leading learned society for astronomy.

A full set of all eight stamps, available in a Presentation Pack, retails at £9.75.

The stamps went on sale from 11 February 2020.
COLLECTING BASICS

The ABC of stamps
by David Wigston, East Rand Philatelic Society

MOURNING STAMPS AND COVERS
Royalty, statesmen, pop stars and the Pope all have one thing in common: mortality. Governments usually declare a period of official mourning after the death of a Head of State. To honour and commemorate the death of a prominent person, countries issue mourning stamps. These are usually printed in black, as black is strongly associated with mourning in the West (in Chinese culture it is white). The association of black with mourning, dates back to the Roman Empire when a toga of dark-coloured wool was worn.

The stamp could have a black border (Fig.1). Belgium issued this charity stamp for Queen Astrid who died in a car accident in the Alps on 29 August 1935. Eight stamps were issued, with the portrait in differing colours and a surcharge to benefit the Belgian National Anti-Tuberculosis charity.

Fig.1: Queen Astrid mourning stamp issued 1935

Britain issued a strip of five stamps for Princess Diana on 3 February 1998 following her death in 1997 (Fig.2). They were edged in purple rather than black. Before the advent of synthetic dyes, purple dye was expensive to produce; thus, its use was limited to the wealthy and powerful. Purple has been associated with royalty since ancient Roman times when Emperors wore purple to symbolise the god Jupiter.

Stamp production is a long and involved process. A quick way of making a mourning stamp is to use existing designs. When President Warren Harding died suddenly on 2 August 1923 while still in office, the US Postal Service produced a mourning stamp within a month by reusing the design from the definitive issue (Fig.3). The dates of Harding’s birth and death were inserted into the top corners and the value changed. The stamp was released on 1 September 1923.

A quicker method is to overprint existing stamps where the white border is redone with a black frame suitable for mourning. King George II of Greece died on 1 April 1947. The Greek Post Office produced three mourning stamps in two weeks by overprinting a black border on stamps picturing the deceased king’s portrait (Fig.4).

Fig.4: Overprinted mourning stamp for George II of Greece.

Overprints and surcharges rarely add beauty to the underlying stamp, but they can definitely add interest to a collection: especially when time is taken to find out the reason why the overprints were applied. Black and black borders are not always used, as in the case of the mourning stamp for Mahatma Gandhi, who was assassinated 30 January 1948 (Fig.5).

Fig.5: Gandhi mourning stamp issued 15.8.1948.

The issue also commemorated the first year of Indian independence. In the days before instant communication, death notices and condolences were mailed in black-bordered envelopes, known as ‘mourning covers’. The use of mourning stationery was common during the Victorian era and lasted well into the early part of the 20th Century. Mourning covers can be easily recognised by the black edges (Fig.6).

Fig.6: Mourning Cover

It is suggested that the width of the black borders was determined by the relationship of the writer to the addressee or the importance of the deceased. On 25 September 2019 Belgium introduced a generic mourning stamp (Fig.7). It also marked the reintroduction of priority mail by adding a bar-code that ensures automatic sorting.

A fascinating, if somewhat macabre topic to collect.

Fig.7: Belgian generic mourning stamp

WIDOW’S WEEDS
The term ‘Widow’s weeds’ refers to the heavy black clothing worn by widows, dictated by the etiquette of the Victorian era. The outfit included a black ‘weeping veil’ worn over the head and face when outdoors. Indoors, a ‘widow’s cap’ was worn, as shown in Fig.8.

Fig.8: The 1903 Canadian 20¢ Queen Victoria stamp, also issued 50¢ in blue.

Queen Victoria, who reigned from 1837 to 1901, set the standard following the death of Prince Albert in 1861. She remained in mourning for the next 40 years until her death in 1901. Queen Victoria appeared in widow’s weeds in many stamp designs, as illustrated in Fig.9. This issue even has the nickname ‘widow’s weeds’. The term derives from wedh, Old English for ‘dress, or clothing’.

Fig.9: The 1893 Canadian 20¢ Queen Victoria stamp, also issued 50¢ in blue.

The SA Philatelist, April 2020.

45
NEW ISSUES

NEW SOUTH AFRICAN STAMP ISSUES 2020 - Part I
by Robin Messenger, Witwatersrand Philatelic Society

The following four stamp issues were of the 2019 programme and were dispatched by the printers at the end of November 2019 but were delayed at SA Customs and only arrived at STD/Philatelic Services towards the end of February 2020. They became available to collectors on 26 February 2020. The First Day Covers are not yet available.

9 October 2019 - SOUTH AFRICAN SOCIAL SECURITY AGENCY (SASSA)

Denominations: 4 x B4 Domestic rate (R11.15)
Designer: Rachel-Mari Ackermann
Printer: Cartor Security Print, France
Process: Offset lithography
Stamp size: 36mm square
Sheetlet size: 112 x 122mm, comprising four different designs in two rows of two
Quantity: 30,000 sheetlets
Cylinder numbers: 8685 (cyan), 8686 (magenta), 8687 (yellow) and 8688 (black)
Paper: 102gsm yellow-green phosphor coated
Gum: PVA moisture activated
Perforation: 13.25

First Day Cover: No. 8.124 of standard size (190 x 101mm) of which 1,000 will be produced
Canceller: No. 8.122 – ‘PRETORIA’

15 January 2020 - STARS AND CONSTELLATIONS OF THE SOUTHERN SKIES

Denominations: 10 x Standard Postage (R4.55)
Designer: Anande Nöthling from images supplied by Auke Slotegraaf, a director of The Centre for Astronomical Heritage based in Somerset West
Printer: Cartor Security Print, France
Process: Offset lithography
Stamp size: 48 x 30.5mm
Sheetlet size: 138 x 212.5mm, comprising the ten different designs in five rows of two
Quantity: 50,000 sheetlets
Cylinder numbers: 8689 (cyan), 8690 (magenta), 8691 (yellow) and 8692 (black)
Paper: 247gsm self-adhesive stamp paper

Gum: Self-adhesive
Perforation: Simulated serpentine kiss-cut. Stamps are separated by 7mm gutters in the centre of which are roulettes to aid separation of the individual stamps. These roulettes extend through sheetlet margins and also through the backing paper. Phosphor: 2mm border around each stamp and in the design, the Stars and Constellations are highlighted in phosphor
Printing sheet size: 665 x 500mm, comprising two rows of four sheetlets
First Day Covers: No. 8.128 and 8.129 of standard size (190 x 101mm) of which 1,000 of each will be produced
Canceller: No. 8.124 – ‘RONDEBOSCH’

31 January 2020 - PRESIDENTIAL INAUGURATION 2019

Denomination: Standard Postage (R4.55)
Designer: Nolan Lister from a photograph supplied by the Presidency
Printer: Cartor Security Print, France
Process: Offset lithography
Stamp size: 36mm square, incorporated in a miniature sheet of size 105 x 65mm
Quantity: 50,000 miniature sheets
Cylinder numbers: none
Paper: 102gsm yellow-green phosphor coated
Gum: PVA moisture activated
Perforation: 13.25
Printing sheet size: 593 x 474mm comprising four rows of
Domestic
New Rate       Old Rate         Increase
Letter  R  c           R  c            %
Small DL  4.90          4.55          7.69
Medium B5         9.85          9.10         8.24
Large B4           12.05        11.15        8.07
Domestic Postcards:
Same rates as letters.
Registered letters
with insurance option.
Compensation up to R100.00 at no additional fee. Insurance for higher amounts is available for an additional fee based on a sliding scale. The maximum insured value is R2,000.00 for which the fee is now R196.40 (previously R181.85, an increase of 8.00%).
Small DL (4.90 + 29.45) 34.35        31.80         8.02
Medium B5 (9.85 + 29.45) 39.30        36.40         7.97
Large B4 (12.05 + 29.30) 41.35        38.30        7.96
International
Registration fee 46.55        43.10         8.00
There is no insurance option for international letter post.
Aerograms 7.35          6.80          8.09
Postcards – Airmail 9.95        9.20          8.15
Postcards – Surface 6.05        5.60          8.04
Airmail letters – Southern Africa
Small DL 8.95          8.30          7.83
Medium B5 32.50        30.10          7.97
Large B4 50.50        46.75          8.02
Small packets (per 100 g) 28.60        26.45          8.13
Airmail letters – Rest of the world
Small DL 11.60        10.70          8.41
Medium B5 39.30        36.40          7.97
Large B4 66.55        61.60          8.04
Small packets (per 100 g) 50.35        46.60          8.05

Acknowledgement: The above information was collated from Newsletter No. 399, of March 2020, of the RSA Stamp Study Group, produced by Jan de Jong.

South African Postage Rates - Valid from 1 April 2020
by Robin Messenger - Witwatersrand Philatelic Society

31 January 2020 – POETS OF WORD AND SOUND – Commemorating: Willie Kgositsile (poet), Hugh Masekela (trumpeter) and Philip Tabane (guitarist)

Denominations: 3 x Standard Postage (R4.55)
Designer: Thea Clemons based on photographic material supplied by: Victor Dlamini (for Willie Kgositsile), the Hugh Masekela Foundation and the Tabane Family
Printer: Cartor Security Print, France
Process: Offset lithography
Stamp size: 29 x 38mm
Sheetlet size: 130 x 210mm, comprising the three different designs in one row
Quantity: 30,000 sheetlets
Cylinder numbers: 8605 (cyan), 8606 (magenta), 8607 (yellow) and 8608 (black)
Paper: 247gsm self-adhesive stamp paper
Gum: Self-adhesive
Perforation: Simulated serpentine kiss-cut. Stamps are separated by 7mm gutters in the centre of which are roulettes to aid separation of the individual stamps. These roulettes extend through sheetlet margins and also through the backing paper.
Phosphor: 3mm wide band in ‘L’ shape at left and bottom margins of each stamp
Printing sheet size: 521 x 665mm comprising five rows of three sheetlets
First Day Cover: No. 8.123 of standard size (190 x 101mm) of which 1,000 will be produced
Canceller: No. 8.120 – ‘SOWETO’
THE RAILWAY STATIONS FROM HEIDELBERG, TRANSVAAL TO STANDERTON: A POSTAL HISTORY PERSPECTIVE
by Dr Gerhard Kamffer RDP, Pretoria Philatelic Society

“A post office, no matter how humble the status whether situated in the remotest region, cannot function without its date stamp, of one form or another. The apparently insignificant impressions made by this all-important instrument are essential to the services provided by the Department of Posts and Telegraphs and to a lesser extent to the requirements of the community.” (Dr. T.B. Berry, *South African Postmarks: a synopsis of the routine hand struck cancellations, 1910-1966*).

Introduction
It is stated by Hagen and Naylor that the railways had a profound effect on the postal service in our country. Only in retrospect can one start to appreciate the all-encompassing impact of rail links and transport on the socio-economic development of South Africa. An impact that, even today, continues to be reflected in the items of postal history we collect. What is undeniable is that the railways heralded a dramatic new era in postal communication - the end of the mail carriage, whether it was an ox-cart or postal coach drawn by horses. A noteworthy example is the railway system between Heidelberg and Standerton which, from a philatelic point of view, provides us with an excellent case study.

The ‘Heimat’ approach: Historical, Social and Special Studies
The author was raised in the Balfour Transvaal area (located between Heidelberg and Standerton) and is familiar with the postal history of the area. It was a most interesting and satisfying venture, undertaken during the past 40 years, collecting the postmarks and cachets of the different post offices and postal agencies. An endeavour that produced a comprehensive collection that is reflective of this interesting region.

The collecting of postmarks of the area where one was born and raised can also be called a ‘Heimat’ collection. Heimat is a German word with no English equivalent that denotes the relationship of a human being towards a certain spatial social unit. The term forms a contrast to social alienation and usually carries positive connotations and memories. It is often expressed with terms such as ‘home’ or ‘homeland’. This approach is aligned to a third category introduced by FIP as part of Postal History exhibits namely: Historical, Social and Special Studies exhibits which examine Postal History in the broader sense and the interaction of commerce and society with the postal system. In this class non-philatelic material can also be included where relevant to the subject of the exhibit. The non-philatelic material should be incorporated into the exhibit in a balanced and appropriate manner in such a way that it does not overwhelm the philatelic material.

Postmarks of the area that were the most difficult to find, were those used at postal agencies and railway station post offices. The reason for this is because these offices, primarily served remote areas and handled a low volume of mail. From a philatelic point of view railway philately is exceedingly wide because although ordinary postage stamps were used for railway letters the railways also produced a variety of ‘own’ or ‘own purpose’ stamps. The purpose of this article is to stimulate readers to start their own ‘heimat’ type collection and record their findings. There is nothing more satisfying than to discover postmarks and cachets of small postal agencies located in some of the remotest areas, especially during the ZAR, Transvaal Colony and Union of South Africa periods. The output of such an undertaking should be to publish a typology of the postmarks from the specific area of collecting.

Only a selection of items will be illustrated in this article to highlight the potential of this type of collecting field and to reveal the underlying romanticism involved therein.

Station Post Offices and the Railway Letter Post System
Hagen and Naylor indicated that there were two types of stationery post offices at railway stations: one was a postal agency and the other a conventional post office. At these railway postal agencies the duties of postmaster were carried out by the local stationmaster or his staff. To regulate procedures, formal agreements were concluded between railway authorities and the General Post Office (GPO). Date stamps instruments were supplied to agencies by the GPO. The rail-letter system was also devised to assist rural communities which were without the services of a post office, and it was not long before it was evident that these communities did not have ready access to postage stamps.

Fig.1: Part of a map indicating the railway line between Heidelberg and Standerton.
All the illustrated items are from the collection of the author unless otherwise stated.
The building of the South-Eastern Railway line from Heidelberg to Standerton

The region south-east of Heidelberg, itself south-east of Johannesburg, lies on the direct route between the heart of the Zuid-Afrikaansche Republiek (ZAR) and the main port of entry at Durban. Before the construction of railways, communications were by coach or ox-wagon and depended on staging posts for passengers and for resting horses and oxen.

The following stations were established south of Heidelberg in the Zuid-Afrikaansche Republiek on the South Eastern line during the construction phase of 1894 - 1896: Heidelberg, Vlakfontein (Balfour), Greylingstad, Val, Vlaklaagte (later called Holmdene) and Standerton (Fig.1). Before the railway line was fully operational the Nederlandsche Zuid-Afrikaanshe Spoorweg-Maatskappij (NZASM) found it necessary to establish a further two stations, viz Kromdraai (between Standerton and Platrand) and Kraal (between Heidelberg and Vlakfontein).

Heidelberg, Transvaal

The station buildings at Heidelberg and Standerton were the largest and most elaborate. Heidelberg and Standerton were already towns of some importance when they were reached by the railway and thus their station buildings were designed to be in keeping with their status and also as a demonstration of NZASM prestige. The Heidelberg station building was designed by the NZASM’s architect and head of the drawing office V. van Lissa and built by the firm of D.J. Mertens and the Schuitmaker Brothers during the period September 1894 to May 1895. (Fig.2).

Kraal Station Rail Office

On the alphabetical list of post offices and postal agencies of the ZAR dated 31 December 1898, Kraal is indicated as a postal agency with opening date 1 January 1898. This is confirmed by the ‘Circulaire van het Postdepartement der Z.A. Republiek’, No. 57, dated 15 June 1898 that stated that from 1 October 1897 C.L. Plate (NZASM) is appointed as Postal Agent at Kraal.

In the Transvaal Post Office Guide dated 1 July 1902 Kraal is indicated as a POA falling under Heidelberg (Fig.3). It was also at Kraal Station that the members of Heidelberg Commando laid up their arms after the Anglo-Boer War.

Fortuna

During 1897 a branch line to the Fortuna coal-mine came into use. The NZASM established the junction of this line between the stations Kraal and Vlakfontein, and a railway halt named Fortuna was provided. Fortuna Station was closed on 30 November 1964 (Fig.4).

Vlakfontein (Balfour, Transvaal)

In the Transvaal Post Office Guide dated 1 March 1904 two offices are indicated for Vlakfontein; namely a Money Order and Telegraph Office (MOTO) and a Railway Telegraph Office (RTO) both in the Heidelberg district. According to Putzel this Railway Telegraph Office opened in June 1896 and was renamed Balfour Railway Office on 1 June 1905. Drysdall indicated that the Telegraph Office was opened on 1 May 1896. Date stamps inscribed RTO (Railway Telegraph Office) and Railway Telegraphs (Fig.5) are known to have been used to cancel stamps on normal correspondence. During the Anglo-Boer War (1899-1902) the British Army referred to Vlakfontein based on the name of the station.
Sprucewell Station
Sprucewell Station (Fig.7) was located between Vlakfontein (Balfour north) and Greylingstadt (Fig. 6), and the post office based at the station served a small number of surrounding farmers. Mail was addressed via Balfour to Sprucewell and was carried by train from Balfour to the station as and when required. This was a typical case where the station master also performed all the postal duties. The author having grown up on a farm next to this railway station can vividly recall collecting mail addressed to his father from a cabinet with pigeon holes and our surname indicated by a label on one of the holes.

Greylingstadt Rail Office
In 1887, because of the gold diggings, the town of Greylingstadt was established in a remote area. One of the problems concerning the location of the town was that the main route to Natal passed the town to the east. Furthermore the diggings didn't live up to the expectation, and when the railway line was built in 1894 and it passed the town four miles to the north of the old Greylingstadt, it was the death knell for the town. Many dealers moved their premises to the Greylingstadt Station area. A new town gradually developed around the station. During the Anglo-Boer War (1899-1902) the British Forces occupied Greylingstadt on 2 July 1900 and pitched camp (Figs.8 & 9).

Teakworth
Teakworth Station was located between Greylingstadt and Val. This postal agency opened on 1 October 1911 but closed on 1 October 1916. It later reopened on various dates and was permanently closed on 13 November 1961 (Fig.10).

Val
Opened in 1896 when the railway line was built. It closed during the Anglo-Boer War and reopened in January 1901 (Fig.11).

Cedarmont
This RTO opened on 1 December 1903. The PTA moved to Cedarmont Station in 1913 (Fig.12).

Vlaklaagte (Holmdene)
This station was opened on 1 June 1896 as Vlaklaagte and was renamed Holmdene in 1906 (Fig.13). Vlaklaagte originally had no date stamp and therefore in the case where no date stamp was available the stamps should have been cancelled as per the Transvaal Post Office Guide No. 4 instructions:

The SA Philatelist, April 2020.
“Cancellation of stamps in absence of a date stamp. If from any cause an office is not provided with a date stamp, the name of the office and the date of receipt must be written in ink on each letter posted, and in addition, in the absence of an obliterating stamp the postage stamps on the letters must be cancelled by means of two bold pen strokes drawn diagonally across each stamp, thus: X” (Figs. 14 and 15).

Standerton

According to the original plans the Standerton Station building was designed by the Natal Government Railways. Although the internal layout basically followed the NZASM type style, the rest of the design, especially the exterior, differed. Single-line handstamps with the name of the station in sans-serif upper case letters, were commonly used to identify the station sending cards advising the arrival of goods and other correspondence, for example, telegrams.

The Imperial Military Railways (IMR) was created on 17 March 1900 during the Anglo-Boer War with overall responsibility for managing the railways of southern Africa. Responsibility for administering the railways of the Transvaal was transferred from IMR to the Central South African Railways (CSAR) on 1 July 1902 (Fig. 16).

Railway Parcel Stamps

Another interesting aspect of railway philately is the use of railway parcel stamps. Before 1910 parcel stamp usage had involved the despatching station affixing parcel stamps to the value of the carriage charged to one copy of the waybill. In order to identify forwarding stations and to ensure that stamps could be...

Fig. 12: (above) Reverse of a letter posted from Cedarmont Station in 1937 using the Rail Letter Post system.

Fig. 13: (at right) Postcard with the Vlaklaagte Station. (Collection: Gawie van der Walt, Potchefstroom).

Fig. 14: Cover posted from Vlaklaagte to the USA with the annotation: '28.12.03 Posted at Vlaklaagte distr. Standerton Tvaal' with the Standerton arrival date stamp the same day 28 Dec 03.

Fig. 15: Top part of a cover posted from Holmdene on 13 March 1927 using the Rail Letter System and franked 2d. The postage fee at that stage was 1d for basic postage and 2d for the rail-letter fee. This item was underfranked with 1d.
Selection of Rail Office (R.O.) postmarks used between Heidelberg and Standerton

<table>
<thead>
<tr>
<th>Location</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kraal R.O.</td>
<td>8 Dec 03</td>
</tr>
<tr>
<td>Vlakfontein R.O.</td>
<td>31 Jul 04</td>
</tr>
<tr>
<td>Greylingstad R.O.</td>
<td>31 Jul 04</td>
</tr>
<tr>
<td>Val R.O.</td>
<td>10 Dec 13</td>
</tr>
</tbody>
</table>

All illustrated copies are hand drawn by the author except the Val R.O. postmark which is from Hagen and Naylor p. 69. Examples of all these copies are extremely rare used on cover.

Conclusion:
Most of these date stamps illustrated in this article are indicated as ‘rare’ to ‘extremely rare’ by Putzel in his four volumes (Figs.17-20). The author agrees with these ratings — because in more than 40 years of collecting, very few have been found. But the excitement and satisfaction, driving around the Heidelberg/Standerton-area, visiting farms and the elderly looking for material and then discovering odd items, cannot be described.

Sources:

Fig.16: Cover with the Imperial Military Railways cachet used in Standerton on 12 December 1901 during the ABW.

‘traded’ between stations, they were overprinted with the station codes before being issued to individual stations for example: HGR = Heidelberg, BOR = Balfour and Standerton = SNR (Figs.21-23).

3d Railway Parcel Stamp overprinted with the Heidelberg Station code HGR and used in Heidelberg 25 July 1917.

2/- Railway Parcel Stamps overprinted with the Balfour Station code: BOR

Railway Parcel Stamp overprinted with the Standerton Station code letters: SNR and used in Standerton.

The Port Elizabeth Philatelic Society (PEPS) is hosting the ALGOAPEX 2020 National Stamp Exhibition this year and as PEPS is a non-profit organisation, we have a further call for patrons. The table here shows the benefits of becoming an ALGOAPEX 2020 patron.

<table>
<thead>
<tr>
<th>Patron class</th>
<th>Amount (R)</th>
<th>Benefits</th>
</tr>
</thead>
<tbody>
<tr>
<td>Silver patron</td>
<td>1 000</td>
<td>mention in exhibition catalogue</td>
</tr>
<tr>
<td>Gold patron</td>
<td>10 000</td>
<td>free half page colour advertisement in exhibition catalogue and one place citrus farm tour</td>
</tr>
<tr>
<td>Platinum patron</td>
<td>40 000</td>
<td>free full page colour advertisement in exhibition catalogue, two places citrus farm tour and two Palmares banquet tickets</td>
</tr>
<tr>
<td>Diamond patron (naming rights)</td>
<td>250 000</td>
<td>naming rights, free full page colour advertisement (any placement) in exhibition catalogue, free dealer stand, two places citrus farm tour and two Palmares banquet tickets</td>
</tr>
</tbody>
</table>

For any further information, should you wish to become an ALGOAPEX 2020 patron, and/or wish to participate as a dealer, please contact either Rodney (rhmaclachlan@gmail.com) or Francois (francois@softchem.co.za).
AN EXCITING NEW FIND

One of the traps for the unwary in stamp collecting is to claim that a certain state of affairs exists. Years ago, when I was a member of the Germany & Colonies PS, the Secretary related how he had exhibited in a competition and his exhibit had contained examples of the three coil strips of the first definitive issue of the new West Germany. On the very next frame to his was an exhibit where the displayer had stated that only two values were known in coil format!

So one does not say that such and such an item is the only example existing, but one simply states that it is the only example of its type yet recorded, which gets one out of a potentially embarrassing situation.

There is also the perceived accuracy of authority, particularly when it is repeated (or at the least not gainsaid) in other authoritative textbooks.

I have just acquired a cover which, until I saw it, I had not believed existed.

It is a cover, marked for carriage by air, from Brindisi to Cape Town on the first of the new scheduled service of Imperial Airways - see manuscript flight markings at the very top (strike 1). It was posted at, apparently, 9am on 19.1.1932 at the Rue St Germain post office no 62 (strike 2). It was taken from that Post Office at 10.30am (strike 3) and, presumably, was then added to the mail received in Paris from Croydon on 20 January. It was then sent on the 7.30pm train to Brindisi.

The next mark is the usual (and very clear) postmark of Cape Town of 2 February (strike 4).

In Cape Town it was sent to the Returned Letter Office (RLO), and there are markings of 6 Feb (strike 5) (probably on its being received) and (strike 6) 13 Feb (probably on it being sent on its way as it had not been claimed - see the boxed marks on the front and back, (strike 7) and sent back to M Verret. It arrived in Paris on the 8.3.32 (Paris XVII mark) at 7am? (strike 8) and was finally received at Neuilly Sur Seine on the same day at 8pm (strike 9).

I am grateful to Peter Wingent, for advising that it was returned to England from Cape Town on board the Union-Castle steamer Armadale Castle, which sailed from Table Bay on 19 February, and arrived at Southampton at 06.00 on 7 March. Baldwin makes no reference at all to ‘contract’ or ‘treaty’ mail, although he does refer to mail from Ireland or North Europe. Wyndham, writing in about 1936, says that transit mail was received in London “from Ireland, America, Belgium, Holland, Norway, Sweden and Switzerland”, and in Brindisi “from Malta, and Rome”.

Neither Stern (c1972) nor Burrell (1986) attempt to identify the source of mail from any destination. So the impression has grown that no mail from France was carried, a fiction which this cover emphatically overturns. If one piece can be found, how many other examples of French mail may be out there!

I suspect that the item belongs somewhere in the category that our German friends refer to as ‘vorläuferpost’, which translates (I think) as ‘preliminary mail’, which would have been unofficially carried before any treaty for the carriage of such mail had been created between the various postal authorities.

Our friend Capt Smye was never far behind bright ideas of how to get odd items of mail onto various new services, but he seems to have missed a trick here - at least I think he did - or did he…..?1

1 I have a cover which was carried on the first flight of the internal 1929 Union Airways service from Cape Town to Johannesburg. It was created by Capt Smye, posted in France, and sent over to England, where English stamps were added to cover the air fee. No mention is made in any of the text books to mail from France existing, and the cover, the subject of this article, would invite at least a suspicion that Capt Smye might have thought of creating such an item for the inaugural schedule service to Cape Town as well?  

The SA Philatelist, April 2020.
EXHIBITING OUTSIDE THE BOX
by Members of the Sasolburg Philatelic Society

The Oxford Dictionary defines lateral thinking as “a way of solving problems by using your imagination to find new ways of looking at the problem”. Modern technology used in the printing industry enables philatelists to start thinking ‘outside the box’, and to present their exhibits in such a way that they still conform to set standards, but at the same time offers that global view and joy to onlookers.

The total area allowed to exhibitors on modern frames used in major exhibitions, allows participants to use either sixteen A4 or eight A3 pages, in order to utilise exactly 997,920mm². Imagine the same space allowed to an exhibitor on just one ‘Custom’ formatted page offering the opportunity to provide a global view of a sub-section, or a complete exhibit.

In 2017 the Sasolburg Stamp Club, better known as Oilfilat, received a number of 15-page frames from the Philatelic Federation to replace their old frames. For this generous donation the club will always be grateful. It made it possible for Oilfilat to continue with their annual October Regional Exhibition. They discarded their old wooden frames which caused all sorts of problems, and adapted their lighting system to suit the newly received frames.

However, being confronted with the problem of having to prepare and finalise an exhibit and then place it inside frames not allowing more than fifteen A4 pages, or six A3 pages, proved to be a dilemma to most exhibitors. Not only did viewers (and judges) find it difficult to obtain a global view of the exhibit, but it also meant that a normal 1-frame exhibit consisting of sixteen A4 pages was to be spread over at least two frames. Any larger exhibit, for instance, one of six frames occupied at least seven or eight frames to accommodate the number of A3 or A4 pages required. Unfortunately, having to use more frames requires more space, and it became a serious problem to accommodate all entries received.

In 2019 one of the exhibitors, Johan van Wyk, came forward with a brand new idea, namely to ‘step out of the box’ and presented his complete one-frame exhibit on a single page, fitting inside one of the old type 15-page frames. To everyone’s astonishment, he easily managed to fit the contents of his original eight A3 page exhibit into this new format. His first effort, ‘Lawn Bowls - The Real Sport of Kings’ (Fig.1) exhibited as a one-frame exhibit, lent itself perfectly to the large oval shaped white exhibiting area used, symbolising the shape of a Lawn Bowls wood.

The oval shaped white exhibiting area was again successfully employed in a five-frame exhibit of ‘The Lion’ (Figs.2-4 showing three of these frames). Asked about the cost and effort of doing it on A0 pages he informed us that it is a little more expensive than using A3 pages, but well within the scope of anyone wishing to do his/her exhibiting in this format. To overcome practical problems regarding the transport and presentation of such a large unit is quite feasible when a proper support backing is used. Preparing for the 2020 National Exhibition to be held in Port Elizabeth, his intention is to exhibit an entire project on a single custom-sized page, fitting exactly into the modern frame used by the organisers.

COMMENT from The COO - Andre du Plessis. 083 399 1755

“Interesting concept that has merit and has been utilised before. As far as I can establish from two exhibitors at National Exhibitions exhibiting one and two frames exhibits. Regarding the use of frame space, exhibitors are welcome to utilise the space as they deem fit. If it is different from the traditional page settings, and because of the normal logistics at a National Exhibition, the exhibitor might have to be responsible for the transport, storage, mounting and dismounting thereof”.

Fig.1; The contents of eight A3-pages fitted into a single older type 15-page frame.

Figs.2 - 4; Three 15-page frames forming part of a five frame exhibition of ‘The Lion’.

POST OFFICE HISTORY
Fig. 1; The contents of eight A3-pages fitted into a single older type 15-page frame.

Figs. 2 - 4; Three 15-page frames forming part of a five frame exhibition of 'The Lion'.
Built in the early 1950s, the de Havilland DH106 Comet (Fig.1) was a game-changer. It could fly higher and faster than contemporary propeller aircraft, resulting in a smoother and quicker journey. It offered a relatively quiet, comfortable passenger cabin and was commercially promising. Today, the Comet is still considered as a revolutionary development in air travel, much as the Concorde was some 20 years later. It was Britain’s hope of gaining part of the post-war aircraft market in the face of overwhelming American competition.

It appeared to be an engineering marvel, far in advance of all other passenger aircraft. An outstanding feature was the four engines buried within the wing roots (Fig.2) with elliptical air intakes which reduced drag and allowed for a much smaller fin and rudder thus creating a sleeker form. But accessibility was difficult and in the long run the buried configuration was not viable.

The only other passenger aircraft to place the engines in the wing roots was the Russian Tupolev TU-104 (Fig.3) which entered service with Aeroflot, 15 September 1956. Unlike the Comet 1, the Tu-104 was unreliable, heavy, very unstable and poorly controlled in flight.

BOAC inaugurated the world’s first scheduled jet service on 2 May 1952 to Johannesburg (Fig.4), taking 21 hours and 30 minutes for a return fare of £315 (worth £6,654 or R129,800 in 2020). The network quickly spread eastwards, extending as far as Tokyo, covering some 40,000 km in total. A big drawback was the Comet’s limitation to a four-hour flight, or a maximum range of 2,400 km. This eliminated the all-important transatlantic route.

Despite this … it began to look as if BOAC would be able in one stroke to place itself at the forefront of the airline industry, thus conquering the handicaps of wartime drought and post-war deficiencies (Higham, 2013:138). This was not to be. The Comet was plagued with problems. (BOAC did not give their Comets names; the registration is used to identify specific aircraft.)

- 26 October 1952: G-ALYZ failed to take off at Rome.
- 21 January 1953: G-ALYY landed short of the runway at Entebbe, a result of downdrafts. The aircraft was repaired and returned to service.
- 3 March 1953: A Comet on a delivery flight for Canadian Pacific crashed on take-off at Karachi.
- 2 May 1953: G-ALYV broke up on take off at Calcutta during a storm and was destroyed by fire.
- 25 July 1953: The landing gear of G-ALYR was forced up through the wing while taxing in Calcutta.
- 10 January 1954: G-ALYP, en route Singapore – London, took off from Rome and disappeared. It was later established from fishermen the aircraft had exploded about half an hour into the flight. The wreckage was salvaged by the Royal Navy and returned to the UK where the aircraft was reconstructed. All Comets were grounded and inspected in attempts to establish the cause of the crash. The cause was never found, yet sixty modifications were approved and the aircraft returned to service on 23 March 1954.
- 8 April 1954: G-ALYY disappeared after take-off from Rome.

Thus, in a period of twelve months there were three fatal crashes. SAA entered into an agreement with BOAC to charter two Comets which would operate the London - Johannesburg route. The two aircraft kept the BOAC colour schemes but added SAA titles and logo to the nose and tail (Fig.5). These aircraft were operated by SAA crews. This meant there were four Comet services a week, two by SAA and two by BOAC (Fig.6). The SAA service started on 6 October 1953. First flight covers were issued by SAA and were available from the airport. Kronstein (1957b:52) says there are as few as 30 known, as very little attention was paid to the inaugural flights.

Flight SA201 arrived at Rome’s Ciampino Airport for refuelling on Wednesday, 7 April 1954, at 17h35, ahead of schedule (see Fig.6) with seven crew and fourteen passengers (see sidebar). After refuelling the fuel gauge showed no reading. A new cable had to be brought out from the UK which delayed the flight for 25 hours.
While tracing the fuel gauge fault, 30 bolts were found lying inside the wing, while those holding an inspection panel were loose. It was presumed this omission was from the inspections following the crash of G-ALYP in January 1954. The flight eventually left on Thursday, 8 April 1954, at 18h57 after the repairs had been completed. At 19h05 Captain Mostert radioed ahead to Cairo with their estimated time of arrival. Five minutes later Cairo tried to contact G-ALYY but failed. No further messages were received - another Comet had disappeared.

Fig. 5: An in-flight publicity photo of Comet G-ALYY showing SAA markings which were added to the nose and tail.

Fig.6: Extract from the SAA timetable for November 1953 showing the Comet flights and routes. Timetables can provide valuable information regarding the interpretation of flight covers.

A search of the area could only start the following morning in daylight, but the quest was unsuccessful. By 15h00 of the afternoon, 10 April 1954, an oil slick was spotted off the coast of Naples (Fig.7). Ships from the Royal Navy then located six bodies, some floating debris and two mail bags. The remains of the airframe could not be retrieved as in the case of the G-ALYP crash: the sea was too deep at 950 m.

The Comet was grounded again on 12 April 1954, for the second time in three months and the Certificate of Airworthiness was withdrawn. The similarities between the two accidents could not be ignored.

Nierinck (1984:277) says that one mail bag was opened at Khartoum and mail forwarded with a note. The second bag which also contained mail for Sudan, was opened in Rome where a cachet in Italian was applied. This explanation by Nierinck does not account for the existence of covers addressed to Cape Town. It is hardly likely that mail for South Africa, the end point of the flight, would be included in a bag of Sudanese mail – see the route given in Fig.6. Burrell et al (1987:232) record that One known cover, postmarked Shipley, which was addressed to Cape Town, received a cachet. Burrell et al do not illustrate the cover. A second cover addressed to Cape Town is shown in Figs.8 & 9.
Fig. 8 Crash cover from flight SA201, post marked Holloway, 6 April 1954, returned to sender with various cachets applied. The return strike for Maitland Depot is dated 24 July 1954.

Fig. 9: Reverse of the cover shown in Fig.8.

It is not known where the cachet was applied. Covers from flight SA201 are difficult to find and none from Sudan have been seen.

Following an extensive investigation of wreckage from the 10 January 1954 crash and a test aircraft, together with a formal inquiry, it was found that fractures occurred in the roof of the cabin and the windows which caused an explosive decompression. The official findings were released 1 February 1955.

Both crashes were attributed to metal fatigue caused by repeated pressurisation – a phenomenon not fully understood at the time. The problem was made worse by using punch rivets around the corners of the window frames instead of drilling rivet holes. The imperfect nature of the holes caused fatigue cracks to start in the metal, which was also far too thin, around the rivets (Figs.10 & 11).

Fig. 10: Failure of the window corners causing explosive decompression.

Fig.11: Inside image of a pressure fracture at a window in the test aircraft.

The sharp cut-out corners of the square windows were subjected to greater stress than the rest of the cabin. This marked a turning point in aircraft development. As a result, all jet aircraft now have much rounder corners to eliminate the stress.

Sales of the Comet 1 dried up rapidly with no interest in the Comet 2 or Comet 3. The Comet 4 (Fig.12) did notch up an important achievement when BOAC operated the first transatlantic crossing by jet, three weeks ahead of the Pan Am service. However, the Comet 4 was quickly eclipsed into obscurity by the iconic Boeing 707 (Fig.13). Proposals for a Comet 5 never materialised.
Even though the Comet was a symbol of British design, the subsequent publicity surrounding the metal fatigue failure (Fig.10) was not to be trusted. A consequence was the loss of technological supremacy. Yet, the Comet 1, despite its flaws, marked the development of a new phase of flying: that of a packaged system of travel which was cheap, simple and democratic.

Fig.12: Comet 4 with pinion fuel tanks on the outer wings.  
Fig.13: Boeing 707

References


A beautiful proof ex Major Harold Criddle; ‘From a specialised stock of this fascinating Colony’

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In recent years, one of my philatelic interests has been the collecting of Rhodesia 1d Double Heads used fiscally on piece or document. Often hidden from sight for nearly a century, they mostly maintain their wonderful original colours. With over 14 million being printed between 1910 and 1913 from two plates (which deteriorated over that time), combined with a variety of inks, they provide an array of colours and a veritable feast of flaws.

My purpose in the main has been to focus on the colours and the social history that emerges from these items. (If I am brave, and have been fortified with a gin and tonic, I venture into the plating, but that is another story.) Here are two examples.

The first document (Figs. 1 & 2) comes from Fitt & Co., Brokers and General Agents, in Gatooma, Southern Rhodesia (now Kadoma, Zimbabwe). It is dated 1 November 1912, and signed by Geo. S. Fitt. George Septimus Fitt was born in London on 12 February, 1863; he came from humble beginnings. Initially a rubber merchant, he later enlisted in the 3rd Glamorgan Volunteer Rifles. He then moved to Rhodesia where he was appointed, Lieutenant, Salisbury Field Force Corps in the Matabeleland Rebellion of 1896, and Captain and Officer Commanding, Garrison Volunteers Corps in the Mashonaland Rebellion of 1897. Writing back to Wales after the Mashonaland Rebellion he comments:

I have been in several lively fights and been successful each time. My first was on an occasion on which I was sent with 60 men as rear-guard to a convoy of waggons foraging for grain, and we came to a farmhouse, but the advance guard 60 yards in front, instead of thoroughly examining the outbuildings, went into the house and began to loot (the owner having been murdered), not noticing that the outbuildings were crammed with rebels. The rebels then let us get within 100 yards and then gave us and the farmhouse a volley. I was ordered to take the left wing and promptly got my men in skirmishing order and rapidly advanced by half troops by rushes to within 60 yards, being subject to a hot fire from the rebels, who had good cover, whilst I had to come right on in the open, with bullets whistling all round. After a few volleys I charged the building, clearing them out with a loss to them of 11 and not one wounded on my side.

They fired too high, and it is lucky for me they did, for I was mounted and only two yards in the rear of my firing lines all the time, riding up and down to give orders. Meanwhile I had got ahead of the Maxim, in the centre, and was marking the fire, so I had to wait for that and the right wing to come up. They had managed to settle another 20 so we did fairly well that day. We drove them into some mountains, as they were some 3000 strong and had a considerable number of mounted men among them. This was the last time the rebels stood against us outside their own rocks...

After these events, Fitt returned to Wales where he wed Amelia Salmon of Swansea. The wedding took place in the Walter Road Congregational Chapel, Swansea. They then went out to Rhodesia, eventually settling in Gatooma. Becoming a successful business man (Fig.4) Fitt was Mayor of Gatooma on two occasions: 1917 and 1927-1930 (Fig.5). He died in 1947 at the age of 94.

Back to the document and stamp. The stamp, from the B Plate, is Position 85, identified by the flaw in the panel above the ‘AF’ in AFRICA. The second item is a statement and receipt from the Avondale Village Management Board dated 31 May, 1912. (Fig.6) The stamp is position 24 showing the clumsy recut at the top left hand corner which is a primary flaw from the Master Plate.
Avondale was the earliest suburb established in Salisbury (1903). The first official European marriage ceremony in Rhodesia took place on the Avondale farm in 1894 when the Count de la Panouse was married to Fanny Pearson (Countess Billie) by Lt Col. Hugh Marshall Hole. Marshall Hole was the Private Secretary to Sir Starr Jameson, the first Administrator of the British South Africa Company in Rhodesia. Countess Billie managed the dairy farm and at the time supplied Salisbury with 100 bottles of milk a day and 100 pounds of butter a week. The statement/invoice is an example of the ‘informal apartheid’ that existed in early Rhodesia. And one could go on and on. There is something endlessly fascinating about exploring these primary documents and the stamps thereon.

References:
In previous episodes of this series of articles on covers that tend to be somewhat out of the ordinary, I chose to illustrate and discuss items from the Americas (June 2019) and Europe (December 2019). Now it is the turn of Africa and I have selected five such covers from my collection of ‘Issuing Authorities of the World’. In this part of my collection, the continent was represented by approximately five hundred authorities of which more than fifty were ‘on cover’. Certain of these, including such highlights of a ‘local’ nature as the ‘Coleman Provisional’ of Natal of 1895 and the Wolmaransstad overprint of 1900 from the Anglo-Boer War have already appeared in articles that I have previously contributed to The SA Philatelist. However, from the remainder I have chosen five which might conceivably prove to be of general interest to the readers of the Journal.

Controlling as it did the western entrance to the Mediterranean, the northern coast of Morocco was of particular interest to those European countries that had trading interests in the East. Predominant amongst these were France, Germany, Spain and Great Britain each of which established and operated postal agencies of their own in the country from the mid-19th Century until well into the 20th Century. From 1886, the British ran such agencies in nine different towns including Tetouan where, between 1886 and 1898, stamps of Gibraltar, already denominated in the Spanish currency, were used for postage. Although Gibraltar itself was to revert to the use of sterling in 1898, it continued to issue stamps in centimos and piasters for use at all of the British agencies in Morocco. From that date, a number of issues were overprinted with the title ‘Morocco Agencies’ for, in particular, the franking of parcels and airmail post. Commencing in 1907, certain issues of Great Britain were used throughout the country at either their original face value of shillings and pence or with a surcharge in Spanish centimos of which an example is shown in Fig.1.

This cover was posted from Tetouan on 26 June, 1935, and gained entry into England via the port of Plymouth in Devon on 4 July. The back flap of the envelope bears the legend “Circulo Recreativo Israelita Tetuan” reminding us that a number of the agencies were under Jewish administration at that time. The northern section of the country bordering largely on the Mediterranean is listed as Spanish Morocco while the southern section was formerly French Morocco.

Further south, a large block of countries and their postage stamps fell, for many years, under the overall title of ‘French West Africa’. This included Mauretania, French Guinea, Dahomey, Ivory Coast, Upper Volta, Niger, Senegal and French Sudan. In the absence of a dependable road system, much of the commerce in the territory made use of the River Niger. Gao is the downstream terminus of the river steamers while Mopti, some 320 miles to the west and known as ‘The Venice of Mali’, is built on three islands at the confluence of the River Niger and the River Bani. The stamps on the cover of 2 March 1949 and shown in Fig.2 were cancelled at a French post office on a Niger riverboat on the Mopti-Gao section of the river. The cover, which was destined for Bamako, the capital of Mali, has a back-stamp of 9 March indicating that the letter was one week in transit.

Staying in West Africa but a little further South we come to Liberia, a territory formerly known as the Grain Coast and which was chosen in 1822 as a refuge for liberated American Negro slaves, an undertaking that was to provide an appropriate name for the new country coming as it did from the Latin adjective liber meaning ‘free’. Some twenty-five years later it was to become one of only two republics in Africa. Prior to the widespread 20th-Century emancipation of numerous countries on the continent, Ethiopia was, at that time, the only other republic in the whole of Africa. Liberia has the distinction of being one the earliest countries in the
world to issue pictorial stamps. The first set of 1860 featured an allegory of ‘Liberty’ with a sailing ship in the background and was denominated in the currency of the USA as, apart from 1- and 2-cent pieces, the country had little currency of its own until 1896. A complete set of the six triangular airmail stamps of 1936 is shown in Fig.3 on a cover of the following year which was flown from Monrovia, the capital, to Casablanca in Morocco. It is believed, though, that there was no direct flight to that country and it was therefore necessary for the letter to be routed via Paris, France. However, in spite of the ‘roundabout’ trip, delivery was achieved in no more than seven days.

On the other side of the continent and, like Liberia, to the north of the Equator, lies the Somali Democratic Republic or, as it is more commonly known, Somalia. The larger, southern part of the country of which the eastern limit was the coastline of the Indian Ocean, fell under the administration of Italy by whom stamps were issued from 1903 until independence was achieved in 1960. From 1874 to 1903, the northern part of the country that bordered the Gulf of Aden fell under the administration of the British Colonial Office and was referred to as British Somaliland. In 1903, control of the country was passed to the British Foreign Office and it became the Somaliland Protectorate as shown by the stamps on the cover featured in Fig.4. In 1938, stamps in a typical African design and with the head of King George VI were printed by Waterlow & Sons and were to be reprinted in 1942 showing a different portrait of the King. The face value of this latter set was expressed in the Indian currency of Annas and Rupees but was surcharged in 1951, as illustrated on the cover of 1952, when the Indian Rupee was replaced by the East African Shilling of 100 cents. Unfortunately, the name in the cancellation on this cover is unclear but is, in all probability, that of the coastal town of Berbera from which the flight to Aden on the northern side of the Gulf would have been one of approximately 200 kilometres.

Prior to October 1899, there was little by way of a formal postal service in Swaziland. A runner carried mail once a week from Bremerdorp (now Manzini) where Transvaal stamps were affixed for onward delivery. Mail bags were sent somewhat less frequently to Delagoa Bay and Piet Retief. Legal chaos reigned in the country due to the habit of the Swazi Chief Umbadine of allocating concessions to virtually anybody for anything. In October 1888, he granted the ‘Postal Rights’ over the entire country to one J.R.Harrington for a consideration of one hundred and twenty pounds!

With the establishment of the Swaziland Condominium in 1889 under which Great Britain and the Transvaal were jointly responsible for the administration of the country, it was the Transvaal that held the Postal Concession. A noted philatelist of the day, Emil Tamsen, addressed a quantity of numbered and registered covers to his address in Waterberg, Transvaal. That shown in Fig.5 was posted at Embekelweni on 7 July 1890 and bears the postage stamps of the Zuid-Afrikaansche Republiek to an amount ninepence-halfpenny. The cover has a transit strike of Bremerdorp on the following day and was, apparently, No.8 in Mr.Tamsen’s series. Without material of this nature there would, quite possibly, be a limited amount of the Postal History of the period available to philatelists today. The damage at the top of the cover was caused, according to a note in manuscript on the reverse, by an invasion of white ants! Postal services collapsed during the Anglo-Boer War and the country became a British Protectorate in 1902. It was only in 1933 that a set of definitives replaced the stamps of South Africa.

Pending independence, the country became a Protected State in 1967 and was established as an ‘Independent Kingdom’ in the following year.
POSTAL HISTORY

GOLD RUSH, SEA MAIL AND POSTAL AGREEMENTS

There are at least 15 covers that have survived which were sent in 1884 and 1885 by sea mail from Sidmouth, England to Natal and addressed to Alan E. Ede at Newcastle, where 14 covers were re-directed to Moodies Reef, Barberton (Table 1). This correspondence is of outstanding postal history importance because:

- Inward mail to early gold rush diggings is scarce,
- The sea mail contracts from England to Cape Town were shared by two shipping companies under strict compromise agreements,
- The date and port of departure as well as the name of the vessel that would take the mail was inscribed on the front of all 15 covers by the sender.
- The postal convention including the postage rate between the Transvaal and Natal was being re-negotiated between the two governments.
- Using these covers and the dates of the various postmarks, the postal route from Newcastle, Natal to Moodies gold field could be determined.

The discovery of gold at Moodies

Following the gold rush to the De Kaap in the lowveld of the eastern Transvaal, which began in early 1882 conditions deteriorated, due to incidences of malaria and sleeping sickness. These circumstances led to Augusta Robert (better known as French Bob), James Ingrim and Jim Murray to cross the valley to higher ground where they prospected for gold on ‘Moodie’s’ estate owned by George P. Moodie. He had surveyed the railway route between Pretoria and Delagoa Bay and in lieu of payment he was granted 13 farms by the Transvaal Government. Subsequently George Moodie was appointed Surveyor-General in the Transvaal (Annhaeusser 2012).

On 3 June 1883 French Bob (Fig.1) found gold on Moodie’s estate (on Oorschot & Ameida farms) and named the claim ‘Pioneer Reef’. Hordes of diggers converged on Moodies with much frenetic activity as new deposits were located in the area (Annhaeusser 2012). The gold rush to Moodies established the Transvaal as one of the principal gold producers of the world (Bulpin 1965) The finding of gold at Moodies as well as reef gold to the east in creeks leading out of the mountains resulted in the town of Barberton (Fig.2) being proclaimed in June 1884 (named after brothers Fred and Harry Barber and their cousin Graham). The Barberton postal agency was opened on 23 September 1885 (Putzel 1986) and was upgraded to a post office on 1 October 1886. A post office agency was also opened at Moodies on 1 January 1887 (Putzel 1986), a datestamp reading MOODIES GOLDV SEP 87 is described by Mathews (1986).

The Sea Mail Contract of October 1883

The Cape sea mail contract had been awarded by the General Post Office, London to the Union Steam Ship Company for many years. However in 1872, when an 8-year contract was again offered to the Union Company, it was challenged by Donald Currie and his supporters. A heated dispute arose and the British House of Commons refused to ratify the proposed contract. This resulted in the previous 1868 to 1876 contract remaining in force (Dickson 2008 & 2010).
provided by Currie; the mail being taken by the SS Florence. The postage rate for the Cape and Natal overseas mail was 4d per half ounce (i.e. the Sea Letter rate) compared to the one shilling rate charged in terms of the packet mail contract with the Union Line; thus a saving of 8d. A 2d accounting fee applied to the coastal service between Port Natal and Cape Town (Figs.3 & 4). Currie therefore undercut the Packet rate and bettered the efficiency of the Union service.

In July 1876 the postage rate for Packet Mail between England and Cape Town was reduced from one shilling to 6d per half ounce. The Cape Post Office then entered into an agreement with the Union Line and the Castle Company in October. Ships departed on Friday and alternated weekly between the two companies, the passage was fixed at 26 days. However the two companies were forbidden to amalgamate but received the whole postage amount (Fig.5).

The 15 covers comprising the Allan Ede correspondence are listed (Table 1.) and cover the period from March 1884 to January 1886. This mail was taken by nine Union Line sailings and six Castle sailings from Plymouth / Dartmouth to Cape Town (Figs.5, 6 & 7). The mail cancelled on 18 July 1884 and 10 December 1885 taken by the Union Line and Castle Line respectively, and a week later (i.e. that of the 25 July 1884 and 18 December) by the Castle Line and Union Line respectively, prove that the sailings alternated weekly between the two companies. It is also clear that the two companies stuck to the sailing schedule as mail was usually received (87%) at Newcastle 31 days after leaving England. The cover carried by the Hawarden Castle received at Newcastle on SP 8 84 was redirected to ‘Moodies Reef, via Kantoor’ i.e. Barberton not named (Fig.8). This place (Kantoor) near the Kaap Valley had such a sinister atmosphere that it was officially named Duivel’s Kantoor (office of the devil). In 1882 it was a small town but was later re-named Kaapse Hoop (Bulpin 1965).

**Table 1.** (at right) List of 15 covers sent from Sidmouth, England to Newcastle, taken by either the Union or Castle packet companies to Cape Town with date of sailing and arrival at Newcastle, Natal.

<table>
<thead>
<tr>
<th>SHIP</th>
<th>PACKET Co.</th>
<th>Date left UK</th>
<th>Date @ Newcastle</th>
<th>Transit Date Stamp</th>
<th>No. days UK to Newcastle</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trojan</td>
<td>Union</td>
<td>MR 21 84</td>
<td>AP 21 84</td>
<td>na</td>
<td>31</td>
</tr>
<tr>
<td>Spartan</td>
<td>Union</td>
<td>JU 20 84</td>
<td>JY 21 84</td>
<td>22 JY 84 (? )</td>
<td>31</td>
</tr>
<tr>
<td>Moor</td>
<td>Union</td>
<td>JY 18 84</td>
<td>AU 18 84</td>
<td>na</td>
<td>31</td>
</tr>
<tr>
<td>Grantully Castle</td>
<td>Castle</td>
<td>JY 25 84</td>
<td>AU 25 84</td>
<td>na</td>
<td>31</td>
</tr>
<tr>
<td>Hawarden Castle</td>
<td>Castle</td>
<td>AU 8 84</td>
<td>SP 8 84</td>
<td>SEP 9 84 (MN Stroom)</td>
<td>31</td>
</tr>
<tr>
<td>Pretoria</td>
<td>Union</td>
<td>SP 12 84</td>
<td>OC 16 84</td>
<td>17 OC 84 (Utrecht)</td>
<td>34</td>
</tr>
<tr>
<td>Roslin Castle</td>
<td>Castle</td>
<td>OC 3 84</td>
<td>NO 3 84</td>
<td>6 NO 84 (Newcastle)</td>
<td>31</td>
</tr>
<tr>
<td>Trojan</td>
<td>Union</td>
<td>FE 13 85</td>
<td>MR 16 85</td>
<td>na</td>
<td>31</td>
</tr>
<tr>
<td>Spartan</td>
<td>Union</td>
<td>FE 27 85</td>
<td>MR 30 85</td>
<td>na</td>
<td>31</td>
</tr>
<tr>
<td>Northum Castle</td>
<td>Castle</td>
<td>AP 17 85</td>
<td>MY 18 85</td>
<td>+ 21 JY (Newcastle) + Pretoria?</td>
<td>27</td>
</tr>
<tr>
<td>Hawarden Castle</td>
<td>Castle</td>
<td>MY 15 85</td>
<td>11 JU 85</td>
<td>+ 21 JY (Newcastle) + Pretoria?</td>
<td>27</td>
</tr>
<tr>
<td>German</td>
<td>Union</td>
<td>JU 19 85</td>
<td>JY 20 85</td>
<td>na</td>
<td>31</td>
</tr>
<tr>
<td>Athenian</td>
<td>Union</td>
<td>NO 20 85</td>
<td>DE 21 85</td>
<td>na</td>
<td>31</td>
</tr>
<tr>
<td>Tartar</td>
<td>Union</td>
<td>DE 18 85</td>
<td>JA 18 86</td>
<td>na</td>
<td>31</td>
</tr>
</tbody>
</table>
The 1879 ‘Map of the Transvaal and Surrounding Territories’ by F. Jeppe confirms this postal route, that is, from Pretoria to Lourenço Marques there was a postal route from Pretoria to Middleburg (numeral 12), Lydenburg (numeral 13), Pilgrim’s Rest (numeral 14) and on to Lourenço Marques passing through Duival’s Kantoor in the Crocodile River valley to the border with Portuguese East Africa.

Three covers from the Alan Ede correspondence (Table 1) confirm part of this postal route. These are the cover brought by the Hawarden Castle cancelled at Newcastle on SP 4 84 and back stamped M.W. Stroom, cover brought by the Pretoria cancelled at Newcastle on OC 16 84 and back stamped Utrecht, and the cover brought by the Hawarden Castle cancelled at Newcastle on MY 15 85 and back stamped Pretoria. Unfortunately all the covers do not have any further indication of the post offices through which they passed before their arrival at Moodies / Barberton. But it is suggested that from Pretoria they were taken via Lydenburg, Pilgrim’s Rest to Duival’s Kantoor and finally on a branch route to Barberton.

References:
The American Board Mission at Mt Selinda, Southern Rhodesia
by Sean Burke <seanburke_1@yahoo.com> Rhodesian Study Circle

One of the more interesting aspects of collecting postal history from Rhodesia and Nyasaland (now Zambia, Malawi and Zimbabwe) is concerned with the various foreign missions that established themselves in Central Africa in the late 19th and early 20th Centuries. Many of these original missions have evolved and now operate under local authorities.

The first postal agent at Mt Selinda was Dr William Thompson from the mission. In 1893, he and two others established the mission under the auspices of the American Board of Commissioners for Foreign Missions. Thompson had, in fact, met Cecil Rhodes on the ship to Beira in the then, Portuguese East Africa. Rhodes arranged for the mission to be granted a track of land along the eastern border of Rhodesia.


The first permanent medical mission staffed by a medical doctor began when Dr W.L. Thompson, a medical missionary of the American Congregational Church, opened a dispensary at Mount Selinda in 1893. A fellow American missionary, of the American Board of Commissioners for Foreign Missions, Dr William T. Lawrence, opened a small hospital at Chikore mission (about 400 km from Mt Selinda) in 1900. The dispensary at Mount Selinda was gradually expanded until it became a full-fledged hospital — the Willis F. Pierce Memorial Hospital - which was formally opened in 1912.

Today the Mission Station comprises a church, primary school, a secondary school with boarding facilities, a farm, grinding mill and the Willis F. Pierce Memorial Hospital which is also known as the Mount Selinda Hospital.

Now for a brief taste of the postal history possibilities: these two items of postal history come from the American Board Mission at Mt Selinda. They reflect the change of postal rate from 2½d rate that applied to the USA up until 1st January, 1922 to the new 3d rate. The first is cancelled MOUNT SELINDA 15 MY / 16, and the second 7 FE / 23.

References continued:


Acknowledgements:

My thanks to Messrs Richard Johnson, Keith Klugman, Alan Macgregor and Chris Rainey for the information from covers in their possession as given in Table 1.
The ‘Flying Saucer’ flaw is one of the most obvious flaws in SA philately, which is easily visible to the naked eye. It is one of the most interesting and intriguing flaws and it played an important role in understanding what happened in the printing of the Protea Series.

The ‘Flying Saucer’ flaw occurs on the three cent and the one cent stamps of the Protea Series. It is a large ovoid blob of colour on the top margin. It looks like a spaceship on the horizon. The colour of the flaw is the same as the colour of ‘RSA’. This is an important observation and its relevance will become obvious later. The flaw is constant and occurs on stamp R9/4 of every B pane.

This leads to the first question: How can the same flaw occur on two different stamps? The only way this can happen is if there is a common cylinder. (The same cylinder is used to print both values). Cylinder 722 is the common cylinder. However, having answered this question, three more problems became obvious and required an answer.

The First Problem
Nine values were printed by photogravure, the 1c, 2c, 3c, 4c, 5c, 8c, 10c, 15c and 20c. Cylinder 722 was the common cylinder in all these values and printed ‘RSA’, BUT, only the 3c and the 1c values have the ‘Flying Saucer’ flaw. One would expect all the values printed by Cylinder 722 to have the ‘Flying Saucer’ flaw. However, none of the other seven values printed by Cylinder 722 have this flaw.

The Second Problem
The three cent value was found with and without the ‘Flying Saucer’ flaw. (Figs.2 & 3). Comparison of the two sheets shows that:
- The date (10.08.76) is the same.
- The suffix (-0) is the same.
- Cylinder numbers are the same.
- The fly-speck varieties are the same.
- The only difference is the absence of the ‘Flying Saucer.’

The Third Problem
The ‘Flying Saucer’ flaw on the 1c stamp remained. It remained for a further three years until October 1980.

The Explanation
To understand what happened, we must know the chronological sequence of the Protea Series.
- The Third Definitive Series was released in May 1977.
- Printing occurred before this date to be ready for sale in May 1977.
- The first two values printed were the 3c and the 1c stamps.
- These are the only two values that have the Flying Saucer flaw.

It is easy to suggest that the cylinders were cleaned or repaired to get rid of the flaw. This would explain the seven missing ‘Flying Saucers’ and the missing flaw on some 3c stamps, but this does not explain how the flaw persisted for another 3 years on the 1c stamp.

The first step to unravelling these mysteries was the realisation that the MAP (Marginal Bars, the Arrows and the Pane Letter) was BLUE in the sheets with the flaw and GREEN in the sheets without the flaw (Fig.4).

Where does the green come from?
When blue is combined with ochre, the result is a green colour. This can best be seen in Fig. 5, the top right corner of the B pane where there is a large defect in the outer marginal bar in the second row. The marginal bars are blue but the defect is white, the colour of the paper.

In the sheets without the flaw, the marginal bars are green, but the defect is ochre proving that the green...
colour is the result of the superimposition of blue and ochre.

If the super-imposition of the two cylinders is not perfect, double or treble colours result (Fig.6).

The two primary colours, ochre and blue are on the outer edges of the MAP and green is in the centre.

**Fig.4: The Marginal Bars and the Arrows are BLUE on the sheets with the flaw and GREEN on the sheets without the flaw.**

**Fig.5: The defect in the outer marginal bar in right selvedge, row 2, pane B.**

**What happened?**

In the sheets with the BLUE MAP (the sheets with the ‘Flying Saucer’ flaw) Cylinder 720 prints the MAP in blue and Cylinder 722 prints ‘RSA’ in ochre.

**Fig.6: If the two cylinders are not in perfect alignment, two or three colours result.**

Cylinder 722 (State 1) printed the three cent and the one cent stamps. A new cylinder, Cylinder 722 (State 2) was used to print the two cent stamp on 30 September 1976 and the fifteen cent stamp on 3 November 1976.

The next five values to be printed (5c, 20c, 4c, 8c and 10c) were printed with yet another ‘new’ Cylinder 722 (State 3)

The final Cylinder 722 (State 4) was used to print a new issue of the three cent stamp on 6 April 1977. The information on the cylinder blocks did not change, the date and the suffix remained 10 August 1976 and (-0) respectively. These are the sheets with the GREEN MAP and no ‘Flying Saucer’ flaw.

**How was Cylinder 722 modified?**

Cylinder 722 was modified to print the Marginal Bars, the Arrows and the Pane Letter (MAP) as well as ‘RSA’.

**Why was Cylinder 722 modified?**

There are four common features on every Protea stamp printed by photogravure, ‘RSA’, the Marginal Bars, the Arrows and the Pane Letter. In the first two values printed, two cylinders were used to print the above. The printers then realised that they would have to make a separate cylinder for each value to print the MAP as well. How much easier to use a common cylinder. They already had a common cylinder, so why not modify it to print the MAP?

Of course, they also realised that there was a major flaw on the original Cylinder 722 (The ‘Flying Saucer’ flaw} and that this would be a good opportunity to eliminate the flaw.

**Answer to the First Problem**

The first two values to be printed (3c and 1c) were printed by Cylinder 722 State 1 and have the ‘Flying Saucer’ Flaw. The other seven values were printed by Cylinder 722 States 2 – 4 which did not have the flaw

**Answer to the Second Problem**

Sheets with the flaw and those without the flaw were printed by two different cylinders, Cylinder 722 State 1 and Cylinder 722 State 4 even though their cylinder blocks contain identical information.

**Answer to the Third Problem**

The ‘Flying Saucer’ flaw remained on the one cent stamp until 21 October 1980 when the second issue appeared. Cylinder 722 State 4 was used to print Issue 2 and thus there is no flaw. According to information published in *The SA Philatelist* (Ref.3) five hundred and seventy-one thousand sheets of Issue 1 were printed and delivered to Philatelic Services. Only ninety thousand sheets of Issue 2 were printed and delivered. The three cent and later the four and five cent stamps were used for standard postage and large numbers were printed and used. The demand for the one cent was not so great. There were adequate stocks of Issue 1 to last until 1980 when a new supply was ordered, Cylinder 722 State 4 was used to print with the disappearance of the ‘Flying Saucer’.

**References**


**Note:** The suffix, after the sheet number, ‘-0’ indicates the first or original printing. The suffix on the second printing would be ‘-1’ and so on.
LOCAL EVENTS & SOCIETY NEWS

FISH HOEK PHILATELIC SOCIETY
Founded in 1954 and still promoting philately in the ‘Deep South’ of the Cape Peninsula. Circ 50 – 30 members and often a few guests gather once a month. FHPS reaches a wider audience on the internet since launching their website. Please have a look and maybe get ideas or inspiration for your own society. The society meets every first Tuesday at 19h30 at Civic Centre, Minor Hall, Recreation Road, Fish Hoek. President: Dave Young, Email: daveeuseyoung@gmail.com Secretary: Volker Jansen. Website: www.fhps.info

PORT ELIZABETH PHILATELIC SOCIETY
The society meets monthly at 19:00 on first non-holiday Monday at the Bible Society House, 31 Cotswood Ave, Cotswood. For more information contact either President Francois Friend, 082 534 8000, from visit softchem.co.za; or Vice president, David Brown 041 360 4025; or Secretary / Treasurer Rodney Maclachlan 021 619 3409.

STELLENBOSCH FILATELISTE VERENIGING
Meeting – 1st Tuesday of the month at 19:00. Plok: Bibliothek, La Clémence aftreeoord, Webers-valleieweg /Road, Stellenbosch. Ons hou uitstallings, ontvang gassprekers, ervaar praatjies/ demonstrasies, monthly newsletters with news on local philatelic activities, Show, Tell and Ask sessions covering all aspects of the hobby of stamp collecting. Bepoekers altyd welkom. Visitors always welcome. Join us. Korn saam van kontak stellensboschstamp@gmail.com

PAARLSE FILATELIS
Sedert 1951
Die Paarlse Filateliste vergader elke maand op die tweede Donderdag van die maand om 19h00. Filateliste, seelversamelaars en beoekers is bie welkom. Vergaderings is baie informeel en daar word lekker gekuier en daar is altyd iets te leer (en te ete). Vir meer inligting oor deelname of vir more informasie te ontvang, neem contact met die President, Werner Barnard, Email: wember@axess.co.za

GEORGE PHILATELIC SOCIETY
The Society meets every 2nd Thursday of the month, in the Minor Hall, Presbyterian Church, 8 Caledon St. President: Nick Zerbst 0836255804, Secretary: Rob Sinclair-Black 044 8746337. Email: robsta@mweb.co.za

BELLVILLE PHILATELIC SOCIETY
Monthly meeting, 2nd Wednesday, in the auditorium of the Bellville Library, Charl van Aswegen Rd, Bellville. Meetings start at 19h00 to 21h00 and consist of club cup competitions, workshops and fun evenings with specific themes. Members from other societies are regularly invited. Chairperson: Werner Barnard; Email: wember@axess.co.za

President: Riaan Gawie Hugo: 083 956 2410
gawiehugo@gmail.com of Riaan Gawie Hugo

Visitors always welcome.

THE ROYAL PHILATELIC SOCIETY OF CAPE TOWN
Meetings are held every 2nd and 4th Monday of the month at 8.00pm at the Athenaeum, Camp Ground Road, Newlands. Visitors are always welcome. Email: royalphilchic@gmail.com President: Jan Hofmeyr 021 7901811 Secretary: Victor Millard 0828028882 or 021 6714613 Website: https://www.rpsct.org/

STELLENBOSCH PHILATELISTE
Meeting – 1st Tuesday of the month at 19:00. Plok: Bibliothek, La Clémence aftreeoord, Webers-valleieweg /Road, Stellenbosch. Ons hou uitstallings, ontvang gassprekers, ervaar praatjies/ demonstrasies, monthly newsletters with news on local philatelic activities, Show, Tell and Ask sessions covering all aspects of the hobby of stamp collecting. Bepoekers altyd welkom. Visitors always welcome. Join us. Korn saam van kontak stellensboschstamp@gmail.com

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QSA auctions - Kyaliambi Country Club, Midrand, 09h30 to 13h00.

EUROCIRCLE STAMP STUDY
Meetings in the Captain’s Table at Woodmead Johannesburg - last Wednesday of each month at 20h00 (except December).

TBVC STUDY GROUP
Contact: Chairperson: Jan de Jong djhome606@gmail.com Secretary: Eugene du Plooy eugeneduplooy@gmail.com Meeting 1st Saturday of the month at 09:00am for 09:15am at the FFWK Orthodox Church Pretoria Stamp Fair. Corner Lynnwood Rd & Roper St, Hillcrest, Pretoria - right opposite the entrance to the University of Pretoria. Pretoria Fair & mini-auction, Greek Orthodox Church, cor Lynnwood Rd & Roper St, Pretoria, 09h00 to 14h00.

RSA SEELSTUDIEGROEP
Kontak: djhome606@gmail.com

SOUTH AFRICAN STAMP STUDY CIRCLE
This society has amalgamated with the EDENVALE Society. See details on page 70.

RHODESIAN STAMP STUDY
The Rhodesian Study Circle holds regular member meetings and events across the world. Visitors are welcome to attend. For more information on meetings, visit http://www.rhodesianstudycircle.org.uk/engage/meetings or Contact the Secretary, Brian Zlotnick. Email bzlot@blueyonder.co.uk or postal address 10 Fortis Green Avenue, East Finchley, London, N2 9NA. UK.

PINELANDS CIRCLES
Meetings: Last Wednesday each month (except December) at 19h30. Activities Hall of Pineyards Library, Howard Centre, Western Cape. Caters for all interested in stamp collecting, from beginner to more experienced philatelists. Programmes for meetings include displays, talks by visiting speakers and ‘Show & Tell’ exhibits.

CAPE SOCIETY FOR PALESTINE-ISRAEL PHILATELY
Meetings: Every 4th Thursday of the month. Time: 19h30 President: David Preston 082 7742090. Email: preste@telkomsa.net Secretary: Carlos Da Fonseca 082 334 7603.

CASPIP
CAPE SOCIETY FOR PAKISTAN-PALESTINE STUDY
Meetings: every second Saturday of the month, 20h00, excluding Jewish & Public holidays. For more details, contact: Audrey Katzef <akatzef@mweb.co.za> +27 (21) 4615134 President of CASPIP.

ZIMBABWE - BULAWAYO
Royal Philatelic Society of Zimbabwe meets the second Saturday of each month (Except December). From 19h30 to 20h00 at the National Natural History Museum, Park Road, Suburbs, Bulawayo. Email: phil soc zim@gmail.com

*PLEASE NOTE:
BACK ISSUES of The SA Philatelist are limited. Requests for any issue should be made in writing to P.O. Box 131680, Benmore, 1504. An electronic PDF file may be requested, but a printed copy of the journal will not be available.

VISIT www.sapa.africa

Postage Due Mail Study Group
For more details, look at their website: https://www.postageduemail.org.uk/ Contact: Bob Medland, Secretary & Treasurer of the Postage Due Mail Study Group, email: secretary.pdmsg@gmail.com

THE CAPE STAMP FAIR
Bellville Village DRC Hall, c/o Postma & Saint Andrews Streets, 9am - 12:30pm. Public parking & entrance - St Andrews Street. All welcome, free entrance and parking. Refreshments available. Large contingent of dealers in attendance to sell, buy, evaluate and advice on all aspects of philately, including stamps, envelopes, covers, postcards, correspondences, postal history, revenues, documents & non-fiction books of a historical nature, plus coins, banknotes & medals, etc. Stamp Fair dates for 2020: 1 Feb, 7 March, 4 April, 5 May (second Saturday), 6 June, 18 July (3rd Saturday), 1 August, 5 Sept, 3 Oct, 7 Nov, 5 Dec. Auctions continue to be at Bergsig DRC Hall. Contact: Ken Joseph ken@philatelicfriends.co.za

The SA Philatelist, April 2020.

70
Society News

**EDENVALE PHILATELIC SOCIETY**

Meets first Saturday, monthly at Thornhill Manor Retirement Village Hall, Modderfontein at 1pm
Meetings consist of club competitions, workshops, themed events and many other fun activities. Membership is varied and mainly consists of general stamp collectors. Light refreshments are served. All are welcome - from the novice to more advanced collectors. Our Facebook page allows club activities to continue 24/7; search for Edenvalle Philatelic Society. All welcome.

Contact: Colin Bousfield 082 309 8656

**EAST RAND PHILATELIC SOCIETY**

Now meeting at the Games Room, Country Life Retirement Village, corner Main/ Stanley Rd, Brentwood Park,13h15 last Saturday each month. Exhibits, talks and workshops by members and invited guests. Items of interest, quiz, general networking.

Refreshments and safe parking.

President: Jimmy Mitchell; jimmymchimitchell@gmail.com
Secretary: Paul Hammon; hampaul@ananzi.co.za

**PHILATELIC SOCIETY OF JOHANNESBURG**

President: Clive Carr, Tel: 011 789 6357
Meetings: 19h30, Third Wednesday of the month, at Blairgowrie Recreation Centre, Park Lane, Blairgowrie. P.O. Box 131037, Bryanston 2021, South Africa. 2020 meeting programme
15 Apr: Anything relating in any way to letters 'O' or 'P'
29 Apr: 5th Wednesday - Theme to be decided
20 May: British Commonwealth
17 Jun: Mini Exhibits, 1 to 16 pages
17 Jul: Foreign, the art of philately & philately as art
29 Jul: 5th Wed, Society auction
19 Aug: Southern Africa

**WEST RAND PHILATELIC SOCIETY**

Meets 3rd Wednesday monthly at 19h30 at Panorama Sports Grounds, Cornelius St, Wellesley Park. PO Box 198 Florida Hills 1716. Contact: Andries Nel, 083 269 9374. Chairman or Secretary Ian Walker, Tel: 011 4721161. email: ianwalker@vodamail.co.za

**OFFS PHILATELIC SOCIETY**

Society meets every 4th Friday monthly, (except December), at 19h15 at the museum of the Boer Republics in Memorium Road, Bloemfontein.

President: Dr Nele Cronje and Vice president: Garry Osthoff email: OsthoffG@ufs.ac.za

**SANDTON PHILATELIC SOCIETY**

Meets on the first Monday monthly (Feb to Dec) Venue: Blairgowrie Recreation Centre, Park Lane (off Susman Avenue), Blairgowrie. Time: 7:30 for 8:00 PM. The society has an active exchange packet circuit and members with a wide range of philatelic interests. Visitors are welcome. For further information contact: Chris Carey 083 6621250 / 011 6732229 / ccarey@icon.co.za

**PRETORIA PHILATELIC SOCIETY**

Meets on the first Monday evening monthly at 19h30 at Statech Centre, St. Albans College, 110 Clearwater Street, Lynden Glen. Monthly newsletter, active exchange section and loads of expertise on traditional philately and postmarks. Day meeting: Thursday, after first Monday of the month, 9.30 am at Philatelic Services, Pretoria. Stamp displays, talks and socialising. President: André du Plessis. andredupfps@gmail.com 083 399 1755. Secretary: Alex Visser. alex.visser@up.ac.za

**AFRIKAANSE FILATELIEVERENIGING VAN PRETORIA**

Vergader elke 1de Saterdag van die maand 10:00 by die NG Kerk Queenswood in Carregtaw, Queenswood. Baie aktiewe groep wat geregeld byvoew. Nuusbrief ‘Die Posduit’ verskyn maandelik. Voorisiter is Petra Heath en Sekretaris is Herman van Niekerk. Contact: arnottelkommsa.net

**THEMATICS SA PRETORIA CHAPTER**

Meeting 1st Saturday monthly at the Greek Orthodox Church Pretoria Stamp Fair @ 10:00 for 10:15. Vibrant & active group of attendees. Talks and socialising.

**DIE POSBOOM FILATELIE VERENIGING**

Tweede Maandag van elke maand om 7nm Posbus 10647, Danabaai, 6510. St Peter’s Kerkzaal, Marsh Strait, Mosselbaai. Jaarlikse Algemene Vergadering: November.

President: Japie de Vos
082 767 5004 / 044 695 0705
epox: sanjari@mweb.co.za
Sekretariseer: Gerrie Conradie
082 952 6700
Tel / Faks 044 696 1074.
epox: gajcon@gmail.com

**THE PHILATELIC SOCIETY OF KWA-ZULU NATAL**

Meetings are held at the Classic Motorcycle Club, 137 Tata Road, Bluff, Durban at 10h00 on the 2nd Saturday of the month.

Contacts:
President: Zbigniew Kawecki, 082 966 6888
Treasurer: Jeroen Wentink, 082 33 97 588
Secretary: Harald Deg, 084 464 7171
Association email: KZNPHilately@holistic.cc
‘Stamp Exhibitions’ with a theme of what to do and what not to do to achieve success...
‘All are welcome’

**HIGHWAY PHILATELIC SOCIETY DURBAN**

HPS, Durban, meets at the German Club, 7 Bambern Rd, off Essex Terrace, Westville. 09h00 - 11h30 every third Saturday of the month.
German Restaurant open for lunch. The Committee encourages new and visiting members to join us and get involved in this wonderful social hobby of Kings.

President: Leigh Hey-Bisset, Leigh.bisset@gmail.com
Secretary: Bronwen Edwards, edwards@worldonline.co.za
Membership: Bev Chattenden, bev@natalaicon.co.za or Barry Livsey, livsey@netsolutions.co.za

Established in 1924

**MARITZBURG PHILATELIC SOCIETY**

VENUES:
- All meetings now take place at St Matthews Parish Hall, 115 Hesketh Drive, Pieternimaritzburg
- All meetings are held on the same day i.e. the THIRD MONDAY of every month
- 14h00 Executive Committee Meeting
- 15h00 (i) Thematic Group and
- (ii) Traditional Philately Group
- 16h00 Ordinary Stamp Club/Society Meeting
- 1. Secretary: Aubrey Bowles 082 316 3308, 033 239 2136
- 2. President: Dave Wyllie (all contact details unchanged)
- 3. There is one committee member change: Gordon Bennett is no longer Stamp Circuit Book Officer. He has been replaced by Russell Bowton

Society activities can be obtained from Aubrey Bowles.

**SMALLS**

Swap: Australian / SA new or old stamps. My grandfather had a great South African collection and I have a lot of the older stamps as I was born and lived in SA for ten years. Toni Phillips tjonjean3@hotmail.com

Beginner: thematic - sci-fi & fantasy, cartoons, comics, space. Pavel Tregubenko, Spasskaya street, 4, kld, 476 ofc, 143401, Russian Federation, Krasnogorsk, Russia. ptnregubenko@gmail.com

The SA Philatelist, April 2020.
THE “LIBRA” COLLECTION
of the 1961 Surcharges of Basutoland, Bechuanaland and Swaziland

13 MAY 2020 | LONDON

For further information please contact
Nick Startup | +44(0)20 7563 4073 | nstartup@spink.com

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