

The Runner Post



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THE BECHUANALANDS AND BOTSWANA SOCIETY

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(Free, illustrated price lists available on request).



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EDITOR'S COMMENTS

While attending the Toronto 'Capex 96' Philatelic Exhibition in June, I was delighted to meet again two of our North American members - David Wessely our BBS 'Ambassador' and Frederick Lawrence.

Frederick had a five frame exhibit entitled "Scouting on Stamps 'Classics': Three Specialised Studies" which was described in the catalogue as 'A triptych of mini-exhibits, each in 'special studies' form, of the three earliest issues of Scouting on Stamps: 1900 Cape of Good Hope Mafeking siege 'blueprints', 1918 Czech Scout Post, 1920-21 Siam 'Scout's Fund', overprints. While I am unable to comment on the merit of the Czech or Siam sections, the Mafeking was one of the most powerful I have seen with numerous covers, blocks and many of the major recorded errors.

Due to my extended travels, this issue of The Runner Post has been very delayed. I will endeavour to produce the September issue on time.

Much of this issue has a distinct 'Railway' flavour. It is intended to build and enlarge on David Wall and John Inglefield-Watson's exhibits at the March meeting. That meeting, and the exhibits, are described in the report starting on page 1016. The intention is to focus on different aspects of the construction and development of the Railway through Bechuanaland, and to give an insight into the development of the postal service along the line of rail. The building of the railway was largely responsible for 'opening up' Bechuanaland and of course was essential for the development of Rhodesia as well. The background to this construction appears in Mike Walker's marvellous article beginning on page 1009. Even today, a large proportion of Botswana's population live close to the railway. Because of the historical importance of the subject, some articles may have a rather tenuous philatelic link though I think members will agree they form an integral part of the whole story.

A source of debate is why there are so many different territorial inscriptions on datestamps of Postal Agencies located along the Railway. For example: 'C.G.H.' (for Mahalapye Siding and Outsi), 'S. Africa' (Francetown, Pitsani), 'South Africa' (Artesia, Crocodile Pools, Lobatsi R.S., Ootsi,); 'B.B.' (Gaberones Station, Mochudi);

'B.P' (Palapye Station, Ramoutsa); 'B.B.P. (Magalapye), amongst others. Part of the answer may lie in a paragraph in a booklet entitled 'Colonial Reports/Bechuanaland Protectorate/1950' published in 1951 by HMSO, London (kindly lent to me by Brian Fenemore). Under the chapter on 'History' (p41), I came across the following paragraph:

"In 1895 the British Government showed itself in favour of handing over the Administration of the Protectorate to the British South Africa Company. Chiefs Khama of the Bamangwato, Bathoen of the Bangwaketse and Sebele of the Bakwena went to England to protest against the suggested transfer and an agreement was reached that if they gave up a strip of land on the eastern side of the Protectorate for the construction of a railway (through which the railway runs to-day) they should remain, as they desired, under the protection of the British Crown."

The article does not specify to whom control of the land fell (Bechuanaland Protectorate, Railway Company, the Cape or Colonial authorities?). This may help explain the source of the confusion but does not answer the question - did a Postal Agency 'belong' to the authority operating it or to the 'owners' of the land on which it was situated. Any further information would be most welcome.

NEW MEMBERS

We extend a warm welcome to three new South African members:

Dr. M. Barter, 39 Hamilton Avenue, Craighall Park, Johannesburg 2196. Dr Barter is particularly interested in the postal history / postmarks of Bechuanaland and their overlap with the philatelic history of early Rhodesia.

Mr. S. Van der Merwe whose interests apart from Bechuanaland include SWA, Union of SA and Falklands.

Des Hyland, P.O. Box 6220, Welgemoed 7538. Des is well known in South Africa for his Gold medal exhibits of Union of South Africa.

NEXT MEETING

The next meeting of the Society will be held on **Thursday, 19 September 1996** at the Camden Head Pub which is situated close to the Business Design Centre - the new home of Stampex, which is being held from 18-22 September. We really hope as many members will be able to attend as possible.

NEW BOOK ON BECHUANALAND

The Postal History of Basutoland and Bechuanaland Protectorate by E B Proud consisting of over 350 pages. Normal retail price £35 but available to members at £25 plus £3 postage & packing UK; £5 overseas (one copy per member) for all prepaid orders received by 1 October 1996. Orders to Proud-Bailey Co. Ltd., P.O. Box 74, Heathfield, East Sussex TN21 8PZ, UK.

MINUTES OF THE ORDINARY MEETING HELD AT THE UNION JACK CLUB, SANDELL STREET, LONDON S.E.1, ON SATURDAY 23rd MARCH 1996. COMMENCING AT 2.0pm.

MEMBERS PRESENT. John Inglefield-Watson (Chairman), Tony Chilton, Alan Drysdall, Dennis Firth, Aubrey Glassborow and David Wall.

APOLOGIES FOR ABSENCE. Jim Catterall, David Hardwick and Alan MacGregor.

SECRETARY'S REPORT. David wall said that the next meeting will be held on Thursday 19th September 1996 (the 2nd day of Stampex) at the Camden Head Pub, Camden Passage, Islington. Andy Andersson had supplied him with information concerning the Botswana Post Office. From 1st July 1995 all postal rates were doubled from what they had been previously, as were the various post office charges. A new booklet was available from a machine, and it was believed a new aerogramme had been issued. John mentioned he had received a new R2 booklet with the back and front covers folded and stuck down, instead of being stapled.

ANNOUNCEMENTS. John stated that he will definitely be standing down as Chairman at the A.G.M. in September. He said it may not be possible to go on publishing Runner Post four times a year due to a shortage of articles. The future might be two issues a year and two newsletters.

DISPLAYS. The subject was railways, and John Inglefield-Watson and David Wall provided displays. Full details are given in David Wall's article. Aubrey Glassborow expressed a vote of thanks to the two speakers.

WATERLOW & SONS LTD. 'S. T.' NUMBERS - Alec A. Turner.

I have recently become interested in one particular aspect of Postage Stamp printing by Waterlow & Sons. Ltd., and would ask members of the Bechuanaland & Botswana Society if they can help me to evaluate this further.

As you will probably know Waterlows during the long period when they printed stamps for many countries, including adhesives for your own specialisations, produced numbers of 'Samples' using the Dies and Plates, in their possession (and with permission). These Printers Samples were used by the Waterlow Representatives to show the ability of the Company to produce high quality work usually of Recess printing but later also by lithography.

One such of these items has recently attracted my attention and this concerns those samples, usually in colours differing from the issued stamps, either perf. or imperf. stuck on to card and having a number pre-fixed by the letters S.T. It so happens that the stamps listed for Bechuanaland and Botswana are all of the issued stamps, all are punched with a small hole and all are overprinted 'Waterlow & Son Ltd., / Specimen' in two lines. Even the meaning of the letters 'S.T.' are unknown though a number of suggestions are being considered.

Such items are frequently found as singles although cards from the Sample Books and showing multiple stamps are known. The S.T. numbers have so far proved unique to specific stamps/colours. Occasionally these stamps may be found as multiples e.g strips of three.

The numbering is sequential to the period of use but unfortunately this means that the stamps for any one country or area are spread over the lists. The Waterlow Study Circle is attempting to create a definitive listing. We have been helped considerably by the work done, initially by Marcus Samuel later revised by Geoffrey Wood, on the material available at the time Waterlows was taken over by De la Rue. The Marcus Samuel lists are in articles in the Essay Proof Journal. However each stamp needs to be positively identified (S.G.No. etc.) together with colour of the Sample stamp and format (from miniature sheets, composite sheets or full plate etc.) Confirmation of those shown in the listing would be welcome as well as any additions, amendments, revisions or comments. It is to be hoped that with the co-operation of Groups and Societies a definitive listing will eventually be produced. Any information would be greatly appreciated.

Please contact: Alec A. Turner, 10 Lower Park, Minehead, Somerset. TA24 8AX, England.

The stamps listed for Bechuanaland are as follows:

S.T. Number.	Year of original issue	Details	Comments
1531-2	1932	Definitive	SG 100 1d. <u>Issued</u> stamp in scarlet with punched hole
As can be seen there are two S.T. Numbers but only one stamp is listed. What is the other stamp; also what S.T. Number refers to which stamp?			
1839	1938	Definitive	SG 118 ½d green. <u>Issued</u> stamp with punched hole
3276-7	1955	Definitives	SG 148 and SG 149. 6d purple, 1/- black & brown-olive. <u>Issued</u> stamps with punched holes. ? ST to SG Nos

COLLECTORS' SOCIETY FOR THE STUDY OF THE STAMPS AND POSTAL HISTORY OF NATAL & KWAZULU - John Dickson

A number of collectors of Natal and Zululand stamps and postal history have recently expressed enthusiasm for the formation of a society dedicated to this area.

Although united by an interest in the region their interests are varied. Some are collectors of the postage stamps of colonial Natal and hope to see a united effort to produce a handbook on their subject to match those covering Transvaal and the Orange Free State. Others are interested in colonial Zululand. Some are interested in the postal history of the early settlement, others in the Anglo-Zulu war or Anglo-Boer war periods, and yet others in present day post offices and postal arrangements.

Before settling on the precise objectives and mode of operation of such a society, we would like to hear from others with a similar interest. Anyone interested in this proposal should contact John Dickson. Please get in touch with him and tell him of your ideas.

Please write to: Lismore House, Shepton Beauchamp, Ilminster, Somerset TA 19 0LJ, United Kingdom.
Telephone: (+ 44 1460) 24 15 34, Fax: (+ 44 1460) 24 00 28

WORK IN PROGRESS: BECHUANALANDS AND BOTSWANA POSTAL STATIONERY - Peter Thy

We are currently compiling a comprehensive check list of Bechuanaland and Botswana postal stationery. For that purpose we will appreciate any comments on the following points. We will return to postcards and registration envelopes at a later date.

WRAPPERS

1. Higgins and Gage E-5 and E-6. Cape of Good Hope wrappers overprinted with 'British Bechuanaland.' (with full stop) in black (1d) and red (½d). It has in the past been suggested that these were never officially issued in the colony. We will appreciate information and photocopies of postally used examples franked at the correct rate and/or with transit or arrival markings. We have only seen underfranked examples that appear to have been cancelled to order and addressed later.
2. Higgins and Gage E-7. British ½d wrapper with four lines of text deleted. Holmes lists this on two different papers (buff or cream). We are not confident that we have seen this wrapper on cream paper. Can anybody help us positively identify the two paper types?

AEROGRAMMES

3. Higgins and Gage F-G1. The 3d+3d South African letter sheet overprinted 'Bechuanaland/Betsjoeanaland.' The unoverprinted sheet is reported with/without black/red control numbers. We have only seen this sheet without control number. Do control numbers exist on this issue? What was the purpose of these numbers?
4. Higgins and Gage F-G2 to F-G5. The 3d South African letter sheets overprinted 'Bechuanaland' with English and Afrikaans text and two different paper types. The unoverprinted sheets are reported with/without black/red control numbers. We have only seen F-G2 (English, coarse paper) and F-G5 (Afrikaans, smooth paper) with black control numbers. Can anybody add to our list?
5. Higgins and Gage F-G6 to F-G11. The QEII letter sheets with/without decimal surcharge. We are only aware of Peter van der Molen's report in Runner Post 29 of the year code 'I' in the Gateway watermark. Anybody else seen this year code?
6. Stampless letter sheets issued by Bechuanaland and Botswana. We need comments and additions to the listings presented by Thy and Andersson (Runner Post 37) and Inglefield-Watson (Runner Post 26). In particular, we need information on dates of issue, your earliest/latest dates of usage and watermarks.
7. The Botswana Tourist Bureau aerogramme series on laid paper. The 20t and 30t sheets have been reported on laid paper. We have only seen the 30t sheet on this very distinct paper. Can our list be expanded?

ENVELOPES

8. Great Britain envelopes overprinted for use in the Protectorate. Two sizes of G.B. Q.V. ½d green envelopes overprinted 'Bechuanaland Protectorate' and issued in 1901 have been listed in some previous publications, including Holmes page 121. The existence of these has persistently been questioned in the philatelic literature. Neither illustrations nor indication/proof of their existence has ever been provided. Can we with confidence delete these from our list?

Please send us (or our editor) any of your comments and suggestions concerning the above, preferably with photocopies. In addition, we can use and will consider any of your comments, additions, and corrections for example to previous stationery lists (e.g., H.R. Holmes' check lists).

Peter Thy (581 9th St. 27, Davis CA 95616, U.S.A.)

John Inglefield-Watson (The Ross, Hamilton, Lanarkshire, ML3 7UF)

KE VII 2½d - STOP AFTER 'P' OF 'PROTECTORATE' VARIETY (SG 69a) - FLAW ON THE BASIC STAMP

John Inglefield-Watson

In 'Runner Post' No.4 the late H.R. Holmes Esq. supplemented and modified the information about the above variety that had been given in his book. In particular he mentioned the distinctive shape of the 'stop' and subsequently further details of this feature were supplied to me. These are not apparent in the enlarged illustration and, as explained in my article in 'Runner Post' No.25' p.465, I feel that it is undesirable to publicize them.

More recently, one of our members, David Crocker, in his capacity as Chairman of the P.F.S.A. Expert Committee, drew my attention to the existence of a flaw seen on examples of the basic GB stamp with the 'Stop' after 'P' overprint variety. The flaw consists of a break, almost 0.2mm long, in the third horizontal background line up from and to the rear of the point of the King's neck. It is easily visible under quite low powered magnification. To show its position more clearly, the lines around the flaw have been enhanced in the enlarged illustration.

I found that both my own examples of the variety and the one or two others that I was able to examine also showed this flaw. I therefore undertook further investigation with a view to assessing the reliability of the flaw as a characteristic of a genuine SG 69a. Seeking advice from the R.P.S.L. Expert Committee, I was informed by the Chairman that he was not aware of the flaw as a distinguishing feature of the variety.



In search of the origin of the flaw I examined the Board of Inland Revenue Stamping Department Archive in the British Library Philatelic Collections. I found that it contains a proof sheet of only one of the four GB ½d plates registered and used before the stamps overprinted for Bechuanaland were first issued on 29 November 1904. This sheet does not show the flaw on the relevant stamp no.57 of the lower pane. Evidence in respect of the other three plates is lacking and so it is not possible to establish whether the flaw developed during printing or was present throughout. Incidentally, the same Archive contains the proof sheet of the overprint setting endorsed "This overprint on ½d and 2½d unified registered by Mr. Bennett on 20th August 1903". There is no stop after the 'P' on no.57 of the lower pane, supporting Holmes's belief, stated in 'Runner Post' No.4, that the variety developed during overprinting.

In view of these uncertainties the only remaining way of assessing the reliability of the flaw as a characteristic of SG 69a seems to be to invite owners to report to me whether or not their examples show the flaw and to give details, such as issuing authority and date, of any related certificates. If you know of the whereabouts of other examples and are able to examine them, please provide the same information. PLEASE RESPOND the more examples that are recorded, the better the assessment.

Acknowledgements. My grateful acknowledgements are due to the Chairmen of the Expert Committees of the Royal Philatelic Society London and of the Philatelic Federation of Southern Africa for allowing me to publish information that they have supplied and to the British Library Philatelic Collections for information from the Board of Inland Revenue Stamping Department Archive.

THE BRITISH LIBRARY PHILATELIC COLLECTIONS

- THE BOARD OF INLAND REVENUE STAMPING DEPARTMENT ARCHIVE

John Inglefield-Watson

Articles by Peter van der Molen and others in past issues of 'Runner Post' have given us a glimpse of some of the fascinating contents of the Crown Agents Philatelic and Security Printing Archive and the Crown Agents Collection which form part of The British Library Philatelic Collections and provide scope for research into many aspects of Bechuanaland Protectorate and early Botswana issues of postage and revenue stamps, postage dues and postal stationery.

The Crown Agents Archive and Collection cover issues inscribed Bechuanaland Protectorate or Botswana but not those overprinted British Bechuanaland or Bechuanaland Protectorate on GB (or Cape) stamps and postal stationery. GB overprints were the responsibility of the Board of Inland Revenue Stamping Department whose archive is also held in the Philatelic Collections. The Stamping Department controlled the provision of GB stamps and stationery, including overprints. Printing and overprinting were carried out either by contract or 'in house' at Somerset House. Sheets of GB stamps and items of stationery for overprinting were normally supplied to the printer from the stocks that were held by the Stamping Department. As GB requirements were far greater than those for overprinting, it seems very unlikely that the latter could not have been met from stock as they arose. If the stock was insufficient it seems probable that a new printing would have been ordered to cover both GB and known overprinting requirements rather than a special printing solely for overprinting.

The Stamping Department Archive's principal contents relating to the Bechuanalands are a collection in albums of the 1887 'Unappropriated Dies' and GB overprints through to the KG V issues, registration sheets (some incomplete) of one of the KE VII 1/- values and all the KG V issues and proof sheets of the 'Bechuanaland Protectorate' overprint settings for the 1897-1902 QV issue, all subsequent KE VII and KG V issues and some items of postal stationery. Unfortunately no related files of correspondence nor requisition books are in this Archive.

I recently made my first inspection of part of this Archive, having previously made an essential preliminary visit to go through the several volumes of the Index Lists to identify the items that I wished to see. These were, in the main, certain of the registration and proof sheets. Although I made no major discoveries, I spent a thoroughly interesting and worthwhile day seeing unique material, some of which merits more detailed description as it provides unexpected information or indicates possible scope for further research.

QV 1897-1902 'Jubilee' Issue.

There were five differently dated proof sheets of the overprint setting for this issues

1. Setting of 80 (4 panes of 20). Registration date 30 Sep 1897. For the 4d value.
2. Setting of 240 (2 panes of 120). Registration date 30 Sep 1897.
3. Setting of 240 (2 panes of 120). Registration date 26 May 1898. Unless there was a second printing there was no apparent need for this setting as all values, less the ½d blue-green (see item 5 below), had already been issued.
4. Setting of 120 (one pane). Registration date 26 May 1898. This sheet is marked to show a weak final 'E' in 'PROTECTORATE' in a number of the overprints and is endorsed "De La Rue's attention called to the defective letters in the word 'Protectorate'." As noted for the previous item, the need for this setting is not clear, nor is the reason for it being a single pane when the normal GB post office sheets of all values, except 4d, consisted of two panes. However, the endorsement indicates that the overprinting of the issue was by De La Rue. Further information may therefore be available in their archive at the National Postal Museum.
5. Setting of 240 (2 panes of 120). Registration date 6 Mar 1901. Endorsed "Registered by Mr. Bennett on ½d Postage (Green) this 6th March 1901."

These proof sheets were not examined in detail for any minor varieties.

KE VII and KG V Low Values.

The same overprint was used for all the KE VII and KG V low values. Holmes and SG both state that the overprinting on the KE VII issues was by De La Rue but do not state who overprinted the KG V issues. The Archive throws no light on this. It contains five differently dated proof sheets of the overprint setting of 240 (2 panes of 120):

1. Registration date 20 Aug 1903. Endorsed "This overprint on 1d and 2½d unified registered by Mr. Bennett on 20th August 1903."
2. Registration date 7 Jul 1904.
3. Registration date 29 Jun 1912. Endorsed "Nickel Plate" and "No.606". Some defective final 'E's in 'PROTECTORATE' are ringed.
4. Registration date 12 Jul 1912. Endorsed "New Plate (Royal Mint)". Perhaps a corrected version of Item 3.
5. Registration date 27 Feb 1914.

These proof sheets were not examined in detail for any minor varieties such as the defective letters reported in 'Runner Post' Nos.11 and 12.

The registration sheets of one KE VII 1/- value and all KG V values were not examined. The latter include sheets of the 1d, 2d and 1/- registered on 19 Mar and 11 May 1931 and endorsed "Super Calendered Paper".

KG V 'Sea Horses'

The Archive contains a proof sheet of the overprint setting of 40 dated 13 May 1914. There is no evidence as to whether this plate was passed from printer to printer or was used at Somerset House. Also held are a complete registration sheet of the overprinted Waterlow 2/6 and an incomplete sheet of the 5/- rose carmine (illustrated overleaf, page 1006) from which several stamps have been removed from various parts of the sheet, presumably for record purposes elsewhere. This incomplete sheet shows some interesting features. The rose carmine stamps are overprinted 'SPECIMEN' (Samuel Type GB23). In a gap at the top right of the sheet two other 5/- stamps have been untidily affixed by stamp paper on reverse. They are overprinted 'CANCELLED' (Samuel Type GB28). They stand out because they are the distinct pale rose carmine shade listed for GB in the SG GB Specialised Catalogue, Vol 2. Has any-one seen this prominent shade on the issued stamps? Their overprints also catch the eye. 'BECHUANALAND PROTECTORATE' differs on each stamp: one is the adopted type, the other is in smaller lettering. Both are not quite in alignment with the frame of the stamp. They are probably essays applied, perhaps individually, to a small number of stamps. The relevant part of the sheet is illustrated on the following page by kind permission of The British Library.

KG V Postage Dues

There are no proof sheets of the overprint settings but there are one set of complete registration sheets of the overprinted stamps and one set of incomplete sheets. These confirm the sheet size as a single pane of 240. Both sheets of the 1d value show Control C25 rather than the expected B24. The Curator suggested to me that the Stamping Department would pay no particular regard to Controls when providing sheets from stock for overprinting and therefore different Controls do not necessarily indicate separate overprintings. This suggestion is perhaps of more significance in relation to the low value postage stamps. Neither of the ½d or 1d sheets shows the malformed sloping 'P' varieties reported in 'Runner Post' Nos.12 and 34.

KE VII Postal Stationery.

There are proofs of the overprints for the KE VII ½d and 1d postcards. The ½d proof shows the short right hand stroke in the 'A' of 'PROTECTORATE' that appears on the issued cards. It is endorsed "On ½d Thin Post Card registered by Mr. Sworder 11 Aug 1905."

Viewing of The British Library Philatelic Collections, other than the standing displays in the public galleries of the Library, is by appointment. Leaflets are available setting out the procedure for arranging a visit and for applying for a Reader's Pass, an essential preliminary to the initial visit. The Collections are there for our enjoyment and edification. Why not see for yourself: you won't be disappointed.

Acknowledgements.

Information obtained from the Board of Inland Revenue Stamping Department Archive is published with grateful acknowledgements to The British Library Philatelic Collections.

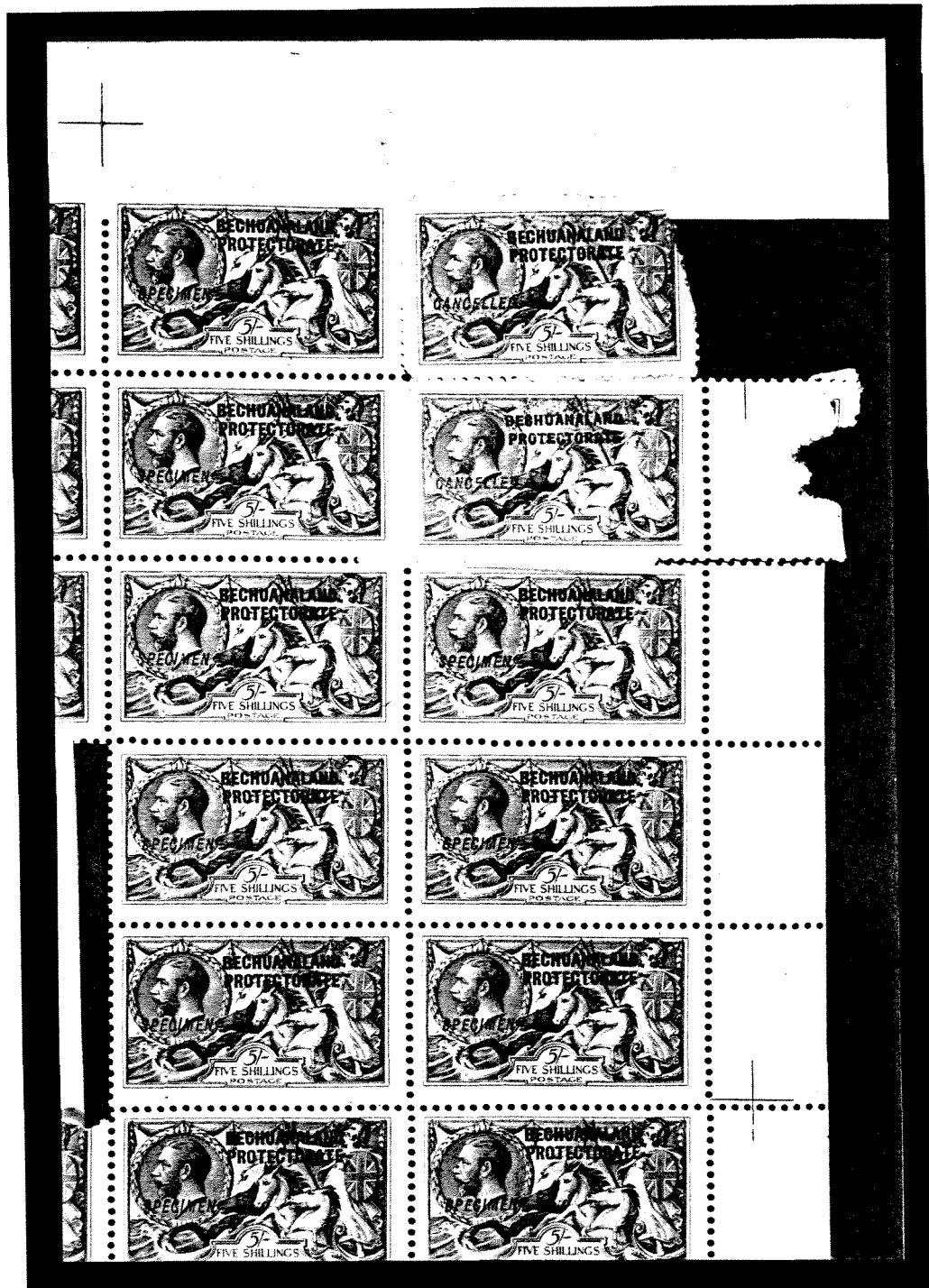


Illustration for article 'KG V Sea Horses' on previous page.

THE KGV 'SEAHORSES' HIGH VALUES - SHADES

John Inglefield-Watson

This article is a sequel to the one published in 'Runner Post' No.42 that dealt with 'Perforation and Related Matters' with particular regard to identification of the printers of the KGV GB 'Seahorses' overprinted for use in Bechuanaland Protectorate.

It has long been apparent that more shades of the overprinted 'Seahorses' exist than are shown in the SG Part 1 Catalogue but SG cataloguing policy is such that potential additions are limited to those shades that are in the Part 1 GB listing.

The aim of this article is to provide a more specialised listing of shades of the Bechuanaland Protectorate 'Seahorses', based on the shades of the basic GB stamps listed in the SG GB Specialised Catalogue, Vol 2.

Attempts to produce this specialised listing were for some time making little progress because the desired expert assistance from outside the Society could not be found. However, more recently I obtained some useful information from Mr. Leslie Wilkinson, the KGV Consultant of the Great Britain Philatelic Society, and was kindly permitted by Stanley Gibbons Ltd to view the GB and BP 'Seahorses' in their Reference Collection and to compare the examples of their listed shades with some 80-odd mint BP 'Seahorses'. My grateful acknowledgements are due to all concerned. The result is that I now feel able to produce a tentative BP listing that I hope will be of interest and use to members. They may be able to resolve some of the remaining uncertainties by producing examples of shades that were not represented among those that were available to me for comparison with the Reference Collection. If you think that you can help in this respect, PLEASE RESPOND.

As background to my tentative listing I offer the following comments:

- a. The colour descriptions of the shades listed in the SG Part 1 and GB Specialised catalogues are 'traditional', having been chosen before the advent of the SG 'Colour Key'. Although the same nominal shade may appear in the catalogue and in the 'Colour Key', the actual colours on the stamp and in the 'Colour Key' may be very different.
- b. According to Mr. Wilkinson, whose source was one of the compilers of the SG GB Specialised listing, the number of shades to be listed was reduced by grouping together any minor variations that fell within the shade band of each listed shade.

For ease of reference I have tabulated the current listings of shades in the SG Part 1 and GB Specialised catalogues and have also included for comparison the shades listed by Beaumont and Stanton in *The Postage Stamps of Great Britain, Part 4* (RPSL 1957). My tentative BP listing is at this stage shown within the GB Specialised Vol 2 column on which it is based, as indicated in the Notes which; are amplified as follows:

- a. I am satisfied that the shades shown in capital letters exist overprinted for BP. As I was able to match the Reference Collection example of the Pale Rose Carmine Waterlow 5/- (SG 84) I have included this shade in my BP listing. However, the paleness of all the matched examples is much less pronounced than the pale shade used for the trial overprints that I saw previously in the Inland Revenue Stamping Department Archive at the British Library.
- b. The only difference between the Reference Collection examples of the following pairs of specialised shades seemed to me to be in depth or intensity of colour. On the evidence available to me I was not able to be sure whether both shades or only the one selected by me exist overprinted for Bechuanaland Protectorate:

(1) De La Rue: 2/6 (SG 86) SEPIA (SEAL BROWN and
Very Deep Brown.

5/- (SG 87) BRIGHT CARMINE and Carmine.

(2) Bradbury Wilkinson: 2/6 (SG 88) CHOCOLATE BROWN and Olive Brown -
I could detect no trace of Olive in the so-called Olive Brown.

- c. Although some traces of worn plates are evident on quite a number of BP De La Rue printings, the Reference Collection examples of the shades listed with the suffix "(worn plate)" all show extensive and significant areas of wear which I have not seen on examples overprinted for Bechuanaland Protectorate.
- d. The remaining shades in the GB Specialised listing that were definitely NOT amongst my overprinted examples are:

(1) De La Rue: 2/6 (SG 85) - The four Yellow Brown shades,
Cinnamon Brown,
Grey Brown.

2/6 (SG 86) - Blackish Brown.

(2) Bradbury Wilkinson: 2/6 (SG 88) - Reddish Brown,
Pale Brown.

'SEA HORSES' - SHADES

Value & SG No. (BP)	Bechuanaland Protectorate SG Part 1	GB SG Part 1	GB SG Spec Vol 2 (see Notes for BP shades)	GB Beaumont & Stanton 'Postage Stamps of GB Part 4'
WATERLOW				
2/6 SG 83	Deep Sepia Brown	Deep Sepia Brown Sepia Brown	DEEP SEPIA BROWN SEPIA BROWN	Sepia Brown Brown Blackish Brown Greyish Brown Yellow Brown
5/- SG 84	Rose Carmine	Rose Carmine	ROSE CARMINE PALE ROSE CARMINE CARMINE RED	Rose Carmine Carmine Rose Rose Pink Crimson
DE LA RUE				
2/6 SG 85	Pale Brown	Pale Brown (worn plate) Deep Yellow Brown Yellow Brown	PALE BROWN Pale Brown (worn plate) Deep Yellow Brown Yellow Brown Pale Yellow Brown Bright Yellow Brown Cinnamon Brown Grey Brown	Silver-Grey Brown Grey Brown Brown
2/6 SG 86	Sepia	Sepia (Seal Brown)	SEPIA (SEAL BROWN) Blackish Brown <u>Very Deep Brown</u>	Sepia Brown Sepia Blackish Brown Nigger
5/- SG 87	Bright Carmine	Bright Carmine Pale Carmine (worn plate)	BRIGHT CARMINE <u>Carmine</u> Pale Carmine (worn plate)	Carmine Reddish Carmine Intense Red
BRADBURY WILKINSON				
2/6 SG 88	Chocolate brown	Chocolate Brown Olive Brown Reddish Brown Pale Brown	CHOCOLATE BROWN <u>Olive Brown</u> Reddish Brown Pale Brown	Chocolate Brown Reddish Brown Brown Yellow Brown Chestnut Brown Sepia Brown
5/- SG 89	Rose Red	Rose Red	ROSE RED ROSE CARMINE	Rose Red Rose Carmine Carmine Carmine Red

- NOTES: 1. Shades in CAPITALS definitely exist for BP.
2. Shades underlined may exist for BP.
3. No evidence so far that the remaining shades were overprinted for BP.

THE BUILDING OF THE RAILWAY LINE THROUGH BECHUANALAND

Mike Walker

The railway from Cape Town has been extended section by section having reached Beaufort West in 1880 and Kimberley on 23rd November 1885. The construction of the line from Kimberley to Vryburg, seat of the Government of British Bechuanaland was carried out departmentally by the Cape Government and completed in December 1890. It was financed by the British South Africa Company with an advance of £250,000 in terms of its charter, but was taken over by the Cape Government before construction was completed. This line did not form part of the eventual Rhodesian Railway system.

On 24th May 1893 the Bechuanaland Railway Company was incorporated with a share capital of £6000 in £1 shares, of these 2000 were allotted to the Chartered Company, 2000 to De Beers Consolidated Mines and 2000 to Exploring Lands and Minerals Company in satisfaction of rights they had acquired in respect of this northern railway construction. The capital of the Bechuanaland Railway Co. Ltd was increased to £8000 in 1899, the 2000 additional shares were allotted to the Chartered Company in connection with its guarantee of the £4,250,000 convertible debentures. As from 1st June 1899, the name was changed to Rhodesia Railways Ltd.

Within a month of the incorporation of the Bechuanaland Railway Co. in May 1893 a contract was entered into with George Pauling for the construction of the line from Vryburg to Mafeking - a distance of 97 miles. The line was completed well within the contract period and opened to traffic on 3rd October 1894.

This was the first 'leg' of the Bechuanaland Railway Company (alias Rhodesia Railway Ltd in 1899) system. The meeting of the Board of Directors of the Bechuanaland Railway Company Limited, held in London on 31st December 1894, attended by Cecil Rhodes, Alfred Beit, Rochfort Maguire and Thomas Shiels, was able to report that the Vryburg-Mafeking line was already an assured success.

It optimistically noted that within the first 74 days of operation it had carried 2,534 tons of goods northwards and 435 tons southwards, with receipts totalling £5,304. The Board stated: "When extended, the railway will form the main trunk line connecting the markets of the Cape Colony with the British South Africa Company's territory and, ultimately, on joining with the Beira Railway Company's line to Salisbury, will afford through means of communication from Cape Town to Beira".

In terms of an agreement entered into for one year between the Bechuanaland Railway Company Limited and the Cape Government Railways, the Cape Government Railways undertook to maintain and work the line for £11,000 a year, being £8,000 for maintenance and £3,000 for working two trains a week each way at the rate of 240 gross tons a week.

The Directors noted that the anticipated revenue of the Vryburg-Mafeking section should prove sufficient to yield about 4 per cent on the capital cost of its construction and that the traffic and revenue would increase as the country was opened up. Already further extension has been proposed.

At their meeting held in London on the 21st May 1896, the Directors of the Bechuanaland Railway Company Limited reported a satisfactory increase in the receipt of the Vryburg-Mafeking line which was grossing of the order of £2,600 and netting some £1,500 a month. They expressed confidence in the belief that traffic in the future would show further considerable augmentation with the development of Rhodesia.

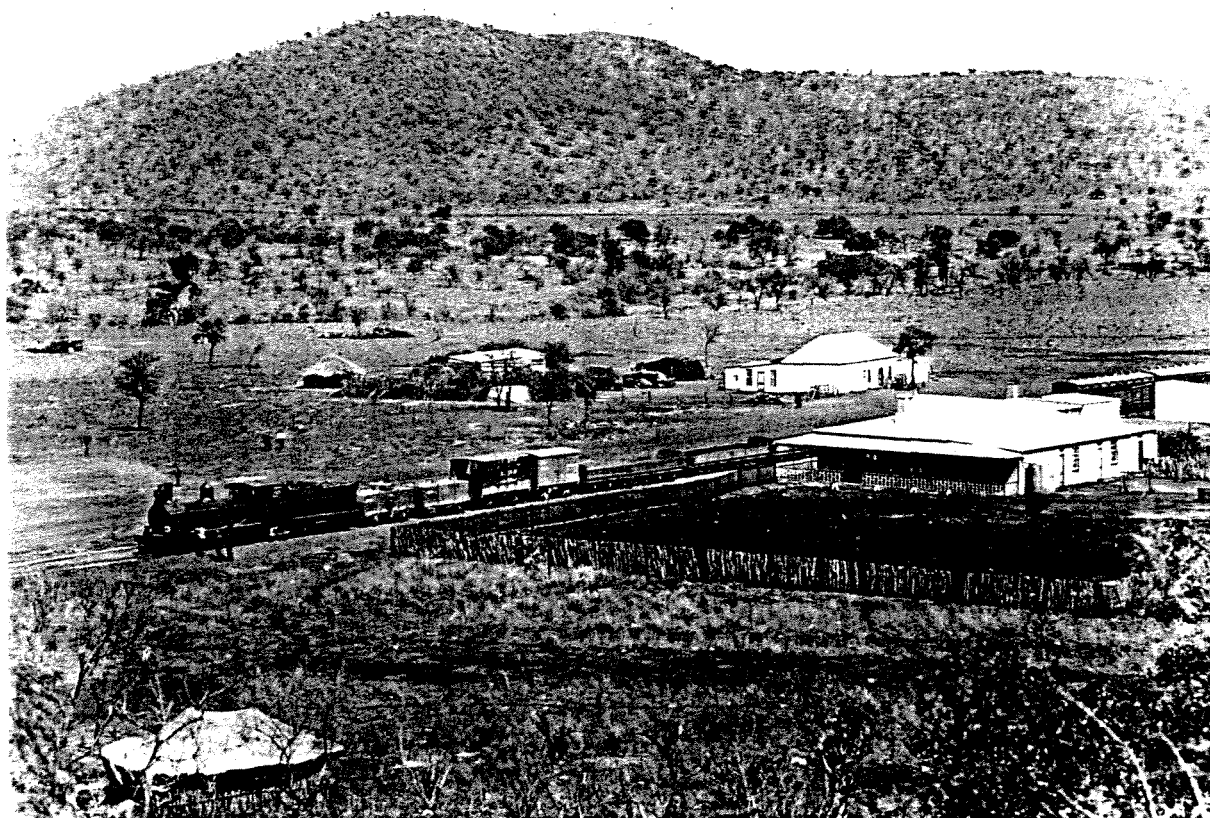
They noted that the 100-mile extension of the line northwards from Mafeking has been put in hand and that the contractors have made excellent progress. Material for a further 100 miles of line had already been ordered and the contract for the construction of 25 miles of this section had just been concluded. However Mafeking was to remain the railhead for 21 months, that is until July 1896 when Gaberones was reached by rail.

An advertisement published in 1896 by the Cape Government Railways over the signature of Mr. T.R. Price, Acting General Manager, offered "the cheapest and most direct route to Matabeleland, Mashonaland, Barotseland, and northern territories via Mafeking". Goods rates for the 870 miles from Cape Town to Mafeking under "Railway Bond", in transit for these countries were conveyed at the following rates per 100 lb.: 10s.10d.; 9s.; and 6s.7d.; with special rates at 7s.8d.; 7s.; and 5s.2d. The special rate column (A) embraced such articles as agricultural implements, candles, coffee, dynamite, soap, sugar and timber. Column (B) included galvanised iron (plain or corrugated), imported flour and meal. Special rate column (C) covered rough timber in logs, planks, boards, etc., in 5-ton lots.

Rail passenger services from Cape Town, Port Elizabeth and East London converged on Mafeking. The journey from Cape Town took 54 hours, the first class fare being £9 15s.4d., second class £6 13s.8d. and third class £3 12s.6d. Services ran daily. A fast passenger train ran weekly carrying first class passengers only. Meals were available at stations en route from 2s.6d. to 3s. per head. On mail trains meals were served "in the cars". Bedding was hired out at 2s.6d.

Passenger travel beyond Mafeking was by coach, which offered a daily service, the coach leaving two hours after the arrival of the train. Most of the coaches were of American manufacture and were drawn by ten mules. The journey from Mafeking to Bulawayo, a distance of 525 miles, was completed in five to six days when mules were in condition, but frequently took longer. Coaches seldom stopped more than an hour or two at a time beyond the time occupied in changing mules.

The entire railway line through Bechuanaland was financed out of the proceeds of £1,750,000 five per cent debentures (part of an issue of £2,000,000) of the Bechuanaland Railway Co. Ltd., interest guaranteed for 20 years by the British South Africa Company. £900,000 of the debentures were issued to the public in September 1895 at par and the balance placed from time to time as construction proceeded, at an average discount of approximately six per cent.



Goods train at Lobatsi Siding with a Cape Government Railway 4-6-0 6b locomotive, proceeding north to Bulawayo, 1897.

The capital cost of the construction from Vryburg to Bulawayo was £2,270,628 5s.10d, i.e. a cost per mile of £3,681. Construction of the various sections was at the following rate: Vryburg-Mafeking (started May 1893, completed October 1894), 96 miles at the rate of 72 miles per annum, Mafeking-Palapye (started August 1894, completed May 1897), 263 miles at the rate of 93 miles per annum; Palapye-Bulawayo (started June 1897, completed October 1897), 229 miles at the rate of 687 miles per annum.

At the time work started from Vryburg in May 1893, the building of a line by the Beira Railway Company to provide a connection between Beira and Salisbury had already been in hand for some months. Despite the later start and the greater mileage of track to be built, the line eventually reached Bulawayo 18 months ahead of that linking Beira and Salisbury.

The Drive to extend the railway line to Rhodesia, and thereby extend British influence into Southern Africa, was paramount. Rhodes feared the Boers on the east and the Germans on the west could 'link' and thereby frustrated British expansion into central Africa and thwart his dream of a "Cape-to-Cairo" rail-link.

The Jameson raid of 29th December 1895 and the arrest of the Reform Committee in mid January 1896 brought work on the extension of the line beyond Mafeking to a standstill. At this stage earthworks advanced some 40-50 miles beyond Mafeking. By the end of February 1896 things looked more hopeful - the survey to Palapye having been completed and the opening of the line for traffic through to Gaberones by July 1896 being forecast.

The Rhodesian pioneers/settlers were desperate for rail transport to alleviate the problems of transporting machinery/supplies into Rhodesia as well as minerals out. March 1896 dealt to settlers two of their severest blows - the outbreak of rinderpest and the Matabele uprising - both took a heavy toll with at least two million head of cattle dying and over 240 settlers being killed in Matabeleland alone.

The railway line would have reduced these tremendous hardships, i.e. the lack of ox-wagon power would have been overcome by the "iron horse" and supplies of arms and ammunition would have been more speedily available for the settlers to defend themselves.

The outcry for the railway link was desperate and Rhodes had to perform. This he did indeed - by initially pacifying the chiefs at the famous Indaba of August 1896 and then continuing to engage the brilliant efforts of Sir Charles Metcalfe, the railway consulting engineer, and the services of that tireless railway construction company - George Pauling and Co.

By mid 1896 earthworks on the line were some 80 miles beyond Mafeking, 4,000 tons of rail were already at the Cape, 3,000 tons en route from England and the balance of some 9,000 tons were to be dispatched within three months. The survey north to the settlers in Bulawayo was being completed at the rate of 50 miles per month.

Interviewed on 20th June 1896, Mr. George Pauling stated that about 2,000 people were employed upon the works between Mafeking and Gaberones and that the thing that would hinder the line was the inability of the Cape Government to transport the material as fast as required. Men were standing for the want of material. He forecast that the railways would be in Gaberones by the end of July, at Palapye by the end of the following February, and in Bulawayo by the end of December 1897. He added that the contractors were under heavy penalties to complete the work in the time stated.

On 23rd June, Mr. Weil drew the attention of the Cape Parliament to the insufficiency of transport requirements on the railways from Colonial ports to Mafeking, pointing out that the contractors for the Mafeking-Gaberones railway extension were unable to proceed with their contract and that employees were being discharged.

Contractors were to receive 200 tons of railway material a day, in fact they were receiving only 60 tons. In July the Press stated that scarcely one-sixth of the permanent way material required for the work was being transported and that plate-layers were standing idle. It took the Cape to task for "driving away a good customer", reminding them that this construction traffic was worth £72 a day or £26,280 a year to them. It would pay the Colony an excellent return on the outlay required for more rolling stock, it stated. Rather wistfully it added: "It is rather a pity for us that the Cape lines do not belong to a company, as they would see in an instant the benefits to be derived from pushing forward the construction and would rush materials through". It would be a wise economy, it stated, to spend an additional £100,000 on rolling stock, and so save six months in the construction.

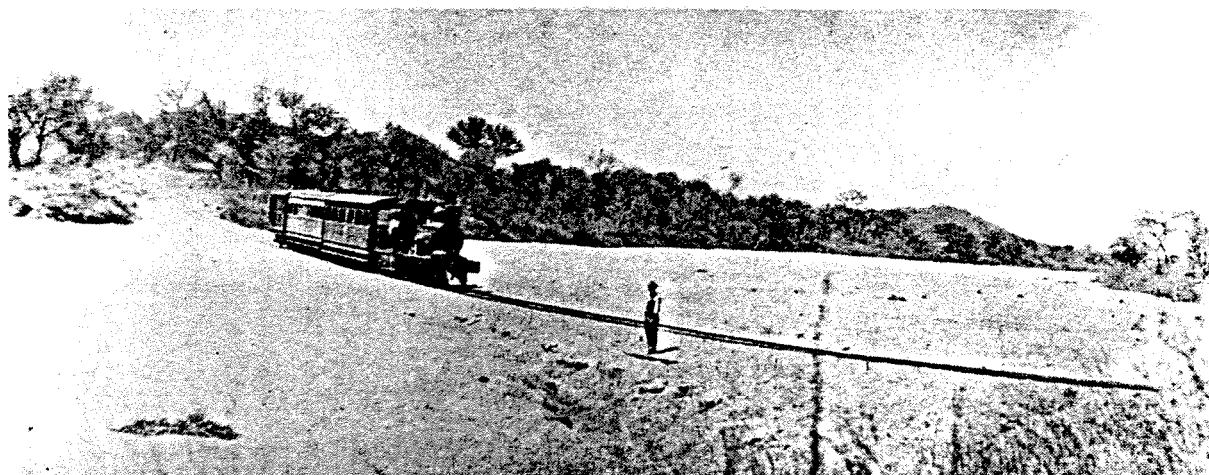
On 7th October a deputation from the Chamber of Mines handed the following memorial to the Administrator: "... That the British South Africa Company be earnestly requested to use their utmost endeavours to press on with railway communications from Mafeking for the following reasons: that for about 4 months only in the year can transport by wagon from Mafeking be considered available at reasonable rates and then at a tonnage on so small a scale that the equipment of mines is necessarily very slow. The owners of mining and other properties acquired and maintained at great cost, are practically at a standstill until railway facilities connect them with the centres of manufacture of machinery and supply of stock. The substantial welfare, if not the very existence of the country, therefore, demands an extreme effort in speedy completion of railway facilities ... the interest of the people and of the Company are at one in this important point".

The annual report of the Chamber of Mines presented in August contains a statement by Mr. Rhodes that the Chartered Company had given the contractors £200 extra per mile to accelerate the construction of the line.

Throughout this period press reports on railway progress shared pride of place with those concerning the Rebellion. A special notice published on 22nd August announced Mr. Rhodes' successful Indaba with the Chiefs at the Matopos, bringing to an end the Matabele Rebellion.

Despite the severe handicaps of past months, optimism was not wanting, and on 23rd September a feature article stated that with few exceptions those who had resided in or visited Bulawayo anticipated that with the nearer approach of the railways the magic growth of the town, which had been but temporarily stayed, would be rapidly resumed, until, as some of the most confident believed, Johannesburg itself would hardly be able to compete in size and importance.

Mr. Harold Pauling who was in Bulawayo at about this time stated in an interview that the line was advancing at something like a mile a day. It had reached Mochudi the previous week and should be at Palapye in January. The track would run considerably to the west of the existing coach road, more especially between Tati and Bulawayo where the outskirts of the Matoppos Hills had to be negotiated. The line as far as Mochudi would be equal in finish to any section of the Cape railway but beyond that, in order to reach Bulawayo as speedily as possible, the rivers and gullies would at first be crossed by temporary wooden bridges, and would gradually be replaced by more solid and enduring structures. He confirmed that as contractors they had been considerably hampered in their work by "the dilatory manner in which the supply of material was conveyed to them by the Cape Government". In May, for instance, 27 miles of track had been laid, but in June only 14, owing to the insufficient supply of materials. By September the position had improved with 35 miles of track laid. Each mile of railway weighed 180 tons. Survey work was well ahead of track laying, the party being a considerable distance beyond Palapye.



A CGR locomotive with passenger coaches crossing the dry Tati River near Francistown en route from Mafeking to Bulawayo, 1897.

The difficulty which the contractors had to contend with was the supply of water for native labour, some of it having to be conveyed from 15 miles distance. The labour force, he stated, was 2,400 men. Ten locomotives were employed on the extension beyond Mafeking which, he said, was "none too many for the work" since goods and passengers were conveyed almost to the terminus of the line Crocodile Pools.

On 7th November, 1896, the Bechuanaland Railway Company announced that arrangements had been made for the despatch, from an early date, of one regular train a week from Mafeking to the temporary terminus at Mochudi, some 120 miles northward. It would carry passengers, mail and goods.

From the end of 1896 regular weekly reports from the Resident Engineer of the Bechuanaland Railway, Mr. S.F. Townsend, were published in the Press. These gave the mileage for the "end of rails", progress on the building of sidings, stations, bridges, boreholes, etc.

With the advent of the rainy season eagerly awaited, October was a trying and dry month. The report for week ending 31st October stated that Mr. Harold Pauling had refused to carry any goods that week between Mafeking and Mochudi on account of the scarcity of water. This had to be hauled all the way from Mafeking. The water train passed once a day and, including natives, about 800 people had to depend upon getting water from this source. The earthworks sub-contractors said that they would have to stop work soon unless it rained.

At this stage they were 14 miles beyond Magalapsi River, some 30 miles from Palapye. The rails were being laid at the rate of 30 miles a month. Road transport rates had firmed, with an upward tendency, Messrs. Musson Brothers reporting from Gaberones siding that their tariff from that point to Bulawayo was 100s per 100 lbs., i.e. £100 per short ton.

And so on to 1897. A telegram received from Mr. James Buchan reported "end of rails" on 2nd January as being 213 miles 25 chains, with the survey lines staked to 368 miles on 5th December. On 8th January the rails had reached Magalapsi siding and it was reported that every endeavour was being made to open the line for passengers, mails and goods to that point by the 15th January. The contractors expected to be opposite Palapye in six weeks from that date. In fact Mochudi was linked to the Palapye siding on 13th February 1897.

By March 1897 the rails had extended 30-35 miles north of Palapye and the survey party was beyond Tati. The line from Mafeking to Mochudi was now a permanent way with bridges, culverts and stations. North of Mochudi to Palapye (140 miles) it was still a contractors line and had not been ballasted. The siding however at Palapye was a busy centre, as the line moved slowly north with wagons, hotels, forwarding agents stores, etc.

On 1st May 1897 Mr. Harold Pauling, brother of George Pauling was in Bulawayo to give a personal account of progress. He said that the route taken west of the Matoppos would offer no engineering difficulties - in fact the worst portion of the work was now nearly over, that being the part through the Protectorate. From Palapye to Tati, he said, they had had much trouble through scarcity of water, having to drag it as much as 114 miles to feed their engines.

The railway company would have to sink deep wells in that part. The line was 328 miles north of Mafeking and within 30 miles of the Monarch Mine. He thought that they would reach Bulawayo about the first week in October. The line would not be of a permanent character, but a pioneer line; nevertheless, it would answer all purposes and was much better than waiting while expensive iron bridges were erected. The rails would run across the beds of rivers, and in the wet season there might be occasional delays, but a few hours would repair any damages done by floods. He had been advised by cable from London that the ironwork for the bridges between Mochudi and Palapye had been despatched, and he expected that the ironwork for the bridges from Palapye to Bulawayo would leave shortly. Asked whether the contractors would immediately on its arrival in Bulawayo start to ballast the line, Mr. Pauling said arrangements had not yet been made. Seven engines had been ordered through the contractors for the railways. He did not think that there would be any stations in the Protectorate as there would be no local traffic only through traffic to Matabeleland.

By May, the railway survey party which had started work at Mafeking in October 1895, was encamped at the foot of 14th Avenue, Bulawayo. Chief of the party was Mr. W. Tower, and his assistants, Messrs. G.J. Phillips, Bertram Smith, W.F. Penfold and J.C. Simms. The surveyors succeeded in shortening the wagon road distance between Gaberones and Mafeking - by 18 miles, and actually beat the telegraph wire by two miles. Water had been their major problem. Available water-holes were pretty well filled with dead oxen.

On 28th May an agreement was entered into between Sir James Sivewright, on behalf of the Cape Government, and Rhodes on behalf of the Bechuanaland Railway Company Ltd., providing for the Cape Government to work and maintain the line of railway belonging to the company between Vryburg and Bulawayo. The agreement provided that the Government and the Company should each fix the rates applicable to its own lines and the rate for through traffic. The Bechuanaland Railway Company Ltd. further agreed to erect at Mafeking suitable workshops for ordinary running repairs of the rolling stock required for working the line.

Lack of water for by the railways was giving considerable concern. Between Magalapsi and the Shashi River, a distance of some 120 to 130 miles, no supply of water for locomotive purposes had yet been found. This necessitated the running of a full water train daily, in addition to the conveyance of water by train between Mafeking and Mochudi, thereby using locomotives which might otherwise be utilised for traffic purposes. Furthermore, it was considered desirable to give priority to the conveyance of railway construction materials, and thereafter to certain quantities of foodstuffs and building materials.

On 23rd August 1897 at a Bulawayo Chamber of Commerce meeting it was reported that rails were now 8½ miles within the border of Rhodesia.

In the third week of September there was a collision between a mail train coming up from the south and a stationary water train. It occurred in the bed of the Shashi River which "it is customary for trains to take at top speed in order the more successfully to negotiate the northern bank ... the mail train steaming ahead ran swiftly down the incline and collided violently with the rear of the water train throwing many of the passengers from their bunks, smashing the buffers and one of the cylinders, and knocking off the funnel of its engine".

"The driver of the water train seeing the mail train coming upon him put his engine full steam ahead after which he and his stoker jumped off. Unfortunately the sudden jerk of the engine pulled up the couplings, and it went on without its train for some distance. The driver and stoker ran for all they were worth, and succeeded just in time in getting abroad their run-away engine, which left to itself would have smashed headlong into a goods train which happened to be two miles down the line." This occurred at about 3 o'clock in the morning. Nobody was reported injured and a relief train was sent from Francistown to bring the passengers forward.

On Tuesday 19th October the first construction train entered Bulawayo and at about 3 o'clock the train drew up at the temporary siding about half a mile from the station site to which place for the next month for six weeks, goods and passengers will be brought, commencing before this week is out. The train consisted of a saloon car, a cattle truck, and four or five ordinary trucks. The engine, the same one that has been used for the platelaying all the way up from Lobatsi, was gaily decorated with bunting and greenery. On the front were the words 'Advance Rhodesia', surmounted by the Arms of the B.S.A. Company, Miniature Union Jacks, Stars and Stripes, and Harps of Erin adorned the escape pipe, and a variety of flags were wreathed gracefully round other portions of the iron monster. Passengers by the first train included: Mr. H.W. Pauling, Mrs. Pauling, the Misses (2) Pauling, Dr. Pauling, Mr. R.B. Carnegie and Mr. Buchan, one of the engineers of the Bechuanaland railway.

The official opening of the line from the Cape to Bulawayo took place on 4th November 1897, which was declared a Public Holiday. Four special trains from the south were scheduled to arrive. The first train included guests from the Transvaal, Orange Free State, Port Elizabeth and East London. The second was made up of guests from Kimberley and Bechuanaland, the third with those from Cape Town, Graaff Reinet and Grahamstown, and the fourth with distinguished visitors from England and Cape Town.

The first special train, with 96 passengers, and the second, with 60 passengers, arrived at 7 a.m. and 7.35 a.m. respectively. They were made up of "handsome saloon carriages, the luxurious and resplendent De Beers coach being especially conspicuous". Train no. 3, however, came off the line three miles before reaching Figtree, holding up train no. 4. The opening ceremony was performed without them, although the main speeches were deferred until the banquet.

Ten days of festivities followed although Cecil Rhodes, prime mover in the construction of the line and indeed the whole development of the country which bore his name, was not present. He lay ill with a severe attack of fever north of Umtali where he had been supervising the work of carrying on a transcontinental telegraph.

The Cape Government took over the running of the line from 15th November 1897 until Rhodesia Railways entered the scene. Rhodesia now enjoyed a rail route to the Cape and the overseas markets. Machinery, food supplies and immigrants poured in whilst minerals readily reached the European Market.

British influence and penetration into Central Africa was assured.

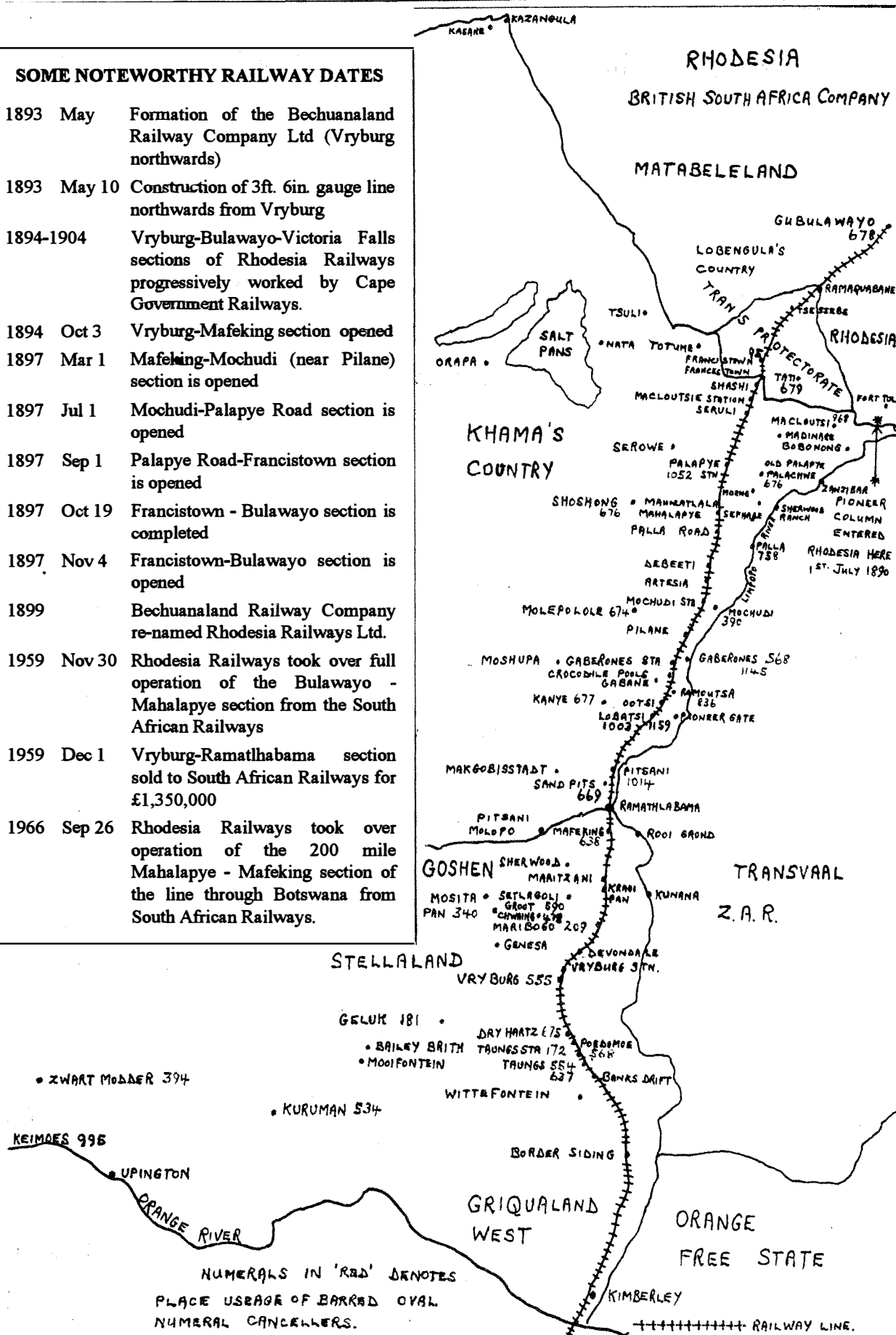
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1893	May	Formation of the Bechuanaland Railway Company Ltd (Vryburg northwards)
1893	May 10	Construction of 3ft. 6in. gauge line northwards from Vryburg
1894-1904		Vryburg-Bulawayo-Victoria Falls sections of Rhodesia Railways progressively worked by Cape Government Railways.
1894	Oct 3	Vryburg-Mafeking section opened
1897	Mar 1	Mafeking-Mochudi (near Pilane) section is opened
1897	Jul 1	Mochudi-Palapye Road section is opened
1897	Sep 1	Palapye Road-Francistown section is opened
1897	Oct 19	Francistown - Bulawayo section is completed
1897	Nov 4	Francistown-Bulawayo section is opened
1899		Bechuanaland Railway Company re-named Rhodesia Railways Ltd.
1959	Nov 30	Rhodesia Railways took over full operation of the Bulawayo - Mahalapye section from the South African Railways
1959	Dec 1	Vryburg-Ramatlhabama section sold to South African Railways for £1,350,000
1966	Sep 26	Rhodesia Railways took over operation of the 200 mile Mahalapye - Mafeking section of the line through Botswana from South African Railways.



Map drawn by and reproduced courtesy of Brian Fenemore. Numbers following place-names refer to Barred Oval Numeral Cancellers recorded used at those Postal Agencies

AN OVERVIEW OF THE SPRING MEETING HELD ON MARCH 23RD 1996 AT THE UNION JACK CLUB, WATERLOO, LONDON

David Wall and John Inglefield-Watson

In recent years the Society has generally met midweek, usually on the Wednesday of STAMPEX week, the idea being that if people are travelling up to London to see STAMPEX anyway, they are more likely to attend the BBS meeting as well. The possible downside of this arrangement is that members with full-time jobs might find it difficult to attend midweek and therefore might prefer weekend meetings.

So, as an experiment, this year's spring meeting was held on a Saturday. Attendance was very disappointing, with only six members able to make it. Nevertheless, the business and philatelic discussion was as interesting as ever and our Chairman Sir John Inglefield-Watson and Secretary David Wall showed some interesting covers and postmarks from stations and villages along the line-of-rail. The member with the most extensive collection of Bechuanaland railway material is David Hardwick and his display was to have been the highlight of the meeting. Unfortunately David went down with chickenpox just days before the meeting and couldn't attend. We hope that his display can form the focal point for September's meeting.

The Displays

The two displays were a contrast between then and now. Both displays went on a journey from the southern border at Ramatlabama to the northern border at Ramokgwebana. Sir John's journey was illustrated with covers from the Bechuanaland era; David's journey focused on the covers and postmarks of towns and villages along the line-of-rail in modern day Botswana.

An obvious difference between Bechuanaland and Botswana is that many more 'station' cancels were prevalent during the Bechuanaland era. The only station post office strikes now known in Botswana are at Ramotswa Station and (a recent re-opening) at Gaborone Station.

Sir John showed covers or cancellations of all the major stops en route including the ten stops (in 1936) of the weekly northbound 'Rhodesia Express' and southbound 'Rhodesia Limited'. He also showed covers for some of the halts which were request stops only. Sir John explained that the 390 mile journey took 14 hours and passed a total of 40 stations and halts.

Although Ramatlabama (modern spelling Ramatlabama) was the location of the border post and the starting point for the Bechuanaland leg of the journey, there was no post office or agency known to have been located there. Indeed, David confirmed that apart from the houses for customs and immigration officials and a filling station, Ramatlabama does not exist as a village even today.

The first place of any size on the Bechuanaland run was PITSANI, but the train didn't stop. Sir John noted that the earliest recorded cancel was for 'PITSANI SOUTH AFRICA', which was in use from 1898 to 1900. The agency using the above cancel was noted as PITSANI SIDING in the Cape P.O. Guides but no such cancel is known. The agency re-opened as PITSANI in 1920. The modern spelling is PITSANE.



Stop 1: Lobatsi

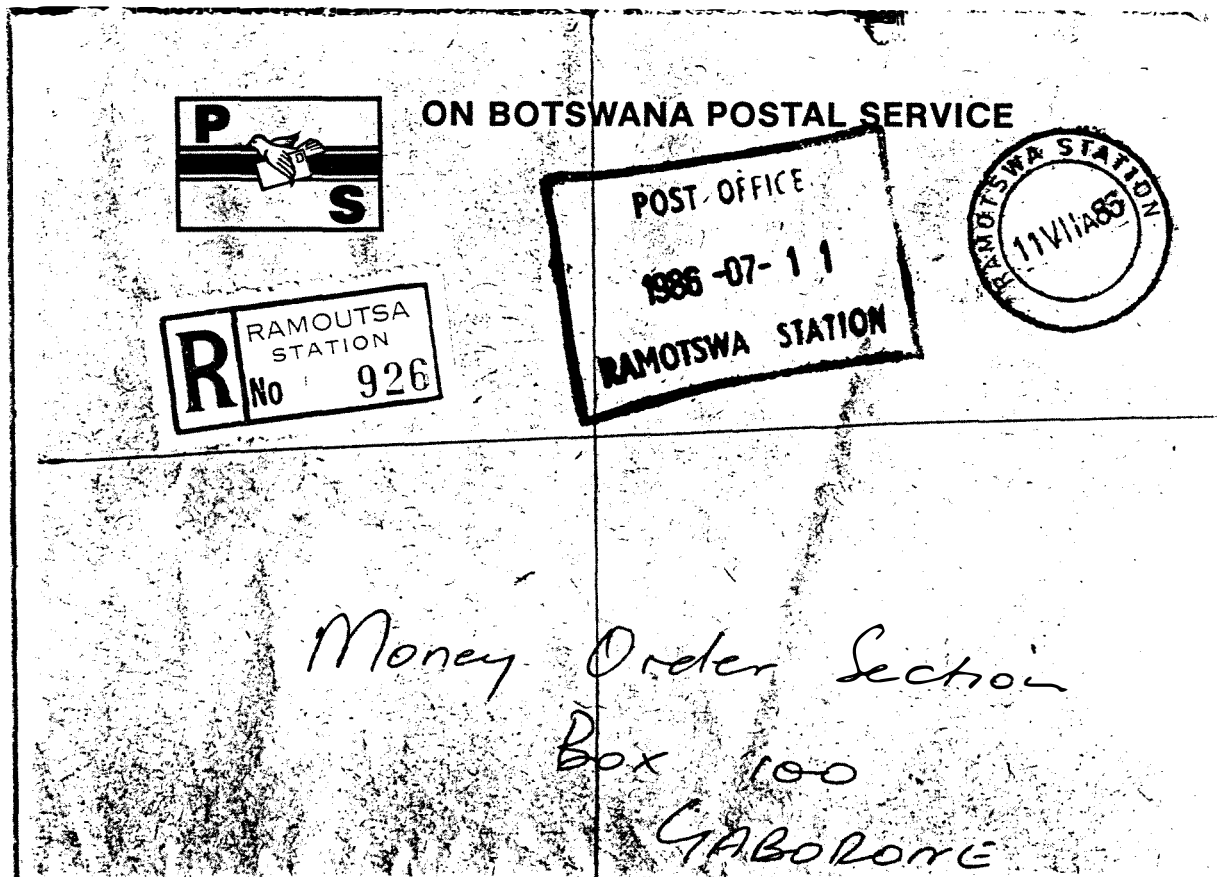
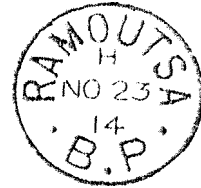
Lobatsi was the first scheduled stop on the journey. John showed a cover with a 'LOBATSI RS' (RS=Railway Station) cancel; also two BONC covers: '1159' / LOBATSI BP (opened October 1890) and '1003' / LOBATSI RS (opened 1897). A double oval railway datestamp is also known to have been used between 1930 and 1959.



Fourteen miles on, OOTSI (also known spelt OUTSI) was passed. This briefly existed as an office in 1897 but then didn't re-open until 1964. Nowadays spelt OTSE, the village is renowned for the Cape vultures that nest at the top of the peak that lies to the west of the village.

Stop 2: Ramoutsa

RAMOUTSA had existed with a post office/agency before the railway was built. It may have been moved to the station by 1940/41 as the latest recorded Ramoutsa cancel is 20 XI 1940 and a RAMOUTSA STATION cancel first appeared in 1941. Several different types of cancel have been noted including a rectangular cancel and a registration mark struck in blue. The Ramoutsa station cancel continued in use until 1971 when it was replaced by a re-spelt RAMOTSWA STATION cancel. Meanwhile a second office had been opened at RAMOUTSA VILLAGE in 1959. Until the Gaborone Station office recently re-opened, Ramotswa Station was the only 'station' postmark still operational in Botswana. David informed members that the buildings seen from the carriage window of the 40t value of the Luxury Train issue (of 1992) were based on the Ramotswa Station buildings.

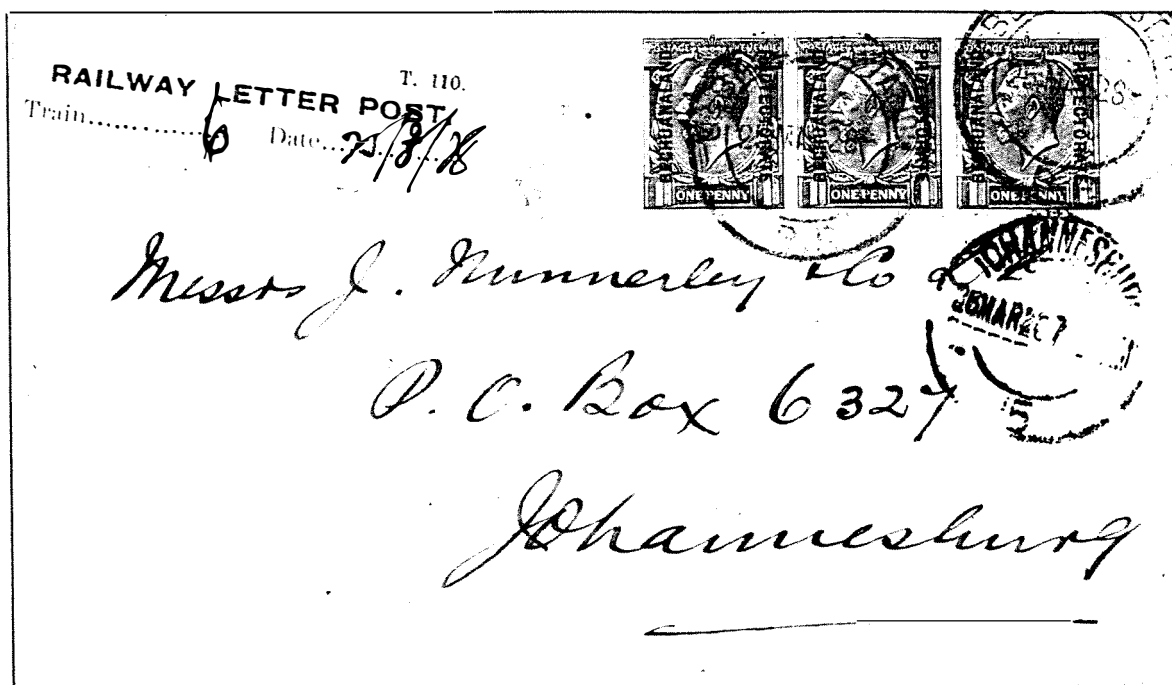


The only other point of significance south of Gaborone is situated about 100 metres south of the Metsimaswane River. This is where the CROCODILE POOLS siding was once located. The luxury train shown on the 1992 Luxury Trains miniature sheet is shown passing the point at which the Crocodile Pools siding was located.

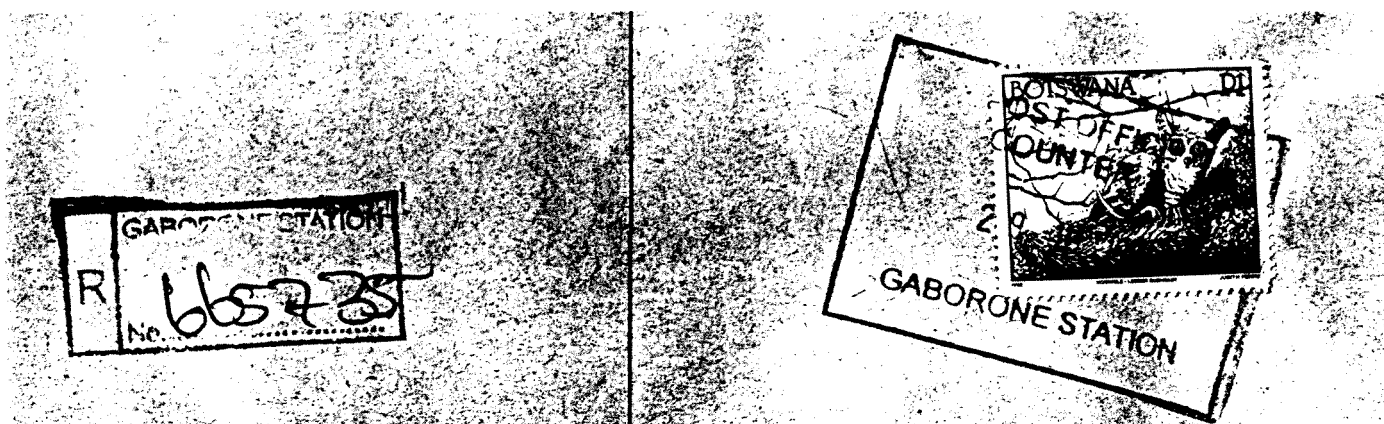
**Stop 3: Gaberones**

GABERONES post office, in Gaberones Village, opened in December 1890, but when the railway arrived in 1897 it passed more than 2 miles away from Gaberones Village - so another office was opened at GABERONES STATION in 1897. John showed several examples of railway post sent from Gaberones Station, including a cover sent on 25/3/28 from Gaberones Station to Johannesburg. The station post office remained in operation into the late sixties, last recorded date being 23 August 1968. There are also various rubber stamp registration marks recorded from 1923 to 1947. Recently, during 1994 or 1995, a new office or agency has opened at GABORONE STATION and a rectangular cancel (in red) and a double circle cancel have been noted.





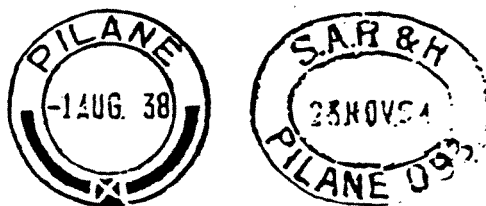
Railway Letter Post cover from GABERONES STATION B.P. (25 MAR 28)
to JOHANNESBURG: (26 MAR 28).



Registered cover (illustration of top only) showing boxed POST OFFICE
COUNTERS/GABORONE STATION with GABORONE STATION registration cachet

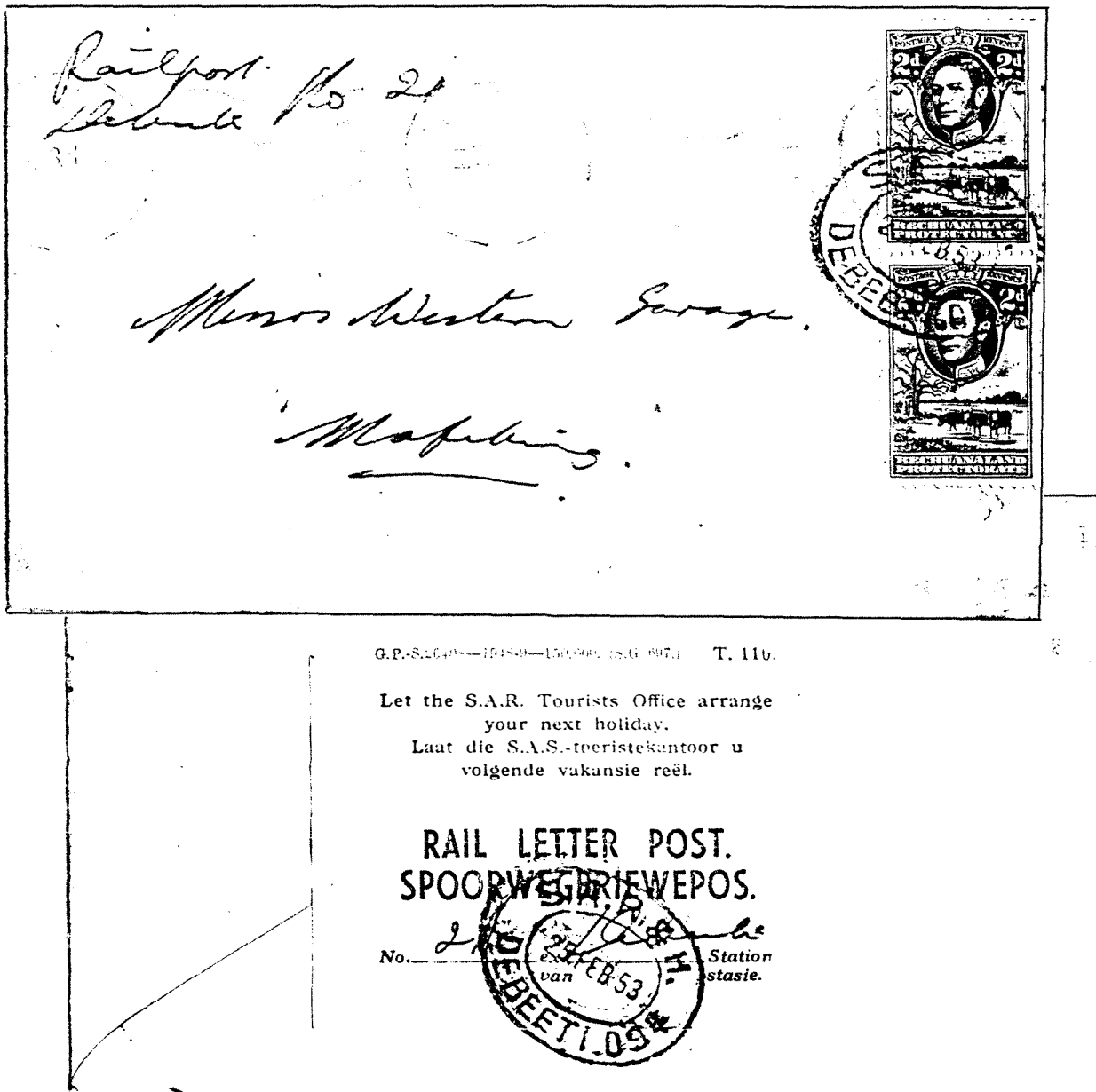
Stop 4: Pilane

The significance of this small village is that it is the railhead for Mochudi, one of the country's largest 'villages' and situated just a mile or two to the east of Pilane. A double circle cancel PILANE/STA has been recorded between 1947 and 1961; and an oval S.A.R. & H. Railway Letter cancel (with PILANE 093 at the base) has been recorded between 1949 and 1964. No cancel either for Pilane or Pilane Station has been recorded since Independence.



Stop 5: Artesia

Artesia had a telegraph office in the early 1900s and a postal agency was opened in 1956. It was re-named MOSOMANE in 1979/80 but, as the souvenir sheet for the 1992 de luxe railways issue shows, the station is still referred to as Artesia. No station cancel is known (see note following this article on page 1022).



Railway Letter Post cover from Debeeti to Mafeking showing SAR & H/DEBEETI 094 (25 FEB 53) oval datestamp with appropriate SAR label on reverse. (Illustration courtesy of Dr Peter A S Smith)

Stop 6: Debeeti

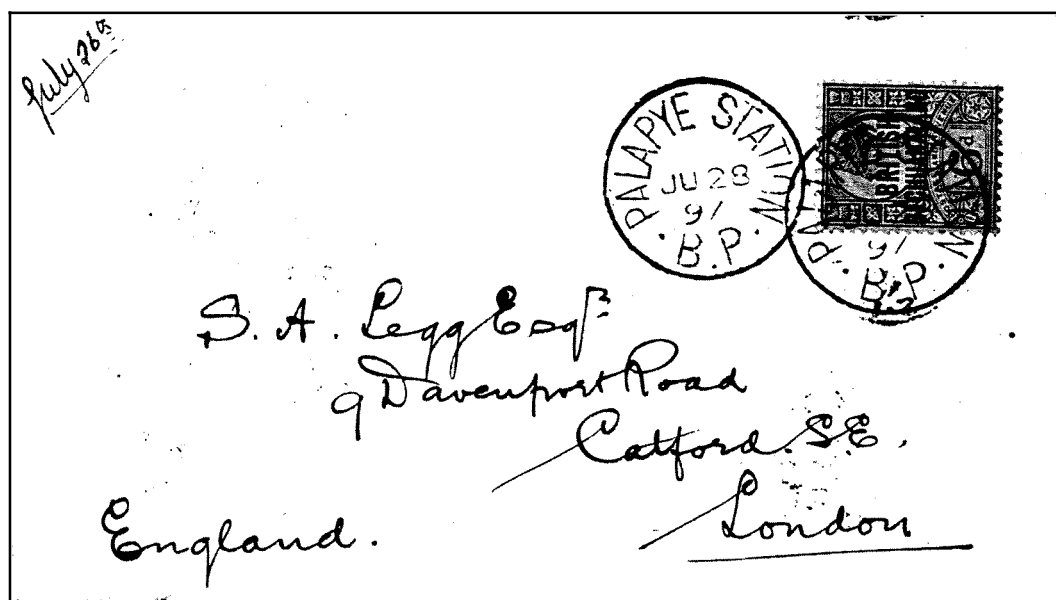
John showed a DEBEETI STATION postmark from 1943 and a DEBEETI relief cancel from 1950. Nowadays the spelling is DIBETE and the village's only major point of interest is that it is where the north-south road (and railway) crosses the veterinary control fence.

PALLA ROAD is passed. Following a PALLA cancel in the 1890s, PALLA ROAD cancels appeared in 1900 and several types have been noted. There has never been a station cancel for Palla Road.

Stop 7: Mahalapye

John showed an example of MAHALAPYE SIDING dated NO 12/08 but the earliest recorded example is 17 July 1898. The last recorded example is from 13 April 1918. Other railway related cancels are the oval and rectangular S.A.R. & H. cancels recorded from 1936 to 1940.





Cover from Palapye STATION B.P. (JU 28 97)
to LONDON (JY 26 97) via MAFEKING (JU 30 97).



Parcel Label bearing 13s.8d in stamps cancelled PALAPYE ROAD (19 NOV 21).
Registration cachet reads PALAPYE RAIL. (illustration courtesy of Brian Fenemore.)

Stop 8: Palachwe

Originally known as PALACHWE, then PALAPYE. The railway reached Palapye at end-June 1897 and, though Brian Trotter notes in RP8 that the office opened on 1st July, the example John included in his display was dated JU 28/97. The need for a post office at PALAPYE STATION was because the railway passed about ten miles from the village of Palapye. A rubber stamp registration mark for PALAPYE RAIL has also been recorded (earliest 1916). The Palapye and Palapye Station offices were replaced in 1903/04 by a single office called PALAPYE ROAD but station cancels continued in use until at least 1916.



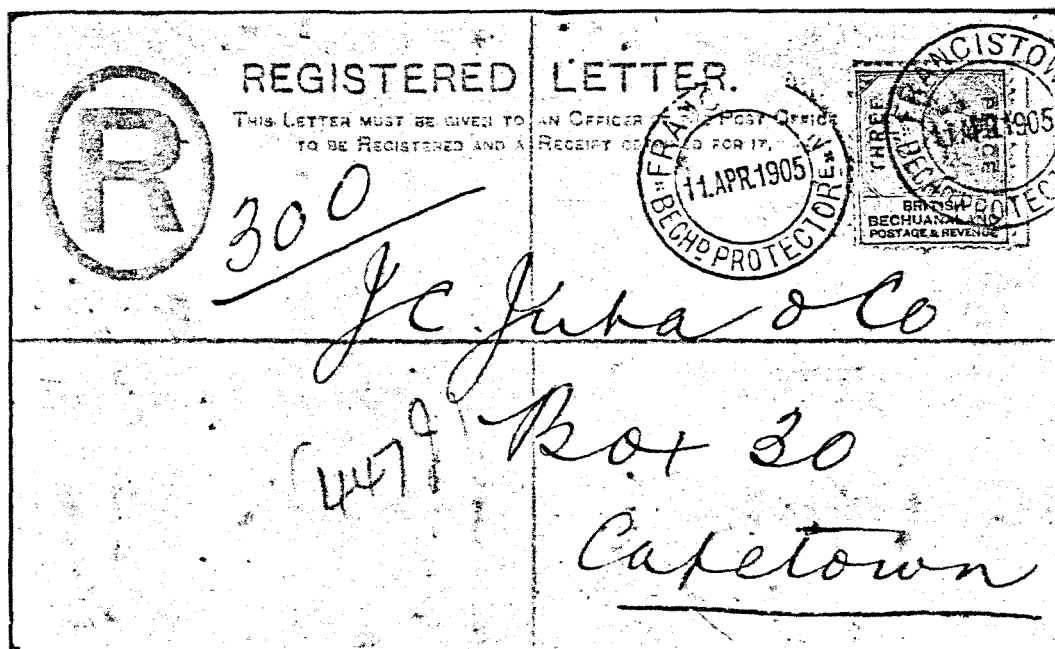
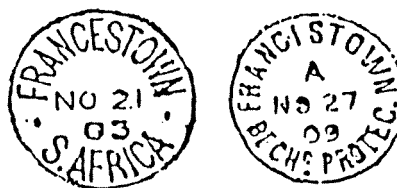
Stop 9: Seruli

SERULI STATION agency opened in 1945 and 'Station' was dropped from its name in 1963/64. John's example showed a bisected 5c/6d surcharged '2½c' in manuscript from SERULI STATION 28 V 61 to BULAWAYO. The spelling changed to SERULE after Independence (in 1969/70).

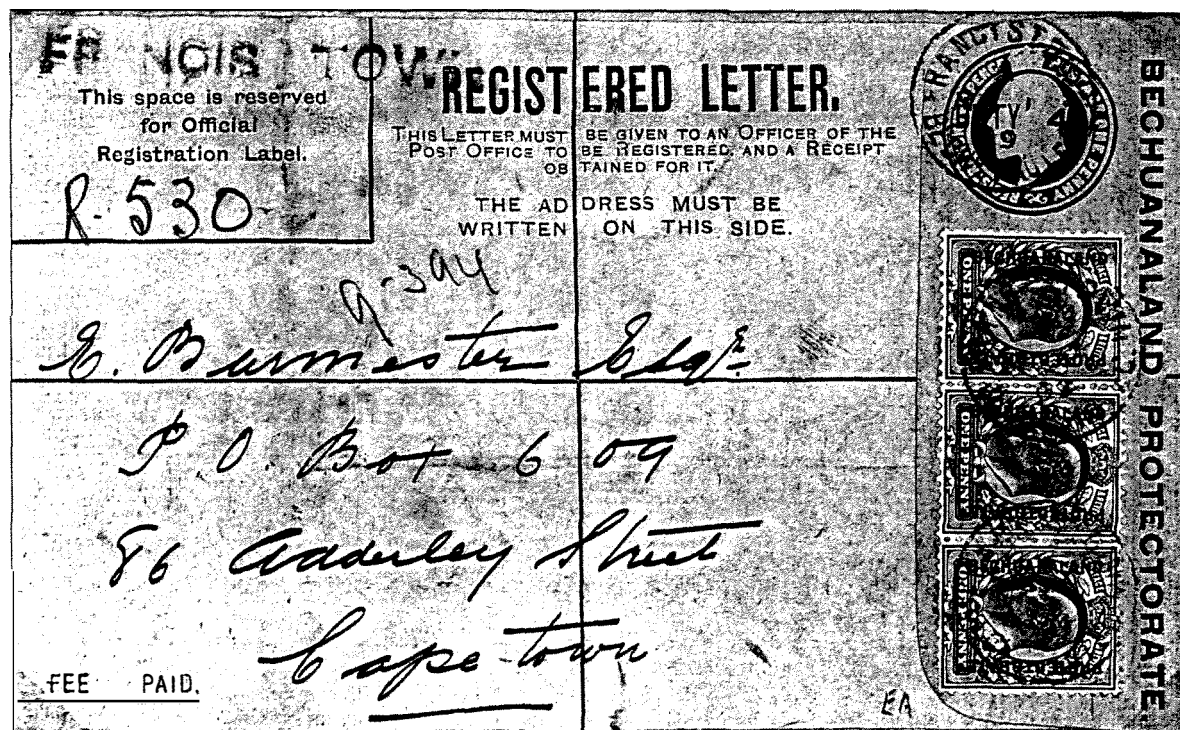
The village of SHASHI is then passed. The agency opened in 1924, closed between 1937 and 1944, and became SHASHI STATION in 1960 when SHASHI DRIFT agency was opened. It became SHASHE in the 1970s.

Stop 10: Francistown

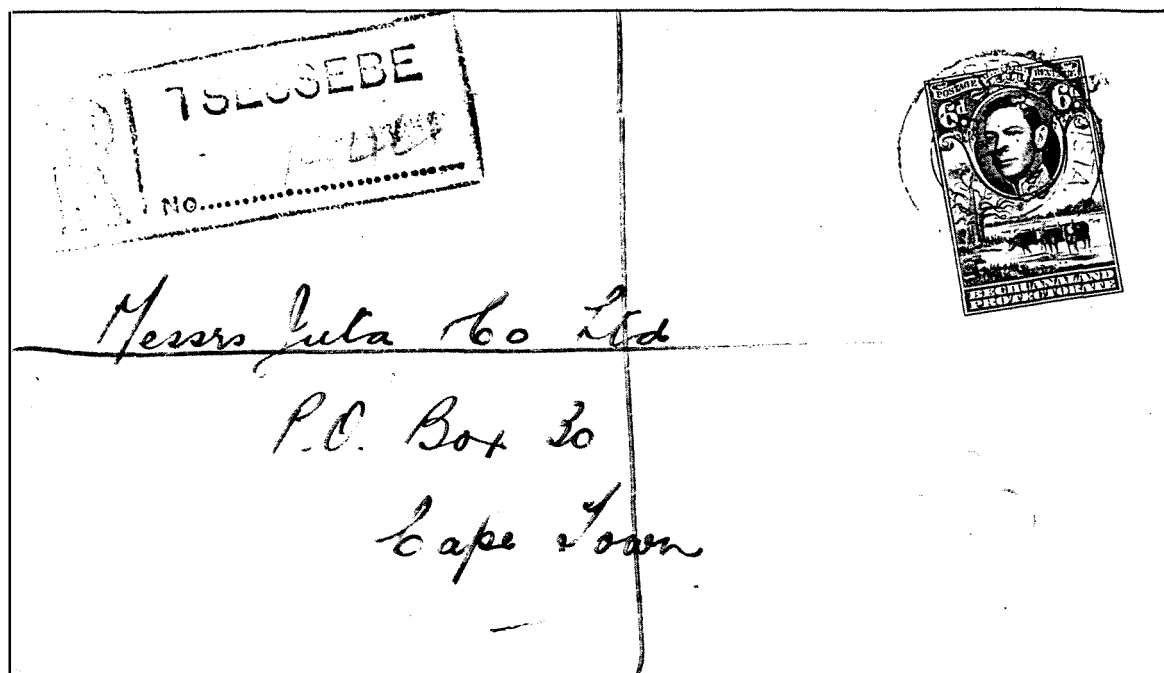
FRANCISTOWN. When the railway arrived in 1897, having bypassed the settlement at TATI, the Tati agency was closed and business transferred to Francistown. John showed a straight-line rubber stamp registration mark 'FRANCIS TOWN' on a KEVII postal stationery registered envelope No station postmarks from Francistown have been recorded, other than railway letter markings



QV Registered envelope to Cape Town from FRANCISTOWN BECHU. PROTECTORATE (11 APR 1905)



KE VII registered envelope from FRANCISTOWN BECHU. PROT. (MY 1 09) to CAPE TOWN (5 MY 09), showing straight-line 'FRANCIS TOWN' registered handstamp not recorded in RP 4.



Registered cover from TSESSEBE/STA. (-2 X 43) to CAPE TOWN via KIMBERLEY (-4 X 43).
The registration handstamp is inscribed TSESSEBE

Stop 11: Tsessebe

TSESSEBE postal agency opened in late 1912 or 1913 with a TSESSEBE, SOUTH AFRICA cancel. A TSESSEBE STATION cancel has been recorded, earliest 1941, latest 1961. There was never more than one office in Tsessebe, so the Station cancel was the standard cancel. Since Independence the spelling has become TSHESSEBE - but the original Tsessebe is still seen.

The journey ends (without a stop) at RAMAQUABANE (also spelt RAMAQUEBANE), which is where the border post with Rhodesia/Zimbabwe is situated. The postal agency had an open/closed existence on and from 1911/12 until 1960 and was upgraded to a post office in 1976. No railway markings have been recorded. Since Independence the spelling has been changed to RAMOKGWEBANA.

RAILWAY STAMP ISSUES BY BOTSWANA

Two special sets of railway stamps have been issued since Independence, in 1992 and in 1993, and David showed the miniature sheets on first-day cover for both issues. The De Luxe Train issue of 1992 was intended as a promotional issue to encourage interest in the new de luxe air-conditioned trains that Botswana Railways had acquired. The 1993 issue marked the centenary of the founding of the Bechuanaland Railway Company.

A third set of railways stamps is scheduled for release next year. The April 1996 newsletter from the Botswana Philatelic Society reports that Peter Loeden, who designed the 1992 and 1993 sets, has been commissioned to design four stamps to commemorate the Centenary of the Completion of the Railway Line to Bulawayo.

BOSOLI AND ARTESIA

A lot of Cape QV postal stationery reply-paid postcards were sold recently in London. Each card had been addressed by the Netherlands Consul in Cape Town to various postmasters in Bechuanaland with the request that they return the self-addressed reply half and cancel it clearly with their datestamp. The reply half of one card which was addressed to the Postmaster at Bosoli (between Francistown and Tsessebe) was returned from the Postmaster at Francistown with the note "There is no telegraph office at Bosoli, it is only a siding for trains crossing purposes." Similarly, a card addressed to Artesia was returned from the Postmaster at Mochudi with the message "Artesia is a siding with no one on duty".

Ed

‘HOW TO SEE SOUTH AFRICA’ ‘THE OFFICIAL GUIDE TO SOUTH AFRICA’ (1906)

Published by Gilchrist & Powell

BORDER SIDING AND TAUNGS

Border Siding, a store at the Siding, was burnt by the Boers during the recent war. Taungs, the village, is situated about three miles from the railway station, and is adjacent to the main Native Stadt of the Chief Molala. The European inhabitants number 141, and consist of officials, missionaries, and traders. In connection with the missions, there are schools for both Europeans and Natives, where practical instruction is given to the Natives in wagon-making, carpentering, and other trades. The natives, principally Bechuanas, are divided into two sections, the Batlapin proper, under Molala, and the Bamede, under Kgantlapane, whose headquarters are at Manthe, nine miles from Taungs. A goodly number of boys is recruited here for the Kimberley Diamond Mines. In 1896, a section of the Batlapin, under Galishewe, rose in rebellion, and three traders, named Blum, Walt, and Bolton, were brutally murdered. Galishewe was soon driven from his part of the territory (Pokwani), and then fled to the fastness of the Langeberg, where he rallied his followers, and for a long time defied the Colonial troops. He was eventually defeated and captured, tried, and sentenced to a term of imprisonment, while those of his leading followers who were directly responsible for the murders of the three men were tried and executed. Pokwani reserve was confiscated, surveyed into farms, and sold to Europeans on the Licence Occupation System (Act 40, of 1895). The country, generally speaking, is flat and uninteresting. The valleys of the Hartz and its tributary, the Dry Hartz, are extensively cultivated for mealies and Kaffir corn. The rest of the district is pastoral. Cattle, horses, goats, ostriches, and Afrikander sheep thrive remarkably well, and but for the occasional outbreaks of disease, it would be one of the best stock farming districts in the Colony. In time of the severest drought, stock of all kinds can exist, when in other parts of the Colony they would die. Game is plentiful and varied; hartebeeste and koodoo are found on the Kaap Plateau, while springbok, duiker, and steenbok are very common. Guinea fowl, khoran, paauw, partridges, quail, dikkop, and namaqua are met with all over the district.



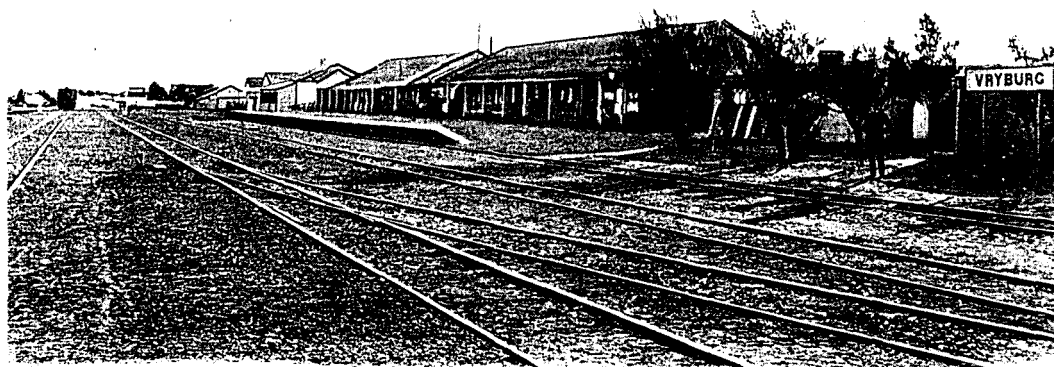
TAUNGS RAILWAY STATION.

Photo by A. H. Long.

Postcard illustrated courtesy of Brian Fenemore

PUDIMOE SIDING AND TIGERKLOOF

At Pudimoe Siding the station buildings were destroyed by the Boers during the recent war. Tigerkloof, in the kloof on the east side of the railway, which can be seen from the line, a portion of the Boer forces surrendered, during the last big drive, before the close of the war. The buildings and ground on the east side are the London Missionary Society's Station, which includes a College, or Technical Institute, for Native Boys.



Railway Station, Vryburg.

Published by H. E. Sargent, Vryburg.

Postcard illustrated courtesy of Brian Fenemore

VRYBURG

Vryburg (refreshment station), the town which was laid out in the Dutch style, is a mile from the station. It is an important centre of trade in connection with the outlying districts, there being a large number of stores. It has the usual Public Buildings, viz., Town Hall, Post Office, Dutch Reformed, English, and Native Churches. There is good hotel accommodation. Stock farming is carried on in the neighbourhood, quantities of wool and mohair being produced, and the district is a noted one for cattle. The country is undulating treeless veldt, on which the grass in good seasons grows to a height of several feet. Small game and bird shooting may be had in the district, and it is one of the stations for fitting out parties for big game shooting expeditions to the Kalihari and other places. Within 100 miles big game is still to be had, gemsbok, eland, hartebeeste, wildebeeste, ostriches, and giraffes still being found. There is a golf club. Vryburg sprang into existence in the troublous times of 1881-1884, during the period of warfare between the Native tribes in the districts, when the Boer filibusters, in the guise of assisting the Native chiefs, began to pour across the border, and seemed likely to swallow up the best lands of the Batlapins and Baralong. Two Republics were declared by the filibusters, that of Stellaland and the land of Goschen, and if these had been allowed to remain, the British trade route to the interior would have been barred. Vryburg was declared the capital of Stellaland, and Van Niekerk was appointed President. Southern Bechuanaland, however, was declared to be under British protection, and the Rev. John Mackenzie, the missionary successor to Moffat and Livingstone, was sent as Deputy-Commissioner to administer the country. He, however, while a staunch supporter of the British policy, was compelled to resign his office, and was withdrawn on the 30th July, 1884, and the late Honourable C. J. Rhodes was sent up to endeavour to effect a settlement in his place. Further trouble arose, and President Kruger proclaimed the country of the Chiefs Moshette and Montsioa to be under the protection of the South African Republic. An expeditionary force, under the command of Sir Charles Warren, was despatched to remove the Boer forces back within their own boundaries, pacify the country, and hold it until further arrangements could be made. He arrived with a force of 4,000 men on the Vaal River, on the 22nd January, 1884, reached Vryburg on the 7th February, 1884, and marched to Mafeking, where he achieved a bloodless victory. British rule being firmly established, the whole of Bechuanaland (British Bechuanaland and British Protectorate) was proclaimed under British protection. Bechuanaland was finally annexed to the Cape Colony, on the 16th November, 1895. During the recent Boer war, Vryburg Station and buildings were occupied by the Boers, who took possession of the goods and stores, and attempted to destroy the locomotives with dynamite. The Boers occupied Vryburg Village on the 20th October, 1899, General De La Rey being in command. The Transvaal flag was hoisted over the Court House. The place was occupied by the Boers for several months, until the advance of the British troops. The Mafeking relief column entered Vryburg on the 9th May, 1900. Post-carts leave Vryburg for Geluk, 31 miles; Motito, 71 miles; and Kuruman, 96 miles.

GELUK

Geluk is a farm with a District Post Office and Store, which offers accommodation to the traveller. Water is abundant, and the climate is healthy. Small game shooting may be obtained.

MOTITO AND KURUMAN

Motito is a large Native Staadt, situated in bush country. There is no hotel accommodation. Gold prospecting is being carried on. Kuruman is a small township. It is the seat of a Resident Magistrate in a good farming district, and is situated on the Kuruman River. There is a good water supply and gardens. There is a large cave, the full extent of which has not yet been explored. It has the usual Public Buildings, Court House, Post Office, and Dutch Reformed Church. There is also an hotel. There is a mission station which was formerly the headquarters of Dr. Moffat, the great pioneer missionary. During the recent war, the small British garrison left in charge of the place surrendered to the Boers after a gallant defence on 1st January, 1900.

SALTPAN

Saltpan, the country between Vryburg and Mafeking, is for the most part undulating veldt, interspersed with straggly bush. Saltpan is the first siding of note. The country around here is flat, devoid of bush, and is a swamp in the rainy season, and sand desert in winter. Shooting is plentiful, but is preserved.

MARIBOGO

At Maribogo, the country round about is flat and uninteresting and offers no inducement to the tourist. There is a small hotel, with accommodation for about 10 persons.

KRAAIPAN

Kraaipan has been historical from the fact that one of the first engagements of the Boer War took place near the siding on the 12th October, 1899

MARITZANI

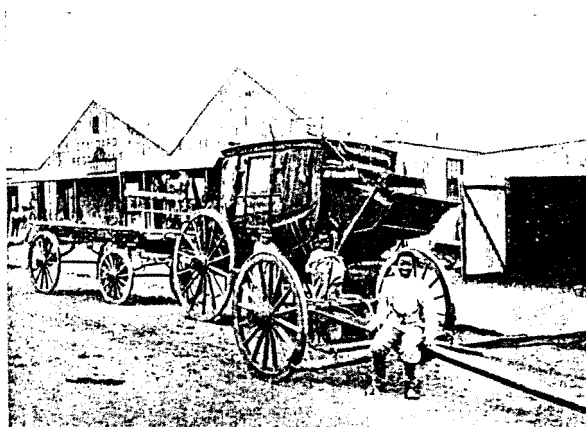
Maritzani is shortly reached, but there is nothing of absorbing interest at this spot. Tobacco growing, and stock and other farming claim a fair amount of attention. There is a small hotel at the siding, but accommodation is limited.

MADIBI

Until recently this was purely a siding on the Rhodesia Railways, situated 10 miles south of Mafeking, but has lately come into prominence through the presence of gold-bearing reefs having been discovered in the neighbourhood, and, if reports be true, promises to become a prosperous township in the near future. A shaft has been sunk to a considerable depth, and a good sound financial company has been formed to work the mine to its full value.

MAFEKING

Mafeking (870 miles from Cape Town), the world-renowned town, is famous for its seven months' siege, but so many descriptive accounts have been written about this that it is unnecessary to recapitulate details here. The town lies on an open plain, and at some little distance the bush commences, and relieves the monotony of the open veldt somewhat. The town itself, though small, is well laid out, and numerous improvements in the shape of the erection of new buildings, including Town Hall, English Church, etc., have been made since the end of the late war. Some of the old forts of both British and Boer origin are within easy driving distance, Game Tree Fort, now partially demolished, being about three miles to the north, whilst Cannon Kopje Fort, a British position, lies about 1½ miles to the south-east, and is easily reached. The Brickfields position (British) and McMullen's Farm (Boer) lie about a mile and two miles respectively due east, and are easily visited either by cart or cycle. Mafeking possesses three good hotels, the accommodation being all that can be desired. They are "Dixon's," the "Mafeking," and the "Surrey." There is also a good club in the town. There are no particular old buildings or monuments in the place, but the Memorial Obelisk, recently



The old coach days. The old Mafeking-Bulawayo coach at Mafeking

erected in front of the New Town Hall, is one of the finest in South Africa, and contains the names of those who fell during the siege and subsequently. There is good game shooting a few miles from the town, especially in the Protectorate, where buck of various kinds are to be found, also partridges, guinea fowl, duck etc. There is also a good golf links and a strong club. Cricket and football are played in season, whilst the tennis courts claim players all the year round. The principal industries are farming and cattle raising.

Mafeking at one time was the northern terminus of the railway, and became a large forwarding depot, and its position is such that it bids fair to remain an important distributing centre. Under the Customs Union the town has been made a "free warehousing port," and goods can be bought under rebate from bonded stores. There are several hotels, English, Dutch, Roman Catholic, and Wesleyan Churches, and a number of schools. The new English Church is being erected in memory of those who died in defence of the town during the seven months' siege, when Colonel Baden Powell, with 800 men and half a battery of guns, resisted all the efforts of the Boers to take the town, and by vigorous sorties inflicted heavy loss upon the enemy, capturing, a few days before the siege was raised, Commandant Eloff and 108 burghers. A Town Hall is also being constructed. The town is the starting point for some of the most important big game shooting grounds in the Bechuanaland Protectorate, and cart-roads run to various places over a wide area, including one to Krugersdorp, by the route taken by Dr. Jameson, in the memorable raid that failed. The railway north from Mafeking was only begun in 1894. The traveller will probably feel no particular inclination to alight at any of the wayside stations on the great plains which lie between Mafeking and Bulawayo.

PITSANI

Pitsani: Proceeding northwards from Mafeking, the British Bechuanaland Protectorate is entered at a point near Ramatlabama Siding (15 miles from Mafeking). A further 12 miles bring us to Pitsani Siding, famous as the spot where Dr. Jameson's camp for the raid was pitched. The kopje which marks the camping ground may be seen to the south-west of the siding. Near here, also, one of the first acts of the Boer War was performed, by the Transvaalers cutting the telegraph wires, on October 13th, 1899. Leaving Pitsani, the veldt begins to grow more interesting, and in summer the freshness of the flowers, grass and foliage of the many varying trees makes travelling very pleasant.

LOBATSI

We steam steadily towards Lobatsi, and before entering the station, wind down through pretty hills, the sides of which are covered with small bush, and a species of aloe, catch sight of the station and other buildings as we emerge from the gorges, and find ourselves in a long valley with hills, and kloofs on either side. The tourist who has plenty of time at his disposal would do well to spend a week or ten days at Lobatsi, where the Station Hotel has accommodation for about ten persons. Good shooting abounds hereabouts, the quarry consisting of buck partridges, and guinea fowl. Gopani and Kalapene (Native Staads under Chief Bathoen) are distant from the station 10 and 20 miles respectively. Both are pretty native villages, having a large number of fruit trees; peaches and oranges are especially abundant during the seasons. In the vicinity of the station are one or two general stores, where supplies may be obtained for excursions. Agricultural farming is carried on to a considerable extent by whites and natives alike, and a large trade is done in wood, which is cut in the neighbourhood, and forwarded to Kimberley and other centres, where it is used for mining purposes, fencing posts, and fuel.



The Line at Lobatsi

OOTSI

Travelling through equally pretty country, Ootsi Siding is the next stopping place. Wood cutting and native farming are the chief industries. Game is fairly plentiful, but there is no accommodation for tourists.

RAMOUTSA

Ramoutsa is another place where a large amount of wood cutting is carried on, the wood being mostly sent southwards for various purposes. The natives hereabouts possess herds of sheep and goats, and fresh milk may be obtained in quantities, also various fruits in season.

CROCODILE POOLS

Continuing our journey, Crocodile Pools, a watering station, is next reached, and here is still further evidence of the wood-cutting industry, whilst the extensive mealie fields testify to the richness of the soil, the crops supporting a large native population. Good fishing is obtainable in the river, about half-a-mile distant, during the months of February, March, and April, barbel being plentiful, and at times scaling from 10 to 15 lbs. There is no accommodation for tourists. Shooting in the immediate neighbourhood of Crocodile Pools is preserved, but with the aid of a bullock wagon, which may be hired from the natives, the country further afield will repay the sportsman in search of most kinds of game, buck, and birds being plentiful. This applies with more or less force to the whole of the Protectorate. Information in regard to requisite permits or licences may be obtained from the Resident Commissioner of the British Bechuanaland Protectorate, Headquarters' House, Mafeking.



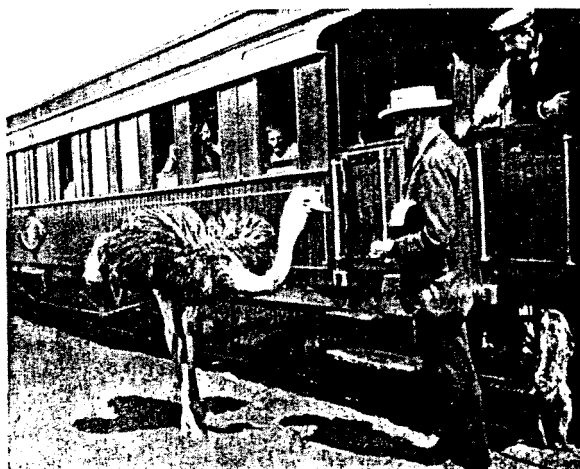
Passengers buying ornaments from the natives at Crocodile Pools

GABERONES

Leaving Crocodile Pools, Gaberones (nine miles distant, and 963 miles from Cape Town) is reached in about minutes. The Siding takes its name from the Native Chief, Gaberones, whose Staadt lies about eight miles to the east. The scenery consists of dense bush and hills. The Assistant Commissioner resides some three miles to the east of the line, close to the Netwani River, on whose banks also stand the Police Camp and Court House. Molepolole, a native Staadt, lies to the west some 40 miles. There is a small hotel at Gaberones Station, with accommodation for about ten persons, also two general stores, where a large amount of trading in skins is done with the natives. Valuable karosses may often be secured at this place, the varieties including tigercat, silver jackal, macloutsie and sepa cats, and otter. Good duck and buck shooting is to be had within easy distance. A large quantity of grain is grown by natives hereabout.

MOCHUDI

A run, of 1½ hours brings us to Mochudi Station (994 miles from Cape Town), the country *en route* being for the most part level, and covered with bush, while in the distance kopjes break the horizon on either side of the line. Mochudi Station itself lies on the level bush veldt, which, in the rainy season, is thickly carpeted with large varieties of lilies. The Netwani River lies 3½ miles to the east of the station, but it is only during very wet seasons that fishing can be obtained. The railway refreshment room has accommodation for 12 persons, and transport, in the shape of horses, wagons, and oxen, may be obtained of the proprietor. Birds and other game, including gazelles, provide bags to the sportsman, and here again a large amount of trading in skins is carried on, some of the best specimens of karosses being obtainable at the store adjacent to the station, and at the refreshment bar room. Mealies, Kaffir corn, and inyouti form the staple farming industry, and considerable quantities of cattle, sheep, and goats are raised.



A snapshot at Mochudi

ARTESIA

Artesia, 22 miles onward, and 1,016 from Cape Town is a watering station. There is a remarkable substratum of lime hereabouts: in fact, lime outcrop may distinctly be seen from the train as we bowl along. The water at Artesia is of excellent quality, and there is a capital supply. It is forced into the tanks of the carriages through pipes connected with the pumps.

SHOSHONG ROAD

Leaving Artesia, a long, sandy stretch is entered, and, except in the rainy season, the sand is so easily raised by the mere passing of the train, that considerable inconvenience is caused to the traveller, the fine peppery stuff permeating the carriages and covering everything with a thick coating of dust, which resembles snuff in effect. This sandy stretch extends through Shoshong Road to Mahalapye, a distance of 92 miles from Artesia.

PALLA ROAD

Palla Road is passed before reaching Mahalapye, and at the first-mentioned place there is an excellent supply of water of good quality. Karosses may often be secured at this point at very reasonable cost, the European traders being exceptionally situated in good skin-producing area.

MAHALAPYE

Mahalapye is situated on the banks of the river, from which it derives its name, amidst fairly thick bush, and can be confidently recommended as a base for game shooting, the list comprising several kinds of small buck, guinea fowl, pheasants, and partridges. Duck abound in the vleis out west during the wet season (November to March), and along the course of the river. Besides the station buildings, there is a good hotel, though the accommodation for tourists is limited. In addition to being for some time the base camp of General Plumer's force, Mahalapye was for several months the site of a Boer refugee camp. The only industry is farming, but this is on a very limited scale, and is carried on by the natives mainly for their own needs.

SHOSHONG

Shoshong, some 25 miles west, and which may be reached by ox waggon when procurable, over a sandy road, skirted by thick bush, is famous as the old mission station of Drs. Livingstone and Moffatt, and the ruins of the old church may still be seen.

PALAPYE ROAD

Palapye Road takes its name from Khama's old staadt, Palapye, which is some seven miles from the station to the east. Khama's Staadt has recently been removed to Serowe, which is some 35 miles east of the station. There is no regular cart service to the place, but carts may be hired at any time, at a fare of £5 per passenger, return trip. A native waggon can, however, be obtained at a much lower figure. The scenery in the locality is flat and monotonous, the country being mostly covered with straggly bush. There is a hotel at the station, with limited accommodation, and it is generally possible for a small party of visitors to put up at one or other of the stores within a few yards of the station, but this cannot be guaranteed. Shooting around the station is scarce, and is mostly confined to birds and small buck. At Serowe it is more plentiful, but the permission of the chief has to be obtained to shoot big game.

SERULI

Seruli Siding is of small interest. A small amount of stock is raised by the natives, but the veldt for the most part is poor, and the surrounding country is composed almost solely of thick bush.

FRANCISTOWN

The principal place in that portion of British Bechuanaland Protectorate, known as the Tati Concessions, is situated amidst well-wooded, undulating country, and in close proximity to the rivers Shashi, Tati, and Inchwe, in which good fishing may be obtained in the rainy season. During the dry season, however, fish may still be "landed" by digging for them with a spade in the sandy beds of the rivers. There is a good hotel, with ample accommodation. At Francistown are the offices of the Tati Concessions, Limited. The Monarch Mine, two miles west of the line, is one of the oldest gold mines in South Africa. Old Tati, the former capital, is 22 miles distant. Shooting and lawn tennis are the principal recreations of the inhabitants of the township, but the Tati Concessions Co. must be approached to enjoy the former. Gold mining and prospecting are the chief industries, and the various general stores do a fair trade with the Europeans and natives. An Assistant Commissioner of the British Bechuanaland Protectorate is stationed at Francistown.

TESSEBE [TSESSEBE]

Tessebe is a watering station. The scenery around includes forest, hills and valleys, and the river, a tributary of the Shashi, which is about two miles from the line, and is reached by native paths extending beyond the river to the west to Selepeng Staadt, the head-quarters of Rawe, Chief of the Makalangas. The nearest accommodation for tourists is at Francistown, 33 miles south, and Plumtree, 28 miles north. The large dam built at the river is used for conserving water which is used for supplying trains. There is a scarcity of game in the neighbourhood, and permission to shoot must be obtained from the Tati Concessions, Ltd. From August to March good fishing is to be had in the river, the ever-present barbel, together with bream, roach, and a species of trout, being very voracious when on the feed. Agricultural and stock farming are carried on by the natives to a limited extent.

RAMAQUABANE

On passing Ramaquabane Siding, the northern boundary of the Protectorate is reached and the train enters Southern Rhodesia. If the time of day be opportune, the tourist will shortly catch a glimpse of the Matoppo Hills away to the east, and will thenceforward to Figtree secure more or less favourable views of the famous Matabele fastnesses.

With thanks to Werner Seeba who provided copies of the original article.

CHECKLIST OF BOTSWANA POSTMARKS**FOR OFFICES BEGINNING WITH THE LETTERS N, O, AND P (Part 1 of 2)***Brian Trotter*

For offices beginning with the letters N, O, and P, the Botswana Postmark Project Team have so far recorded the following numbers of different markings.

N	24
O	35
P	44

There are certainly other markings that the small group of Society members working on the postmark have not yet recorded, so additional information on unrecorded markings or further information on those already recorded will be very much appreciated.

SINCE THE RECORDED MARKINGS REPRESENT ESSENTIALLY WHAT IS CONTAINED IN THE COLLECTIONS OF THE SMALL NUMBER OF MEMBERS WORKING ON THE BOTSWANA POST-MARK PROJECT, RECORDED NUMBERS OF MARKINGS DO NOT NECESSARILY REPRESENT RELATIVE SCARCITY OF THE RESPECTIVE MARKINGS.

NATA**No. 1 Type 2 A 1**

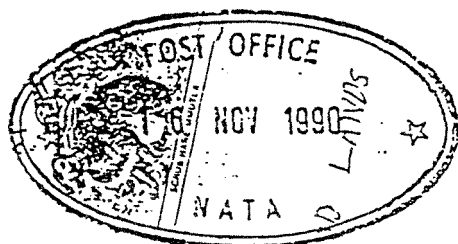
Circle diameters	:	20 & 32 mm
Earliest recorded date	:	May 10, 1982
Latest recorded date	:	Oct 31, 1991
Codes recorded	:	A, B, None
Number recorded so far	:	8

On 4 of the 8 recorded items the date sequence is reversed (that is year, code, month, day on 3 of them, and year, month, day, code on the fourth one).

**No. 2 Type 61 J 27**

Oval dimensions	:	31 x 45 mm
Earliest recorded date	:	Sep 25, 1990
Latest recorded date	:	Nov 20, 1991
Number recorded so far	:	4

All recorded items are struck in red.

**No. 3 Type 61 J 27**

Oval dimensions	:	31 x 53 mm
Earliest recorded date	:	May 7, 1990
Latest recorded date	:	Nov 16, 1990
Number recorded so far	:	2

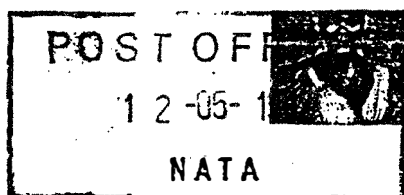
Both recorded items are struck in purple.



No. 4 Type 61 J 27

Oval dimensions : 36.5 x 52 mm
 Earliest recorded date : May 25, 1992
 Latest recorded date : Nov 25, 1992
 Number recorded so far : 4

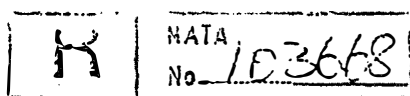
Two of the 4 recorded items are struck in red.



No. 5 Type 8 J 26

Box dimensions : 25 x 51 mm
 Earliest recorded date : Mar 11, 1993
 Latest recorded date : Sep 7, 1993
 Number recorded so far : 6

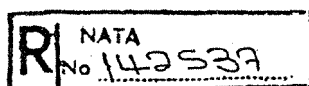
All recorded items are struck in red.



No. 6 Type REGN 2a

Box dimensions : 12 x 52 mm
 Earliest recorded date : Sep 25, 1990
 Latest recorded date : Nov 20, 1991
 Number recorded so far : 2

The 2 recorded items are struck in red.



No. 7 Type REGN 2a

Box dimensions : 10 x 39 mm
 Earliest recorded date : Feb 19, 1986
 Latest recorded date : Feb 19, 1986
 Number recorded so far : 2

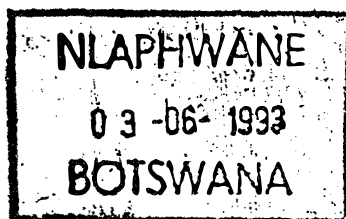
One of the recorded items is struck in red, and is on piece so that no date can be determined.

NLAPHWANE



No. 1 Type 2 A 1

Circle diameters : 19 & 28 mm
 Earliest recorded date : Jun 3, 1993
 Latest recorded date : Jun 6, 1993
 Number recorded so far : 2



No. 2 Type 8 B 51

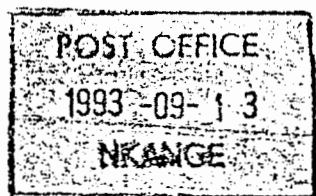
Box dimensions : 28 x 43.5 mm
 Earliest recorded date : Jun 3, 1993
 Latest recorded date : Jun 3, 1993
 Number recorded so far : 1

NKANGE**No. 1 Type 2 B 51**

Circle diameters : 19 & 28 mm
 Earliest recorded date : Jun 19, 1980
 Latest recorded date : Jun 2, 1989
 Codes recorded : A, C, D
 Number recorded so far : 12

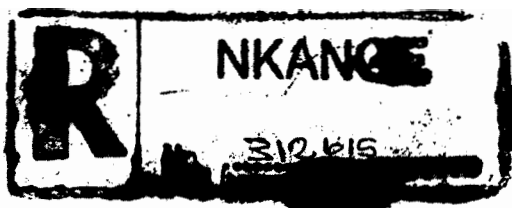
**No. 2 Type 21 A 1**

Circle diameters : 18 & 29 mm
 Earliest recorded date : May 14, 1990
 Latest recorded date : May 6, 1993
 Number recorded so far : 8

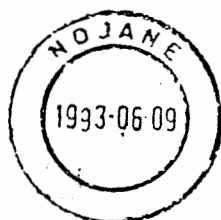
**No. 3 Type 8 J 26**

Box dimensions : 24.5 x 39 mm
 Earliest recorded date : Feb 5, 1986
 Latest recorded date : Sep 13, 1993
 Number recorded so far : 3

Both recorded items are struck in red.

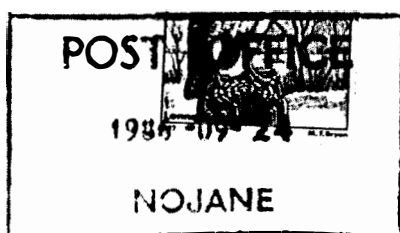
**No. 4 Type REGN 2a**

Box dimensions : ± 24 x 66 mm
 Earliest recorded date : Feb 2, 1986
 Latest recorded date : Feb 2, 1986
 Number recorded so far : 1

NOJANE**No. 1 Type 2 A 1**

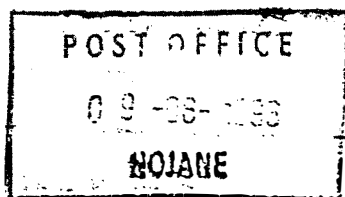
Circle diameters : 19 & 28 mm
 Earliest recorded date : Dec 30, 1988
 Latest recorded date : Sep 14, 1993
 Number recorded so far : 5

Two of the 5 recorded items are struck in red.

**No. 2 Type 8 J 26**

Box dimensions : 29 x 52.5 mm
 Earliest recorded date : Sep 24, 1986
 Latest recorded date : Dec 23, 1987
 Number recorded so far : 3

One recorded item has an indistinct date, and is a photocopy. It is unknown if it was, or was not, struck in red.



No. 3 Type 8 J 26

Box dimensions : 25 x 43.5 mm
 Earliest recorded date : Mar 20, 1993
 Latest recorded date : Aug 9, 1993
 Number recorded so far : 4

All recorded items are struck in red.



No. 4 Type REGN 3a

Box dimensions : 13 x 43.5 mm
 Earliest recorded date : Jun 15, 1992
 Latest recorded date : Mar 23, 1993
 Number recorded so far : 2

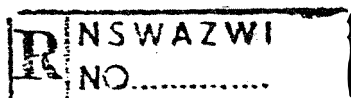
Both recorded items are struck in red.

NSWAZWI



No. 1 Type 2 B 51

Circle diameters : 19 & 28 mm
 Earliest recorded date : Sep 8, 1989
 Latest recorded date : Aug 4, 1993
 Number recorded so far : 4



No. 2 Type REGN 2a

Box dimensions : 12.5 x 44 mm
 Earliest recorded date : Sep 11, 1992
 Latest recorded date : Aug 4, 1993
 Number recorded so far : 3

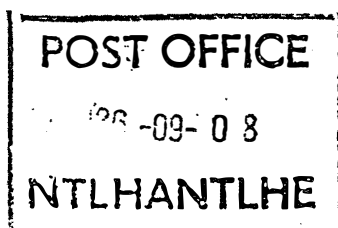
Both recorded items are struck in red.

NTLHANTLHE



No. 1 Type 2 A 1

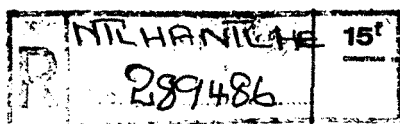
Circle diameters : 19 & 28 mm
 Earliest recorded date : Oct 8, 1985
 Latest recorded date : Oct 7, 1993
 Number recorded so far : 13



No. 2 Type 8 J 26

Box dimensions : 30 x 44 mm
 Earliest recorded date : Sep 8, 1986
 Latest recorded date : Sep 8, 1986
 Number recorded so far : 3

All 3 recorded items are struck in red.

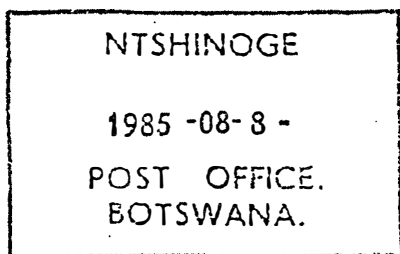


No. 3 Type REGN 2a

Box dimensions : 16 x 51 mm
 Earliest recorded date : Mar 4, 1986
 Latest recorded date : Mar 4, 1986
 Number recorded so far : 1

It is impossible to say if this cancel is designed for the office name to be written in or if the name was there, but so indistinct that it had to be written in. The latter has been assumed. The single recorded item is struck in red.

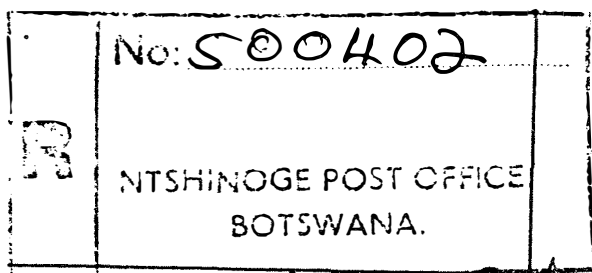
NTSHINOGE



No. 1 Type 8 B 53

Box dimensions : 33 x 51 mm
 Earliest recorded date : Jun 2, 1985
 Latest recorded date : Aug 8, 1985
 Number recorded so far : 4

All three recorded items are struck in red.

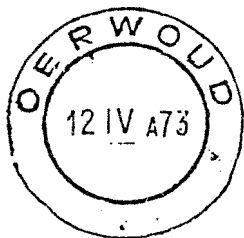


No. 2 Type REGN 2i

Box dimensions : 35 x 76 mm
 Earliest recorded date : Jun 8, 1985
 Latest recorded date : Jun 8, 1985
 Number recorded so far : 1

The single recorded item is struck in red.

OERWOUD

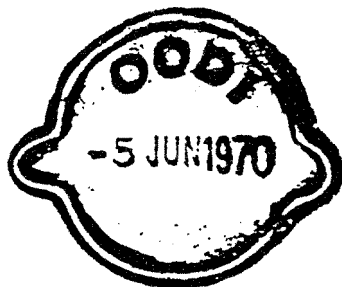


No. 1 Type 2 A 1

Circle diameters : 22 & 31 mm
 Earliest recorded date : Apr 12, 1973
 Latest recorded date : Apr 12, 1973
 Codes recorded : A
 Number recorded so far : 1

This is Bechuanaland Protectorate postmark No. 1 with Bech. Prot. excised (See Runner Post, Issue 28, September 1992, page 556). This office is believed to have been closed on 11th November, 1974.

ODI



No. 1 Type 23 A 1

Circle diameters : ± 34 & 36 mm
 Earliest recorded date : Jun 5, 1970
 Latest recorded date : Jun 5, 1970
 Number recorded so far : 1

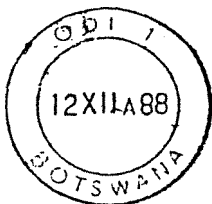
Note spelling as OODI. The rubber cancellers used in Botswana in the late 1960's and early 1970's distorted with use and presumably heat. The distorted versions, as above, were dubbed 'oyster' postmarks by Roy Setterfield.



No. 1a Type 23 A 1

Circle diameters	:	± 34 & 36 mm
Earliest recorded date	:	?, 1971
Latest recorded date	:	?, 1971
Number recorded so far	:	1

Note the spelling as OODI. This is presumably another, or possibly a replacement, rubber canceller for No. 1 above. This time the inner circle has distorted into a serrated edge appearance as in the part strike illustrated.



No. 2 Type 2 B(1) 51

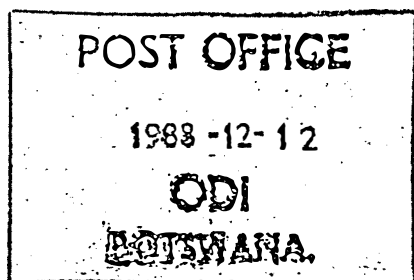
Circle diameters	:	18 & 27 mm
Earliest recorded date	:	Aug 11, 1986
Latest recorded date	:	Nov 3, 1993
Codes recorded	:	A, B, C, None
Number recorded so far	:	13

One recorded item has the complete date inverted, with the code after the day. It is also an error of year, showing 13 XI 93, used before that date, used to cancel a 1981 Christmas Stamp (issued 11th Nov 1981), so although it shows a date later than the latest recorded, it may even be the earliest usage recorded.



No. 3 Type 2 F 4

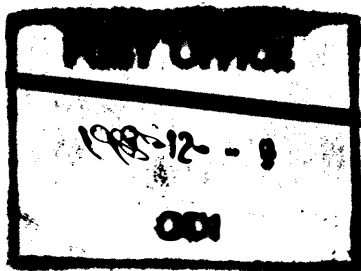
Circle diameters	:	18 & 27 mm
Earliest recorded date	:	Oct 12, 1982
Latest recorded date	:	Dec 13, 1988
Codes recorded	:	A, C, D
Number recorded so far	:	9



No. 4 Type 8 M 5

Box dimensions	:	36 x 52 mm
Earliest recorded date	:	Dec 12, 1988
Latest recorded date	:	Dec 12, 1988
Number recorded so far	:	1

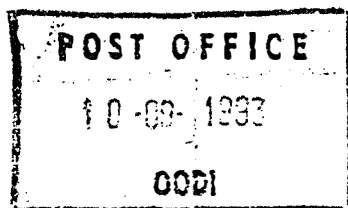
The single recorded item is struck in red.



No. 5 Type 8 J 26

Box dimensions	:	33 x 45 mm
Earliest recorded date	:	Dec 9, 1985
Latest recorded date	:	Aug 11, 1986
Number recorded so far	:	2

One of the recorded items is struck in red.



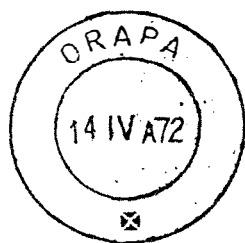
No. 6 Type 8 J 26
 Box dimensions : 26 x 43.5 mm
 Earliest recorded date : Nov 16, 1992
 Latest recorded date : Sep 10, 1993
 Number recorded so far : 2

Both recorded items are struck in red.

ORAPA



No. 1 Type 23 A 1
 Circle diameter : 35 & 38 mm
 Earliest recorded date : Feb 19, 1972
 Latest recorded date : Feb 19, 1972
 Number recorded so far : 2



No. 2 Type 2 D 2
 Circle diameter : 19 & 30.5 mm
 Earliest recorded date : Apr 14, 1972
 Latest recorded date : Apr 3, 1993
 Codes recorded : A
 Number recorded so far : 11

Five of the 11 recorded items have date sequence reversed, that is year, code, month, day.



No. 3 Type 2 D 2
 Circle diameters : 19 & 27 mm
 Earliest recorded date : Jan 17, 1973
 Latest recorded date : May 13, 1993
 Codes recorded : A, B, C
 Number recorded so far : 40

There appears to be 2 different markings with slightly different circle diameters, the smaller one having circle diameters of 18.5 & 26 mm. To avoid confusion in identification, we have assumed this to be a single marking. Recorded markings from 1990 all have date sequence reversed, that is year, month, code, day.



No. 4 Type 2 F 7(4)
 Circle diameters : 19 & 27 mm
 Earliest recorded date : Mar 28, 1984
 Latest recorded date : May 17, 1993
 Number recorded so far : 15

Presumably similar markings must exist for numerals 1, 2, and 3.



No. 5 Type 2 F 12

Circle diameters : 22 & 33 mm
 Earliest recorded date : Feb 2, 1979
 Latest recorded date : Mar 11, 1993
 Codes recorded : A, C
 Number recorded so far : 10



No. 6 Type 23 M 4

Circle diameters : 35 & 38 mm
 Earliest recorded date : Jul 7, 1986
 Latest recorded date : Jul 7, 1986
 Number recorded so far : 1



No. 7 Type 21 F 9(3)

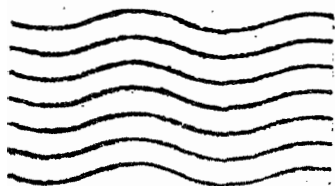
Circle diameters : 18 & 31 mm
 Earliest recorded date : Apr 10, 1989
 Latest recorded date : Sep 2, 1993
 Number recorded so far : 16



No. 8 Type 51 J 26

Truncated oval dimensions : 32 x 58 mm
 Earliest recorded date : Jul 12, 1988
 Latest recorded date : Sep 1, 1993
 Number recorded so far : 4

All recorded items are struck in red.



No. 9 Type MACH 4a

Circle diameters : 21.5 mm
 Earliest recorded date : Jan 20, 1986
 Latest recorded date : May 6, 1993
 Number recorded so far : 22

Date/time/year sequence varies. One recorded item has larger size digits for the year. This is the earliest recorded marking, so the change to uniform size digits and letters for the time/date/year information may have been made soon after that.



No. 10 Type SPEC 3

Earliest recorded date : Jul 17, 1985
 Latest recorded date : Dec 13, 1985
 Number recorded so far : 4

Omnibus marking - International Youth Year. One example is struck in red.



No. 11 Type SPEC 2b

Earliest recorded date : Sep 30, 1986
 Latest recorded date : Sep 30, 1986
 Number recorded so far : 1

Omnibus marking - 20th Anniversary of Independence.



No. 12 Type SPEC 2b

Earliest recorded date : Jun 1, 1987
 Latest recorded date : Jun 1, 1987
 Number recorded so far : 1

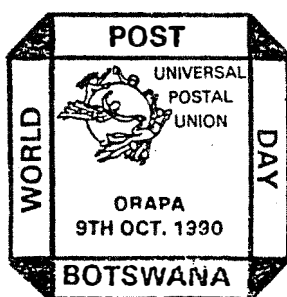
Omnibus marking - Child Survival and Development.



No. 13 Type SPEC 2c

Earliest recorded date : Jul 13, 1987
 Latest recorded date : Jul 13, 1987
 Number recorded so far : 2

Omnibus marking - Association of Round Tables in Central Africa.



No. 14 Type SPEC 2c

Earliest recorded date : Oct 9, 1990
 Latest recorded date : Oct 9, 1990
 Number recorded so far : 2

Omnibus marking - World Post Day. One of the recorded items is struck in blue, and is used to cancel a stamp on an unaddressed cover.



No. 15 Type SPEC 2c

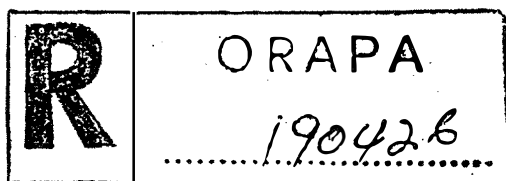
Earliest recorded date : 3-13 May, 1990
 Latest recorded date : 3-13 May, 1990
 Number recorded so far : 1

Omnibus marking - Stampworld London. The single recorded item is struck in red, and is used to cancel a stamp on an unaddressed cover.



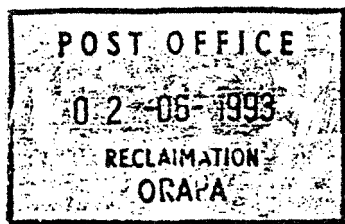
No. 16 Type REGN 2h
 Box dimensions : 22 x 60 mm
 Earliest recorded date : Jul 19, 1977
 Latest recorded date : Apr 21, 1980
 Number recorded so far : 3

All recorded items are struck in red. The dotted line below ORAPA has 27 dots - see recorded number 17 below for a similar marking with 30 dots to the dotted line.



No. 17 Type REGN 2h
 Box dimensions : 23 x 65 mm
 Earliest recorded date : Jan 17, 1973
 Latest recorded date : Oct 15, 1993
 Number recorded so far : 7

Six of the 7 recorded items are struck in red (the other is in black). The dotted line below ORAPA has 30 dots - see recorded number 16 above for a similar marking with 27 dots to the dotted line.



No. 18 Type MISC 7j
 Box dimensions : 28 x 43 mm
 Earliest recorded date : Dec 24, 1992
 Latest recorded date : Sep 1, 1993
 Number recorded so far : 5

All recorded items are struck in red.



No. 19 Type MISC 11
 Earliest recorded date : ?
 Latest recorded date : ?
 Number recorded so far : 1

Omnibus marking - African Development Bank. The recorded item is on piece, so no date can be determined.



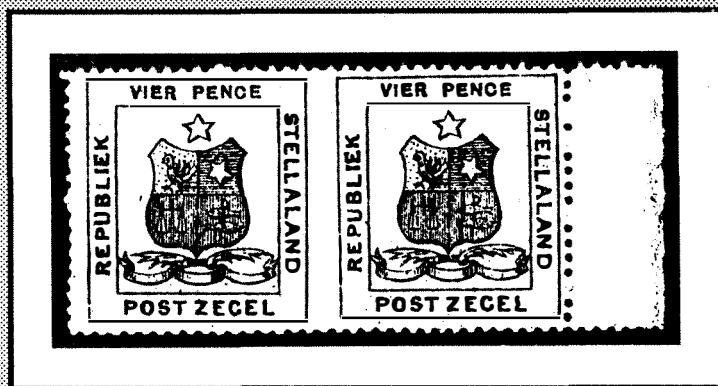
No. 20 Type MISC 11
 Earliest recorded date : Jun 14, 1994
 Latest recorded date : Jun 14, 1994
 Number recorded so far : 1

Omnibus marking - A Decade for Literacy 1990-2000, 6-11 June 1994. The single example is struck in red.

PART 2 OF THE CHECKLIST OF BOTSWANA POSTMARKS FOR OFFICES BEGINNING WITH THE LETTERS N, O, P WILL BE PUBLISHED IN RUNNER POST NUMBER 44

RARE STAMPS

STELLALAND



1884 4d greyish green fine mint horizontal pair with right sheet margin. Variety IMPERFORATE BETWEEN PAIR. Rare.

SG 3a

R3100

It is not often that you pay a premium for something that is missing! This Stellaland pair has the perforations missing between the stamps, creating the rare variety 'imperforate between pair'.

For this and other rare items of the Bechuanalands, please contact me at the address or numbers below.

I also buy! If you have a collection or single better items, particularly of the territories of British Africa, that you are considering selling, I would be pleased to hear from you.

Please note that you can now also contact me via E-Mail.

ALAN MACGREGOR

Member: PTS, SAPDA, APS

P O BOX 3130, CAPE TOWN 8000, SOUTH AFRICA

TEL (+27 21) 696 4643 FAX (+27 21) 696 4797 E-Mail: amg@new.co.za