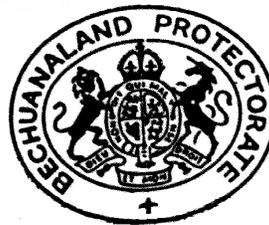


The Northern Mails and Telegraphs:
Bechuanaland and Rhodesia in the
Annual Reports of the Postmaster-General,
Cape of Good Hope, 1885-1909

Edited by Peter Thy



Krone Publications
2001

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Contents

	Page
Introduction.....	1
The Postmaster-General's Reports.....	7
1885	7
1886	7
1887	8
1888	8
1889	8
1890	9
1891	11
1892	12
1893	13
1894	15
1895	16
1896	19
1897	23
1898	28
1899	30
1900	31
1901	34
1902	35
1903	35
1904	37
1905	38
1906	38
1907	39
1908	40
1909	40

Introduction

The Postmaster-General's reports were submitted annually to the Cape of Good Hope Parliament. The reports contained detailed summaries and statistics over the postal and telegraph activities for the past calendar year. They included information on postal regulations, postal rates, post offices, personnel, postal routes, telegraph developments, postal regulations, expenditures, revenues, and many other subjects. Of particular concern to the Postmaster-General was the development and unification of the postal and telegraph regulations of the southern African region, the maintenance of the British Mail Packets, and international regulations such as the Universal Postal Union. The Postmaster-General, with rights, considered himself and the Cape Postal and Telegraph Department as being the leading forces behind the development and modernization of the postal and telegraph services of southern Africa. Modernization of these communication services was equated with social and economic development. The progress toward this goal is recorded in the reports, which include in surprising details the history of what here is referred to as the 'Northern Mails and Telegraphs.' These frontier areas included, to various extents, British Bechuanaland, Bechuanaland Protectorate, British South Africa Company, Mashonaland, Rhodesia, and British Central Africa. The reports are thus important sources for the postal historian, not only of the Cape of Good Hope, but of the southern African region at large.

The story narrated by the Postmaster-General begins in 1885 shortly after General Warren's Bechuanaland Expedition and the establishment of the Crown Colony of British Bechuanaland. Within a few years, from perhaps around 1889 until the turn of the century, the postal and telegraph services of the vast regions towards the north of the Cape Colony were established and fast developed. This allowed settlers to communicate with other southern African States and Republics, and thereby, gave them access to the British Mail Packets maintained by the Cape Colony.

The Cape Department played a central role in these developments. For this reason, the early postal history of the Bechuanalands and Rhodesians is closely intertwined with that of the Cape of Good Hope. In 1882, the postal laws and regulations of the Cape Colony were consolidated and modernized into one single Government Act that the following year formed the background for a new contract for the conveyance of the mails between the United Kingdom and the Cape Colony. A postal convention between the Cape Colony and British Bechuanaland was signed in 1885, shortly after the establishment of the Crown Colony, and extended the Cape postal system northward. It was also the same year that the Cape Postal and Telegraph Services were amalgamated directly under the control of the Postmaster-General, thus laying the ground for an aggressive expansion of

the telegraph systems, internally as well as toward the northern frontiers. In 1888, the first mail service toward the north was established as the well known Runner Post between British Bechuanaland and locations in the Bechuanaland Protectorate and Trans-protectorate. The same year, reduced rates of ocean postage came into effect following the new Ocean Mail Contract signed by the Cape Government in October. Consequently, the following years saw a systematic drop in the inland and overseas rates. The Cape letter rate dropped fast between 1888 and 1892 from 6d to 2½d as a result of a systematic policy of reducing postal rates. It was the Postmaster-General's view that reduced rates resulted in an expansion in the mail volumes and ultimately in an increase in revenues.

The colonization of Mashonaland by the British South African Company soon led to the establishment of a weekly service between Tuli and Salisbury in 1892, connecting with the Bechuanaland service. A postal services to, and within, British Central Africa was inaugurated already in 1893, again with the active involvement of the Cape Department. The firm Cape control over the frontier mails was further consolidated by the transfer of the administration of the Bechuanaland Posts and Telegraphs to the Cape Post Office the same year. British Bechuanaland was annexed to the Cape Colony in 1895, and the local Postmaster-General's office in Vryburg ceased to exist.

The Cape Colony entered the Universal Postal Union in 1895 despite widespread European concern that admitting the Cape would strengthen the influence of Great Britain on Union matters. The entrance into the Union also had been delayed because of concern in the Cape Parliament and Postal Department about the organization and the effects on the British Mail Packets of reduced international ocean rates. The South African Postal Union came into effect in 1898, the next year the Imperial Penny Postage to the Empire was adopted by the Cape Colony. In 1899, an agreement was finally signed between the United Kingdom, the Cape Colony, and the States and Colonies of Southern Africa with the purpose of sharing on a more equal basis the expenses for the Packet Mails to and from the United Kingdom (and connecting to the European and North American mails). This final settlement in a long controversy stabilized the postal developments in southern Africa.

The telegraph had already entered southern Africa in 1860, but expansion of the lines first escalated after 1873 when the Government took over the existing private owned systems. Soon, the telegraph extended throughout South Africa and branched out toward the frontiers in the wake of colonization. Soon the telegraph was as important, if not more important, than the conventional mail system. The first Bechuanaland telegraph line was erected from Barkly West to Kanye by the Imperial Government in 1885 during the Warren Expedition. This line was taken over by the Bechuanaland Government to Mafeking and rebuilt with iron poles in 1886. The British South Africa Company extended the line to Tuli, at the Matabele border, and the following year all the way to Salisbury. This early telegraph construction was mostly done by the Cape Post and Telegraph Department or under its supervision. In 1893, the workings and maintenance of the Bechuanaland and the British South Africa Company's telegraphs were taken over by the Cape Department that now controlled the complete line to Salisbury through the Protectorate. The construction of a telegraph line from Palapye, via Tati and Mangwe, to Bulawayo was initiated in 1893, and further pushed on to reach Charter in 1894. The following year, a direct line between Macloutsie and Mangwe was constructed and latter replaced the Palapye-Tati line. This way, Salisbury was connected to the south by two lines either via Victoria or Bulawayo, thus allowing for increased traffic, but also to provide some security in case of native uprisings. Within Rhodesia, the telegraph lines were rapidly expanding southward toward Umtali that finally was reached in

1895. Duplex workings were introduced 1895-6 doubling the traffic on the existing lines. The Trans-Continental Telegraph Company and the Cape Department started construction of a line from Salisbury via Mazoe and Tete to Balantyre in 1895. This line was connected to the Portuguese East Africa telegraph system at Tshiromo with connection to Chinde and Quillimne. The Nyassaland and Portuguese East Africa connection was latter relocated via Umtali and Tete. The main line through Bechuanaland was rebuild from 1897 with a three-wire line to accommodate the increased Rhodesian and British Central African traffic. The British South Africa Company resumed direct responsibility of the telegraph system from the Cape Department in 1897. Thus, in just the few years between 1890 and 1897, the Southern African telegraph system had matured and now connected Rhodesia and British Central Africa with the Cape Colony and with the rest of the world.

In this compilation, relevant references to the Northern Mails and Telegraphs have been extracted from the Postmaster-General's annual reports. The information is presented in a chronological order that closely follows the Postmaster's presentation. An accompanying compilation will chronicle, within the same general time frame, the development of postal rates of the Cape of Good Hope and the greater southern African area. It is hoped that the information contained herein will prove of value to the postal historian of southern Africa. The first reference to the Northern Mails occurs in the 1885 report. The last reference is naturally found in the 1909 report (submitted in early 1910). The following year, 1911, was reported as the first year by the Union of South Africa's Postmaster-General. The extracts are transcribed literally with only a few and rare typographical errors corrected. The exceptions are the listings of telegraph offices and also the headings that have been modified for ease of reference and consistency.

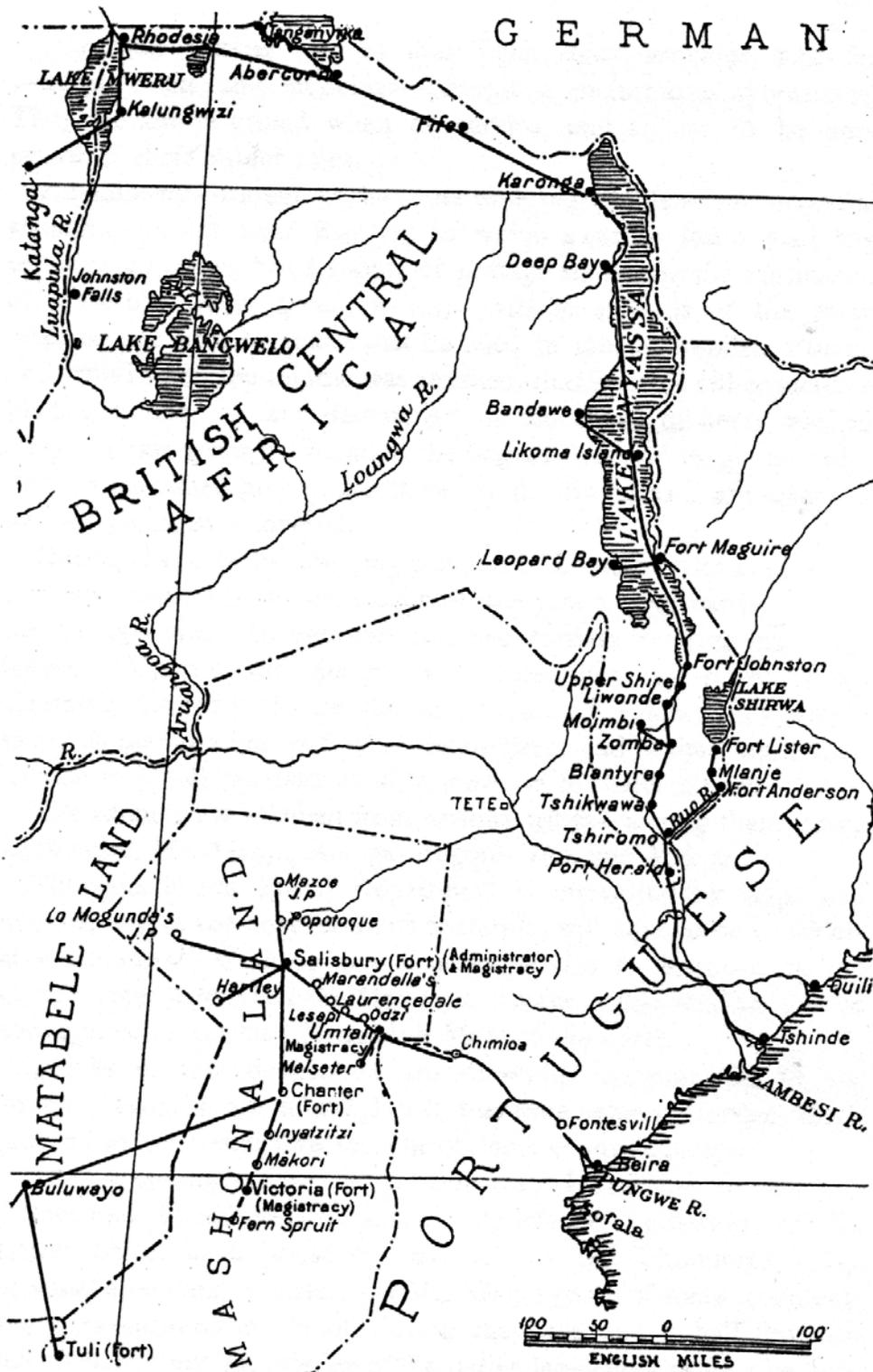
Because the text to the reports were collected over the report year by the various personnel in the postal and telegraph sections of the Postmaster-General's office, repetitions are abundant both within a report year as well as from year to year. Many errors and inconsistencies undoubtedly occur, such as the opening or closing of a telegraph office reported during two following report years. Sometimes a report is given of an expected occurrence or achievement that may have failed to materialize. It should also be realized that the reports served a political purpose and that the Postal and Telegraph Services of the Cape, like other government organizations, both then and today, was dependent on yearly budgetary approvals. Despite these limitations, inconsistencies, and inaccuracies, the report texts provide useful information on the role of the Cape Postal and Telegraph Services' in the development of the southern African region.

The text was extracted from "Reports of the Postmaster-General, Cape of Good Hope," printed by W.A. Richards & Sons, Cape Town, annually between 1885 and 1909. The 1910 report was part of the Union of South Africa's Postmaster-General's annual report printed in 1911. The present compilations are based on a microfilm edition in the collections of the Library of Congress.





Sketch map of South Africa south of the Zambezi showing the principal railways and telegraph lines in 1896. From H.H. Flowers: Bechuanaland telegraphs. St. Martin's-Le-Grand, volume VI, p. 320-329, 1896. Telegraphs were also located along the railways. Hamilton Flowers was Postmaster of Mafeking.



Sketch map of the postal circulation in Mashonaland and British Central Africa. From E.E. Harry: Organising Central Africa. St. Martin's-Le-Grand, volume IV, p. 388-401, 1894.

CAPE OF GOOD HOPE.

REPORT

OF THE

POSTMASTER-GENERAL

[POSTAL AND TELEGRAPH DEPARTMENT]

FOR THE

YEAR 1886.

Presented to both Houses of Parliament by command of His Excellency the Governor.
1887.

CAPE TOWN:

W. A. RICHARDS & SONS, GOVERNMENT PRINTERS, CASTLE-STREET.
1887.

[G. 39—'87.]

The Postmaster-General's Reports

1885

British Bechuanaland. - A Postal Convention was entered into between the Colony and British Bechuanaland, on the lines of those existing with the neighbouring Republics, and came into force on the 1st of December last (1885, p. 6).

Bechuanaland Telegraphs. - The Imperial Government during the late Bechuanaland Expedition erected a temporary military line, from West Barkly to Kanya, which was also open for public use and was worked upon the basis of the Colonial System, the uniform tariff of a shilling for ten words being also adopted. Upon the withdrawal of the Military Forces, the section from Mafeking to Kanya was dismantled, but the line from West Barkly to Mafeking, a distance of 220 miles, is still maintained by the Civil Administration since established in Bechuanaland. The following are the intermediate stations upon the line:- Wittefontein, Drake's, Taungs, Vryburg, Groot-chusing, Setlagoli and Maritzani. A considerable extension of telegraphic facilities has thus been afforded to the public. On account of the necessarily fragile nature of the material employed in the construction of this line interruptions have been frequent, but owing to the maintenance arrangements their individual duration has been brief. When the existing line is made of a more permanent nature, which the Imperial authorities propose shall be done at no distant date, this extension of communication will, as a matter of course, add to the practical value of the Colonial System, over which the Bechuanaland traffic must necessarily pass (1885, p. 22).

1886

Bechuanaland Telegraphs. - The temporary military line from Barkly West to Mafeking, a distance of 220 miles, which was erected in the beginning of 1885, has been permanently reconstructed by the Imperial Government with iron poles throughout - the work being carried out under the supervision of this Department. The line has worked well and with but few faults since its reconstruction, and the frequent unavoidable interruptions due to the gradual decadence of fragile poles employed in the construction of the temporary line have entirely disappeared. The permanent offices upon this line are Mafeking, Setlagoli, Taung and Vryburg (1886, p. 12).

Telegraph Offices (British Bechuanaland). - The existing offices are:- Mafeking, Setlagoli, Taung, Vryburg (1886, p. 41).

1887

British Bechuanaland. - A second post in the week has been established between Kimberley and Vryburg, and communication with that colony very much improved by it. Apart from the facilities afforded to correspondence by increased means of communication with the neighbouring States, the revenue derived, as each State keeps its own takings, is very considerably improved by each additional post established (1887, p. 4).

British Bechuanaland Money Orders. - An exchange of Money Orders with this territory commenced on the 1st January last, and during the year the issues upon it amounted to £2,012 14s. 1d., and those upon the Colony to £4,089 6s. 3d. (1887, p. 7).

Telegraph Offices (British Bechuanaland). - The following office was opened during the year:- Wittenfountain (1887, p. 12).

1888

British Bechuanaland. - A Postal Service has been established by native runners between Bechuanaland, the British Protectorate and Transprotectorate. Correspondence for the Protectorate and Transprotectorate must be prepaid as if addressed to Bechuanaland, a further charge being made upon delivery (1888, p. 4).

Conventions. - During the year Conventions were entered into with British Bechuanaland, the Orange Free State, and the South African Republic, giving effect to the reduced rate of ocean postage (1888, p. 6).

British Bechuanaland Money Orders. - The issues by the Colony upon British Bechuanaland have increased by £400, but its issues upon the Colony have increased considerably, amounting to £6,487 19s. 5d., or £2,398 13s. 2d. in excess of the previous year (1888, p. 7).

1889

British Bechuanaland Money Orders. - Business with this Dependency has somewhat fallen off, but may be expected to recover as it becomes better populated (1889, p. 14).

British Bechuanaland Telegraphs. - The following construction work, authorised by Votes No. 31 of 1888-89 and 30 of 1889-90, has also been completed:-

New wire in place of the old military wire on existing poles from Barkly West to the border of British Bechuanaland - - - - 60 miles.

This line from Barkly West to Kanya, was first erected as a Military Telegraph Line by the British Bechuanaland Expeditionary Forces in 1885, and for the light poles then used permanent iron poles were substitutes between Barkly West and Mafeking, by the British Bechuanaland Government in 1886. The line is now permanent throughout, and the section within Colonial Territory from Barkly West to be Border of Bechuanaland has been transferred to the Colonial Government, and is now a portion of its telegraphic system (1889, p. 19).

1890

Railway to Vryburg. - The opening of the line to Vryburg affords the means of daily communication with Taungs and Vryburg, and in connection with the posts to and from Mafeking have been increased from one to twice a week, and communications with the British Protectorate and country beyond has been correspondingly improved (1890, p. 2).

Mashonaland and Bechuanaland Protectorate Parcel Post. - An extension of the Parcel system, in connection with the postal exchange, has been arranged for with Mashonaland and the more distant parts of the British Protectorate; but for the present, until negotiations between British Bechuanaland and the British South Africa Company for a regular exchange of mails, have been completed, parcels must bear the name of one of the following Postal Agencies, Macloutsie, Kanye, Molopolele, Palachwe, Fort Tuli or Fort Salisbury (1890, p. 5).

British Bechuanaland Parcel Post. - Arrangements have been made by which British Bechuanaland is enabled to receive and despatch parcels from and to the United Kingdom and Foreign Countries, exchanging parcel mails with the Mother Countries (1890, p. 6).

British Bechuanaland Money Orders. - The issue upon it by the Colony exceed those of last year by £41 17s. 1d., but those drawn upon the Colony have increased from £4,869 1s. 9d. to £7,094 4s. 6d. On the 1st September the system of Money Orders with the United Kingdom through the intermediary of this Colony was commenced (1890, p. 8).

Telegraph Offices (British Bechuanaland). - The following offices were opened during the year:- Taungs R.O., Vryburg R.O. The following office was closed during the year:- Wittefontain (1890, p. 14-15).

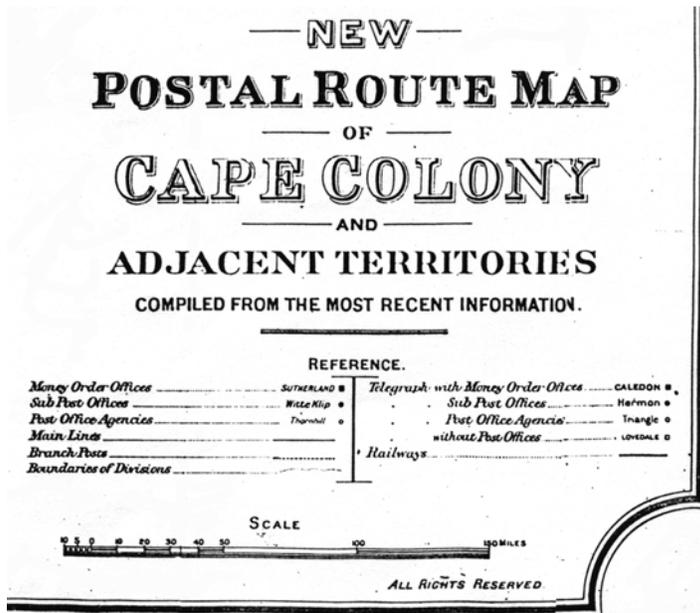
Telegraph Offices (British South African Company). - The following offices were opened during the year:- Gaberones, Palapye, Palla, Ramoutsa (1890, p. 14-15).

Bechuanaland Protectorate Telegraphs. - The past year has been notable for the extension by the British South Africa Company of the Telegraph from Mafeking northwards through British Protectorate to the Matabele border.

The necessary materials for the construction of 500 miles of line were requisitioned for by this Department, and upon their arrival in the Colony the services of Mr. Standford, the Assistant Superintendent of Telegraphs, were, at the request of the High Commissioner, placed at the disposal of the British South Africa Company as Superintendent in charge of the work from the 1st of April, 1890. From the same date Mr. J.A. Smith, of the Accounting Branch, was also seconded as clerk to Mr. Standford. On the 19th May the Construction Camp left Mafeking, and the following are the Offices and dates upon which they were opened.

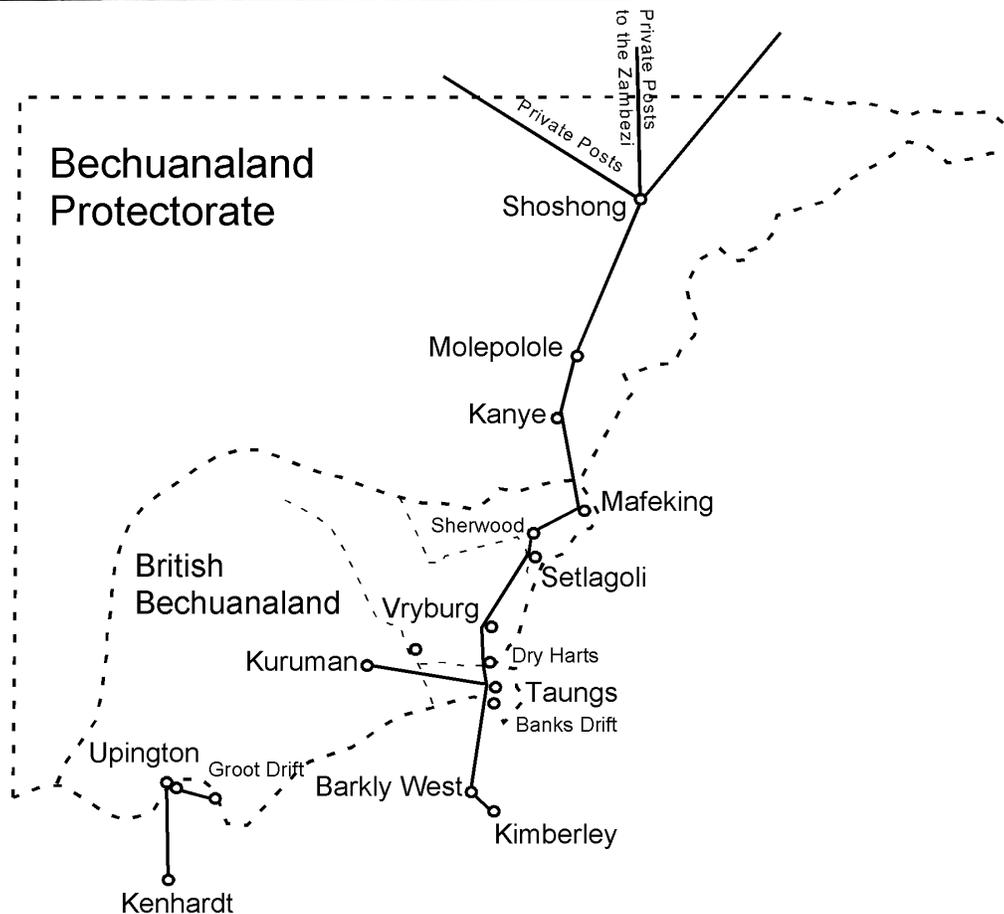
Office.	Date of opening.	Length of Section.
Ramoutsa	- June 16th	77 miles
Palla	- Aug. 16th	114½ "
Palapye	- Oct. 14th	$\frac{97\frac{3}{4}}{289\frac{1}{4}}$ "

Since the completion to Palapye, Offices have been opened at Gaberones and at Mochuli, at which latter place on the journey up the construction party was opposed by the Bakhatla tribe, and



"New Postal Route Map of Cape Colony and Adjacent Territories Compiled from the Most Recent Information."

The map is undated but was included with the 1889 report. Only the parts covering the Northern Mails are shown, redrawn and reduced in size. The poor quality of the available copy made it impossible to decipher two locations (one just east of Upington, one northeast of Kuruman). All other locations and mail routes on the original map are included.



the opening of an office resisted.

Owing to serious transport difficulties, arising from severe drought, the line could not be carried farther than Palapye (Khamastown), but the survey was completed and the holes prepared from there to Macloutsie, 88¼ miles, whilst a preliminary survey was made to Tuli - a further distance, roughly, of 55 miles - which will be the present terminus of the Company's line. The work of completion to Tuli is at present date in hand, and it is expected that the offices there and at Macloutsie will be opened within a few weeks. The total extension from Mafeking being thus 432½ miles.

In a letter from the Hon. J. Sivewright, as representing the British South Africa Company, dated 20th January, 1891, informing me that Messrs. Standford and Smith would resume duty in this Department from the 1st February, the following passage occurs:-

"In conveying to the Government the thanks of the Company for the ready assistance granted, I desire to place on record the very high opinion which the Company entertains of the work done by Mr. Standford. Nothing could possibly have been more satisfactory than the manner in which he executed the work under the most trying circumstance, and he, I am sure, will be the first to testify to the ready manner in which Mr. Smith co-operated and discharged his portion of the duty" (1890, p. 16-17).

1891

British South Africa Company's Territory. - Posts have been established between Vryburg, Macloutsie, and Fort Tuli, and between Pretoria and Fort Tuli via Pietersburg and Henriksdal. The time occupied between Fort Tuli and Fort Salisbury is 20 days. A quicker service is being organized by which the journey will be accomplished in about 9 days (1891, p. 3).

British South Africa Company's Territory. - Negotiations are now in progress for the establishment of a parcel post between the British South Africa Company's Offices at Salisbury, Victoria, Charter, etc., to all parts of South Africa at the rate of 1s. per lb., and the United Kingdom at 1s. 6d. per lb., and to Foreign Countries at various rates of postage. This service will, no doubt, be a great convenience to those who have friends in the Territory referred to; and will, it is expected, come into operation very shortly (1891, p. 17).

British Bechuanaland Money Orders. - The total issue upon British Bechuanaland exhibited an increase of 291 orders, amounting to £797 14s. 7d. over the year 1890, whilst the issue in Bechuanaland on the Colony exceed the total for that year by 902 Orders, of the value of £1,782 9s. 4d. (1891, p. 18).

Telegraph Offices (British South Africa Company). - The following offices were opened during the year:- Macloutsie, Nuanetsi, Tuli, Victoria (1891, p. 26).

British South Africa Company's Telegraphs. - The extension of the British South Africa Company's Telegraphs was carried on under the direction from Capetown of Mr. Standford, the Assistant Superintendent of Telegraphs, and Offices have been opened at:-

	Date of opening	Length of Sections.
	1891.	
Macloutsie	13th May.	89 miles.
Tuli	28th May.	50 "

Nuanetsi	9th September.	97	"
Victoria	31st October. 1892.	71½	"
Charter	18th January.	110¼	"
Salisbury	16th February.	61½	"

This completes the construction work inaugurated by the Company in 1890 - a total distance from Mafeking of 772¼ miles (1891, p. 27).

British South Africa Company's Service. - Negotiations have, for some time past, been in progress for the adoption of a reduced tariff of charges for mail matter exchanged between South African States and Colonies and Chartered Company's Possessions. The new arrangements, when finally approved, will permit of the Chartered Company's postage stamps being used for the prepayment of postage, and for the division of postage between the States and Colonies being regulated according to the usual methods.

Rules and Regulations for the guidance of the Officers of the Company in carrying on the Postal Service are being drafted by this Department, at the desire of the Company, and will shortly be submitted for its approval.

Much public convenience will doubtless result when the new Postal Service is fully organized (1891, p. 38).

1892

Mashonaland Mail Service. - During the year an organized Postal Service has been introduced into Mashonaland by the British South Africa Company, and the mails are being conveyed weekly between Tuli on the border of the Bechuanaland Protectorate and Salisbury, the Administration center of Mashonaland, in about twelve days. Posts between Salisbury and Umtali also run once a week, and branch posts have been established connecting the Magistracies at Hartley Hill and Mazoe with Salisbury (1892, p. 4).

Mashonaland Parcel Post. - The parcel post operations have been extended to Mashonaland and the British Bechuanaland Protectorate, and should prove a boon to the inhabitants of those Territories. The rate of postage chargeable are as follows: - For a parcel not exceeding 8 ozs. 1s. 2d., over 8 ozs. and not exceeding 12 ozs. 1s. 5d., over 12 ozs. not exceeding 1 lb., 1s. 8d., and for every additional 1 lb. or fractions thereof 1s. 8d. (1892, p. 14).

Mashonaland Postal Service. - On the first of August last the British South African Company adopted the scale of postage charges and detailed regulations drawn up by this Department for the guidance of its officials in charge of post offices, and has since that time been carrying on an organised system of postal business at the following offices: - Fernspruit, Hartley Hill, Laurencedale, Mazoe, Salisbury, Tuli, Umtali and Victoria. The Company has notified its intention to shortly open Postal Agencies also at the undermentioned places:-

Charter, Invatzitzi, Makori, Marandellas, Odzi, and Popotoque, and to introduce money order business as soon as the necessary details can be settled. The postage tariff adopted, though somewhat high compared with the tariffs of older countries, cannot be regarded as otherwise than reasonable, when the distance traversed, and the difficulties of transport are taken into consideration (1892, p. 19).

British Bechuanaland Money Order. - The total issues upon British Bechuanaland amount to 585 orders, of the value of £1,912 16s. 3d., and the issue in Bechuanaland on the Colony amount to 2,591 orders, of the value of £6,906 17s. 7d. (1892, p. 21).

Telegraph Offices (British South African Company). - The following offices were opened during the year:- Salisbury, Charter, Matapis. The following office was closed during the year:- Nuanetsi (1892, p. 26).

1893

Inter-Colonian Parcel Post, British Central Africa. - An exchange of parcels was established between the Cape Colony and British Central Africa on the 1st July last, and parcels may now be posted in the Cape Colony and Basutoland for delivery in the above mentioned territory from the post offices at Blantyre, Fife, Fort Lister, Mlanje, Tanganyika, Tshiromo, Fort Anderson, Fort Maguire, Kalungwizi, Fort Herald, Tshikwawa, Upper Shiré, Fort Johnston, Karonga, Rhodesia, Tshinde and Zomba, and *visa versa*, at the rate of 1 s. 4d. per lb., or fraction of a lb. The service is being made use of to a considerable extent by colonists and others settled in those parts (1893, p. 9).

Bechuanaland Posts and Telegraphs, Transfer of Administration to Cape Post Office. - From the 1st of April last, with the consent of the Government, the administration of the Postal and Telegraph Services of British Bechuanaland, and the Postal Service of the Bechuanaland Protectorate, was placed in my hands by His Excellency the High Commissioner, the separate office of Postmaster-General of British Bechuanaland being at the same time abolished. Other reductions in the Head-quarter Staff of the Post Office at Vryburg were concurrently affected, resulting in a reduction of expenditure to the Bechuanaland Government under this head of over £1,000 per annum (1893, p. 16).

Mashonaland Postal Services. - The mails to and from Mashonaland have steadily increased in volume during the past year, rendering it necessary for fresh arrangements to be made for their conveyance; a contract was therefore entered into in June last, between the British South Africa Company and the Messrs. Zeederberg, for a service between Tuli and Salisbury by mule coaches in place of ox wagons, resulting ultimately in an acceleration of the mails by a week in both directions.

A Passenger and Mail Coach Service has also been established between Pretoria and Tuli *via* Pietersburg and Hendriksdal, connecting at Tuli with the through coach from Macloutsie to Salisbury. Mail matter is exchanged by means of this route between the South African Republic and Mashonaland. Letters from the Cape Colony are also sent *via* Pietersburg when so addressed, but the Bechuanaland route continues to be the recognised channel for the circulation of mails between the Cape and Mashonaland. The Transvaal route is somewhat shorter in point of time, but the running of the coaches being undertaken primarily in the interests of passenger traffic, it cannot be guaranteed in that respect, more especially as no official arrangements for the use of the route have yet been concluded between the Transvaal Postal Department and this Office.

The scheme of organization prepared by this Department for the Mashonaland Administration has on the whole worked very smoothly, and with the advent of more settled times it is hoped that the arrangements for the exchange of Money Orders with that Territory can be put into operation (1893, p. 16-17).

British Central Africa Postal Services. - During the month of May last, I was approached by the British South Africa Company, with a view to organising a postal service for the territory in British Central Africa, north of the Zambesi; accordingly the necessary details were prepared in this office for placing such a service on a working basis, and an officer of this department, Mr. E. E. Harrhy, with the approval of Government, was withdrawn, and proceeded to British Central Africa to inaugurate the new scheme. Considering the unsettled state of the country, and the difficulties ever present in semi-civilised territories, the Imperial Commissioner, Mr. H. H. Johnston, is to be congratulated on the rapidity with which the service has been organised.

The Postmaster-General of the territory, with the approval of the Commissioner, has opened post offices at the following places: - Blantyre, Fife, Fort Anderson, Fort Johnston, Fort Lister, Fort Maguire, Kalungwizi, Karonga, Mlanje, Port Herald, Rhodesia, Tanganyika, Tshikwawa, Tshinde, Tshiromo, Upper Shiré, and Zomba.

The rates of postage from the Cape Colony are as under:

		s.	d.
Letters	Not exceeding ½ oz.	0	2½
	For every additional ½ oz. or fraction thereof	0	2½
Post Cards		0	2
Reply Paid Post Cards		0	4
Newspapers	For each Newspaper not exceeding 4 oz. in weight.	0	1
Books, Printed Papers,	Not exceeding 4 oz.	0	1
Commercial Papers	For every additional 2 oz. or fraction thereof	0	0½
and Samples			
Parcels	Not exceeding 1 lb.	1	4
	For every additional lb. or fraction thereof	1	4
Registration Fee in all cases		0	4

The following table of rates has been adopted in British Central Africa, at my suggestion, and considering the expense of carrying on the postal service in that country the charges may be considered very reasonable.

Country	Letters per ½ oz	Post Cards. each.	Parcels. per lb.	Books per 2 ozs.	Newspapers per paper not exceeding 4 ozs.	Registration Fee. per article
Shiré Highlands	1d.	1d.	8d.	1d.	1d.	4d.
Other parts of British Central Africa	2d.	1d.	1s.	1d.	1d.	4d.
South and East Africa, Zanzibar,						
India, Burmah, &c.	4d.	2d.	1s. 4d.	2d.	2d.	4d.
United Kingdom	6d.	2d.	1s. 9d.	2d.	2d.	4d.
Foreign Countries, and all other						
British Possessions	6d.	2d.	2s. 6d.	2d.	2d.	4d.

(1893, p. 16-17).

British Bechuanaland Money Order Offices. - During the year five Money Order Offices in British Bechuanaland, viz., Kuruman, Mafeking, Taungs, Vryburg and Vryburg Station, have been brought under the department, and are now administrated in the same manner as the Basutoland offices. This step has beneficially resulted in the establishment of an interchange of Money Orders between British Bechuanaland on one hand, and the South African Republic and Orange Free State on the other (1893, p. 31).

British Bechuanaland Telegraphs. - On the 1st April, 1893, the administration of the Bechuanaland Telegraphs was undertaken by this Department, all expenditures being borne by and all revenue being received by the Imperial Government. The system consists of : -

170 miles 5 chains of line,
316 " 35 " of wire,
and 5 offices (1893, p. 39).

British South Africa Company's Telegraphs. - On the 1st July last the working and maintenance of the Company's telegraphs were placed under my control. The system consists of 12 offices, 862 miles, 60 chains of line of single wire, including a length of 89 miles of military telegraph line between Palapye and Tati, erected for the Imperial Government by this Department, and completed in January last (1893, p. 39).

Telegraph Offices (British Bechuanaland). - The following office was closed during the year:- Taungs (1893, p. 40).

Telegraph Offices (British South African Company). - The following offices were opened during the year:- Tati, Charter (reopened) (1893, p. 40).

1894

Increase of Parcel Post Rates to the Protectorate and Mashonaland. - In consequence of the excessive weight of the mails for the Bechuanaland Protectorate and Mashonaland, and the tariff charged for the transmission of parcels being inadequate to meet the heavy cost of conveyance by coach through British Bechuanaland and the Protectorate, it was found necessary to increase the rate of postage on parcels from 1s. 8d. to 2s. 6d. per pound from the first of December last. Arrangements were also made for the acceptance of parcels for Tati, Mangwe, Buluwayo, and other places in Mashonaland, from the same date. Previous to the date mentioned, parcels were not transmissible to places in Matabeleland owing to the limited means of transport available (1894, p. 12).

Money Order Convention with Mashonaland. - Arrangements were completed during the year for the extension of the money order system to Mashonaland and Matabeleland, the Convention to come into operation on the 1st January, 1895. This will no doubt be much appreciated, and will meet a decided public requirement (1894, p. 24).

British Bechuanaland Telegraphs. - The Department has continued the administration of the Bechuanaland telegraphs, which was first undertaken on the 1st April, 1893. During the year the line between Vryburg and Mafeking - a distance of 96½ miles - was removed to the railway, in the course of which an additional wire was run.

The system consists of:-

						Miles.	Chains.
Line	...	...	...	...	...	169	45
Wire	...	...	...	...	...	411	15
Offices	...	...	...	...	...	5	

(1894, p. 20).

British South African Company's Telegraphs. - The working and maintenance of the company's telegraphs, which was placed in the hands of the Department on the 1st July, 1893, has been the object of much attention owing to the rapid succession of events in the company's territory. A notable extension of the system has been that which brought Bulawayo into telegraphic communication. This was effected by extending the line from Tati, distant 108½ miles; and, owing to the vigour with which the work was pushed on, notwithstanding many difficulties incidental to the position and nature of the country, Bulawayo was reached on the 9th July last.

During the year, also, considerable progress was made with the line from Bulawayo to Charter, and which was, in fact, completed last month. This places Salisbury in direct communication with the Colony and elsewhere. These lines were constructed of wooden poles procured locally. Steps to construct an iron pole line between Macloutsie and Mangwe were also taken. The requisite survey has been completed, the material laid out and the construction is now being commenced. These works have been carried out under the supervision of this department.

The improvement of various sections of the existing wooden lines is receiving the attention of the company, and the department has prepared proposals for their consideration; these will, I have little doubt, be acted upon. In this direction so far the line between Nuanetsi and Salisbury has been overhauled and strengthened by the substitution of iron for wooden poles on the worst section.

The system comprised on the 31st December last:-

Miles of line	...	...	...	...	983¾
Miles of wire	...	...	...	...	983¾
Offices	...	...	...	...	13

(1894, p. 30-31).

Telegraph Offices (British Bechuanaland). - The following office was opened during the year:- Maribogo R.O. The following office was closed during the year:- Setlagoli (1894, p. 31-32).

Telegraph Offices (British South African Company). - The following offices were opened during the year:- Tati, Kopje, Ramaquaban, Fig Tree, Mangwe (for Government and Police Telegrams only), Bulawayo (1894, p. 31-32).

1895

Northern Mail Service. - From the 1st of May, 1895, an improved mail service between Mafeking and Bulawayo was commenced, under which the mail coaches perform the journey twice a week from Mafeking *via* Ramoutsa, Gaberones, Mochuli, Palla, Palapye, Tati, Mangwe, and Figtree to Bulawayo in 144 hours (*i.e.*, six days), as against a service once a week in 183 hours prior to that date. The coaches leave Mafeking on Sunday and Wednesday mornings shortly after the arrival of the train from Cape Town and Port Elizabeth, and connect at Bulawayo with coaches for Salisbury also running twice a week, and performing the journey in three days, as compared with five days, the time previously occupied.

The weight of mail to be carried under the previous contract was 1,500 lbs. weekly, any excess over that weight being paid for at the rate of 1s. 6d. per lb. Under the existing contract, however, the weight to be carried on each coach is 2,000 lbs., making a weekly weight of 4,000 lbs., a limit which the mails have not yet quite reached. The projected extension of the railway in the direction of Gaberones, and subsequently to Palapye, will, it is anticipated, effect a further acceleration of the mails, and may possibly result in the running of additional coaches in the week between the railway terminus and Bulawayo (1895, p. 9).

Reduction of Parcel Rates to British Bechuanaland. - On the annexation of British Bechuanaland to the Cape Colony, the rate of postage on parcels exchanged between British Bechuanaland and the United Kingdom and Foreign Countries was made the same as that in force in the Cape Colony, the reduction being 3d. per lb. on parcels posted, and 6d. on parcels intended for delivery, in British Bechuanaland (1895, p. 12).

Annexation of British Bechuanaland to the Cape Colony. - In connection with the annexation of Bechuanaland to the Cape Colony on the 16th of November last, the post and telegraph services of that territory, which had already for some years been administered by this department, were formally taken over. It is estimated that the above-mentioned services which, when administration were first assumed by this department in 1893, showed a deficiency of over £7,000 per annum, will, during the current financial year, show a cash surplus of revenue over expenditure.

On the date of annexation the following post offices has already been established in Bechuanaland:-

NAME OF OFFICE	DIVISION	CLASS OF OFFICE
Bailey-brith	Kuruman	Post Office Agency.
Devondale	Vryburg	do.
Dry Hartz	do.	do.
Geluk	do.	do.
Genesa	do.	do.
Groot Chwaing	do.	do.
Keimoes	Gordonia	do.
Kuruman	Kuruman	Money Order Office.
Mafeking	Mafeking	M. Order and Tel. Office.
Maribogo	Vryburg	Sub. P.O. and Tel. Office.
Maritzani	do.	Post Office Agency.
Mier	Kuruman	do.
Morokwen	Vryburg	do.
Mosita	Setlagoli	do.
Setlagoli	do.	do.
Taungs	Taungs	Money Order Office.
Taungs Station	do.	Sub. P.O. and Tel. Office.
Vryburg	Vryburg	M. Order and Tel. Office.
Zwart Modder	Kuruman	Post Office Agency.

The administration of the Bechuanaland Protectorate Postal Service remains in the hands of this department, being worked on behalf of the Imperial Protectorate Government (1895, p. 19).

Telegraph Offices (British South African Company). - The following offices were opened during the year:- Gwelo, Iron Mine, Umtali (1895, p. 32-33).

Telegraph Offices (Trans-Continental Telegraph Company). - The following offices were opened during the year:- Blantyre, Mazoe, Tshikwawa (1895, p. 32-33).

British South Africa Company's Telegraphs. - I have continued the working and maintenance of the British South Africa Company's system, as already reported, since July 1893, and have the pleasure to state that during the past year the interruptions have been relatively few, whilst the increase in the traffic has been marked. Following my proposals approved by the Company, additional wires have been completed during the year between Bulawayo and Charter (212 miles), and Macloutsie and Mangwe (96 miles) the former of wood, the latter of iron. From the former has

resulted a greatly improved communication with Salisbury, besides furnishing facilities to the mining district of Gwelo and its neighbourhood, whilst the completion of the latter has thrown out of use the old and unreliable temporary line between Palapye and Tati, which has since been dismantled. Besides the foregoing, the Company has, by an arrangement with the Beira Railway Company, constructed a line from Chimoio to Salisbury (225 miles) which was opened for traffic in September last, although not formally taken over by the Company until December, when it was included in the general system of the Company and its maintenance provided for.

A line from Gwelo to Selukwo (21 miles) is in course of construction.

Attention has continued to be given by the Company to the strengthening of its existing routes, and, during the year, the section between Nuanetsi and Victoria - a very difficult section - had added to it 430 iron poles and was in addition thoroughly overhauled. The section between Victoria and Charter has been strengthened by the addition of 110 iron poles whilst the old temporary section between Tati and Ramaquaban has been rebuilt with new wooden poles. Some difficulty has during the year been experienced in keeping up reliable communication over the Salisbury-Charter section owing to the decay of the wooden poles of which it was built, but this was foreseen and material is now being daily expected for its rebuilding with iron. When this is carried out a second wire will be run over the section and by this means alternative routes will be provided between Salisbury and Macloutsie *via* Victoria and between Salisbury and Macloutsie *via* Bulawayo. It will prove a very valuable addition to the Company's system, over which, owing to the further development of the country in connection with the Beira and Trans-Continental lines, an increasing traffic may confidently be looked for. Pending the construction of the railway from Mafeking northwards, in the course of which the present telegraph line will be removed to the railway, it is not thought desirable to run a second wire on existing poles, but, in order to provide further facilities on the existing line, duplex working will shortly be resorted to between Kimberley and Macloutsie, and the transmitting work for the system will then be thrown upon the latter station. Duplex apparatus will also shortly arrive for Bulaway and Salisbury, and this will enable the company to carry out its intention to reduce the tariff for internal traffic at an early date. I have the pleasure to add that notwithstanding the difficulties arising from the nature of the country and routes traversed, and despite the fact that the process of rebuilding the lines can only be gradually proceeded with, the interruptions to communications have, with a few exceptions, been less marked than hitherto, and were wholly unavoidable.

The company's system now comprise:-

Miles of line	...	...	...	...	1354
Miles of wire	...	...	...	...	1354
Number of offices	...	...	...	...	16

The following offices have been opened during the year - Iron Mine, Gwelom, Umtali - and offices about to be opened at Selukwe and Headlands (1895, p. 38-39).

African Trans-Continental Telegraph Company. - The South African Telegraph system has during the year been considerably extended through the operations of the above Company, which has for its object the construction of a line of telegraph through Central Africa. A Telegraph Office was opened at Mazoe, 40 miles north of Salisbury, on the 24th September, 1895, and communication established with Tete on the 22nd October; it should be explained, however, that the communication with Tete was only temporary, and was effected by running a temporary line from the end of the permanent construction for a distance of 62 miles, and then by using a Portuguese wire, which had been erected from Tete for a distance of 25 miles south of that place.

The permanent line of the Company between Salisbury and Tete has not yet been completed, owing to the contractor for the line having experienced much difficulty in securing and retaining native labour, and owing to continuous heavy rains during the latter months of 1895. Up to the end of the year there have been 150 miles of permanent line erected from the Salisbury end, and 12½ miles of similar line from the Tete end, or a total of 162½ miles out of a total of 237½ miles, the full distance between Salisbury and Tete.

In addition to the section south of the Zambesi the Company has permanently connected Tete with Blantyre, 109 miles north of the river, and for a time in October last there was direct telegraph communication between Cape Town and Blantyre. It is also, I learn, the intention of the Company to connect Tshikwawa, one of their office on the Tete-Blantyre section, with Tshiromo, where the Portuguese have a Telegraph Office in direct communication with Chinde and Quillimane. It will thus be seen that when once the permanent line from Salisbury to Tete has been completed, the South African telegraph system will have received a very important extension, and that all the Colonies and States of South Africa will be in telegraphic touch with places so far distant as the Nyassaland Protectorate, and various centres in Portuguese East Africa, hitherto only reached by post at long and irregular intervals.

The completion of the southern section to Tete may be looked for at no distant date, as it will no doubt be energetically pushed forward so soon as the present wet season is over (1895, p. 44-45).

1896

Bechuanaland. - The frequency of the post between Maribogo and Setlagoli has been increased from two to three times weekly, and weekly posts are running from Kuruman to the Field-cornets at Grootfontain and Mount Temple, the Government being thus placed in regular communication with three distinct stations - the former being forty and the latter eighty miles from Kuruman (1896, p. 6).

Protectorate Postal Service. - The Postal Service of the Bechuanaland Protectorate has continued to be administrated by this Department, and during the year additional Post Office Agencies have been opened at Outsisi and Lobatsi on the Mafeking-Gaberones section of the Railway. Arrangements are also being made for the opening of additional Offices as the Railway progresses, and for the transfer of the Telegraph Offices at Ramoutsa and Gaberones from the Village to the Railway Station at each place. The construction of the railway line from Mafeking in the direction of Bulawayo has progressed most rapidly during the year, and the Mail Contractors have been permitted to make arrangements with the Railway Contractors for the carriage of mails by construction train as far as possible along the railway. It is anticipated that certain sections of the railway will be opened for public traffic early in the coming year, thus enabling the Department to take full advantage of the train service, and to cancel the Mail Coach Contract so far as it relates to the sections over which the mails can be conveyed by rail. This will effect a considerable saving in expenditure for the conveyance of mails, and have therefore recommended to the Governments of the Cape Colony, the Bechuanaland Protectorate, and Rhodesia, that advantage should be taken of the opportunity thus afforded for the reduction of the existing high postage tariff between the Protectorate and Rhodesia and other parts of South Africa.

Notwithstanding, the war and other troubles which have tended to retard progress in the North, I am glad to be able to report that the Postal Revenue of the Protectorate will probably exceed the estimates by £500, and that the service has been self-supporting (1896, p. 25).

Northern Mail Service. - The Mail Coach Service between Mafeking and Bulawayo was considerably disorganised for several months in the early part of the year in consequence of the ravages of rinderpest and the disturbances ensuing on the Matabele revolt. On several occasions it became necessary to utilise the Mail Coaches for the conveyance of food supplies, medicine, arms and ammunition to Bulawayo, all transport by ox wagon and other means being entirely suspended, an indeed very large numbers of wagons were at that time abandoned on the road between Mafeking and Bulawayo by the transport riders.

During a period of several months the mail service between Bulawayo and Salisbury was entirely suspended in consequence of the native outbreak, and for several weeks mail communication with Salisbury was altogether cut off owing to the East Coast route between Umtali and Salisbury being also interrupted pending the arrival of troops *via* Beira. The Mail Coach, which left Salisbury for Bulawayo on the 24th March was attacked by Kaffirs near the Shangani River and had to be abandoned, the mails and other contents of the coach being looted by the natives.

The full mail service between Mafeking and Bulawayo was resumed on the 17th May, and, considering the difficulties which had to be contented with, great credit is due to the Mail Contractors, Messrs H.J. and C.H. Zeederberg, for the manner in which, during the most critical period, they adhered as far as possible to their contract obligations, seeing that even a temporary suspension of the Coach Service would have entailed the most serious consequences to the beleaguered inhabitants of Bulawayo and other towns in Rhodesia (1896, p. 25-26).

Telegraph Offices (British South African Company). - The following offices were opened during the year:- Enkeldoorn, Lobatsi, Figtree (Military Office), Marandellas, Fort Gibbs (Military Office, Outsi, Fort Haynes, Ramaquaban, Gaborones, Ramathlabama, Headlands, Salisbury Laager, Khami (Military Office), Selukwe, Shangani. The following offices were closed during the year:- Figtree, Ramaquaban, Khami, Ramathlabama, Salisbury Laager (1896, p. 37-38).

British South Africa Company's Telegraphs. - This system has continued to be maintained under my direction by an arrangement made some years since, and the following is a brief recapitulation of the work of the year. This, as will be readily understood, could not be carried out on the anticipated lines owing to the outbreak of rinderpest early in the year, followed by an extensive Native rising. In the absence of transport, therefore, and during the period of the disturbed state of the territory, operations were necessarily confined to maintenance except along the line of railway from Mafeking. The principal construction work has been the erection of a new line of three wires between Mafeking and Gaborones, a distance of 91¼ miles, the first section of which, to Lobatsi, was finished on August 3rd, and the second to Gaborones on the 7th January, 1897. This line it is intended to push on to Buluwayo concurrently with the railway if possible, and material is now arriving for the prosecution of the work, which, from Gaborones to Mochuli, will be undertaken by the Company's staff, and north of the latter point by the railway contractors under an arrangement come to with the Bechuanaland Railway Company. It is hoped that the new line will be completed to Buluwayo by the end of the year, when, one wire being reserved for railway purposes, two others will remain available for public use. It is unnecessary to point out that this valuable addition to the Company's plant will prove of great public benefit by enabling the Company, with these added resources, to materially reduce its telegraphic tariff, and, at the same time, to quicken the despatch of the traffic. These lines will be equipped with duplex apparatus, and will, besides providing a more direct communication with Buluwayo, be connected to the Mashonaland system, and its continuations to the North and South respectively by means of a junction line of two wires

which it is proposed to at once erect between Palapye Station and Palapye. It is confidently expected that this line, besides its internal value, will prove a valuable feeder to the Colonial system with which it connects at Mafeking.

Certain temporary connections have been provided during the year for railway purposes. The first of these was a loop line erected between Lobatsi and the main road line; this was followed by others at Outsi, Gaberones and Mochuli, and recently a second wire has been run on the line of poles from Gaberones to Mochuli to serve for railway purposes between these points until the direct line along the railway is completed, and thereby enabling the Cape Government Railway Department to take over the working of that portion of the new railway.

Various extensions for temporary purposes have also been made during the year for military operations in connection with the Native troubles, these, however, do not properly come under review here.

Owing to the circumstances above referred to, the repair works have necessarily been few beyond those rendered necessary to maintain communication during the rebellion, which more properly appertain to maintenance. They, however, include the completion in February last of the work undertaken to temporarily strengthen the Victoria-Charter section, and some needful attention to the Charter-Salisbury line, the rebuilding of which, and the erection of a second wire it was intended to execute without delay; the material, however, became stranded on its way owing to the rinderpest, and a second consignment which was immediately cabled for to replace it, and which was ordered to Beira, perforce remains there owing to a similar reason. This especially urgent work will, however, be executed as soon as the material can be got forward; and as, in addition, this supply includes further sets of duplex apparatus, considerable advantage to the service will doubtless follow.

With the exception of the interruptions caused by the natives during the rising the system has continued to work fairly well. A lengthened interruption between Buluwayo and Gwelo occurred from the destruction of the line at the Shangani, but communication was maintained with occasional stoppages only, by means of the Mashonaland line, which has therefore amply justified all that was urged in favour of its retention when, some time since, it was proposed to dismantle the line between Tuli and Victoria.

The maintenance of communication was, however, only secured by the devoted action of the staff, which, recruited as it is, from members of the Colonial Telegraph Service, has won general admiration.

Early on in the war the line to Selukwe was destroyed, and the office there, and also at Iron Mine looted and burnt by the natives. The reconstruction of the extension has not as yet been practicable.

During the year new offices were opened at Selukwe, Headlands, Ramaquaban (temporary for rinderpest purposes), Ramathlabama (ditto ditto), Fig Tree (temporary military office), Khami (ditto ditto), Lobatsi R.O., Salisbury Lager (temporary military office), Fort Gibbs (permanent military office), Outsi, R.O., Enkeldoorn, Shangani, Gaberones R.O., Marandellas, and Fort Haynes. The following offices were closed:- Selukwe, Iron Mine, and the temporary offices mentioned above.

The mileage of line and wire now comprised in the Company's system is as follows:- 1,452½ miles of line; 1,640¾ miles of wire (1896, p. 49-50).

African Trans-Continental Telegraph Company. - Through the native rising in Mashonaland telegraphic communication between Salisbury and Tete has not yet been completed; it is, however, confidently anticipated that when the wet season is over, about the month of March next, construction will be recommenced over this section and through communication established in the course of a very few months thereafter.

North of the Zambesi the Company has extended the line to Zomba, the head-quarters of the Nyassaland Protectorate Administration, some 40 miles north of Blantyre, and completed a branch line between Tahikwawa and Tshiromo, a distance of 50 miles.

It may be explained that Tshiromo is the port of entry for the Nyassaland Protectorate, and that the Portuguese Government have already constructed a line between Chinde and Tshiromo, consequently the Trans-continental connection between Tshikwawa and Tshiromo places the planters and merchants in Central Africa in direct communication with the Customs House at Tshiromo and with their ocean port.

The extension of the line to Fort Johnston will shortly be commenced, and the material for the completion of the telegraph to Lake Tanganyika has been ordered in England and will shortly be shipped to South Africa.

As showing the risks incurred in the construction of the main line between Salisbury and Tete during 1896, it may be mentioned that Captain McCallum, who formed one of Major Forbes' construction party, was murdered by Mashonas in the month of June at a place called Matatimas.

Another sad incident in connection with this line was the attack of the Mashonas on the mining camp at Mazoe in June last, by which the telegraphist at that station, Mr. Routledge, and another gentleman employed in the Telegraph Service in Mashonaland, Mr. Blakiston, lost their lives. In this latter case, which was fully reported in the press at the time, it would appear that the residents at Mazoe having received information from Salisbury that the natives in that part of the country had risen and had already committed a number of murders, decided to go into laager, but before doing so communicated their perilous position to the officials at Salisbury, and requested a relief party to be sent to their assistance. On receipt of this information at Salisbury, it was not found practicable to at once send a large armed party out, but, after hasty consultation, it was decided to despatch a suitable vehicle with a view to bringing in the women, the rising of the natives not having as yet become general, and no actual murders having taken place in the direction of Mazoe. Mr. Blakiston, temporarily employed in the Salisbury Telegraph Office, volunteered for the dangerous service, and left Salisbury during the night, arriving safely at Mazoe the following morning. Shortly after Mr. Blakiston's arrival, however, it was found that the natives were determined to oppose the return of the wagonette to Salisbury, and as at about one p.m. the laager was completely surrounded by armed natives, it became a matter of vital necessity to communicate the serious state of affairs to Salisbury, as, owing to an insufficiency of rifles and ammunition, it was felt that a prolonged resistance could not be offered. The difficulty in advising Salisbury was, however, a serious one, as the Telegraph Office was situated some 2,000 yards from the laager, and any attempt to reach the office meant almost certain death. The attempt was, nevertheless, undertaken by Messrs. Routledge and Blakiston, who were successful in reaching the Telegraph Office, and in conveying the desperate position of the party to the officials at Salisbury, but in returning to the laager both of the plucky fellows lost their lives. Eventually a fairly large and well-armed relief party arrived from Salisbury and rescued the beleaguered residents, having, however, to contest almost every inch of the return journey, losing in doing so several valuable lives (1896, p. 50-51).

1897

Postal Facilities for the Bechuanaland Field Force. - Owing to the presence of a large body of troops in the Kuruman District consequent upon the revolt of Galishwe and the retreat of the rebels to the Langeberg it was found necessary early in April to run a second cart post in the week between Vryburg and Kuruman. In July the amount of mail matter had increased to such an extent that a third cart post had to be employed. These extra posts were abolished in September after the withdrawal of the troops.

It may here be stated that the officers and men of the Bechuanaland Field Force were granted the privilege of free postage while on active service (1897, p. 9).

Protectorate Postal Service. - In connection with the Postal Service of the Bechuanaland Protectorate, the most important event has been the completion of the construction of the railway between Mafeking and Bulawayo, the opening of the line to the latter town taking place on the 4th of November. Advantage was taken for the transmission of the mails over the railway as the various sections of the line were opened, and the contract held by Messrs. Zeederberg for the conveyance of the mails by coach was, by arrangement, revised as the various portions of the railway line became available for the conveyance of the mails by train; Messrs. Zeederberg's services being finally dispensed with, so far as the main line contract was concerned, on the 31st of August.

It may be interesting to record that the opening of the railway as far as Mochudi took place on the 1st of March, the opening to Palapye Station on the 1st of July, and the opening to Francistown - the northernmost limit of the Protectorate - on the 1st of September.

Owing to the diversion of the conveyance of the mails from the road to the railway, it was necessary to arrange for the establishment of side posts to the following places by native runners, viz.:-

Kanye,
Molopolole,
Gaberones,
Ramoutsa,

and to enter into an agreement with Messrs. Zeederberg for the conveyance of the mails between Palapye Station and Palapye Village. The latter post being run in connection with the existing contract between Palapye Village and Macloutsie, also held by the same contractors.

The financial effect of the completion of the railway through the Protectorate, so far as the Postal Administration is concerned, cannot be otherwise than favourable; inasmuch as in consideration of the subsidy granted to the Railway Company by the Imperial Government under the Railway Agreement, it has been stipulated that the conveyance of mails between Mafeking and Palapye shall be free as soon as the line has been officially surveyed by an engineer representing the Imperial Government, and that officer has granted his certificate.

Notwithstanding the ravages of rinderpest and other troubles, there is every prospect of the Postal revenue of the Protectorate for the financial year ending the 31st of March next being considerably in excess of the expenditure (1897, p. 23-24).

Proposed Reduction of Postal Rates in the Protectorate. - The railway having now been completed to Bulawayo, and the cost of the conveyance of mails throughout the Protectorate having been considerably reduced thereby, I have prepared a scheme for the reduction of the postage and transit rates within that territory, which will, I hope, come into effect at an early date. The reduction

of these rates will doubtless stimulate intercourse with the Northern territories, and will promote the interests of South Africa generally, of the transit rates now levied as the reductions by the Protectorate Government will enable other Postal Administrations of South Africa to reduce their postage rates, not only to the Protectorate, but to Rhodesia as well (1897, p. 24).

Telegraph Offices (British South Africa Company). - The following offices were opened during the year:- Ballaballa, Mahani R.O., Bosoli R.O., Manzinyana, Bromley, Matoppas R.O., Bulawayo Station R.O., Mugu, Crocodile Pool. New Umtali, De Beetie R.O., Ootsie R.O., Fig Tree Station, Palla Road R.O., Filibusi, Panhalonga, Fort Usher, Pitsani R.O., Francistown, Ramoutsa R.O., Ingwenia, Selukwe (re-opened), Kalakani R.O., Shashi, Khami R.O., Tpsi Sisi R.O., Macloutsie River R.O., Umchabez, Mahalapye R.O., Umlugulu. The following offices were closed during the year:- Bromley, Old Umtali, Fort Gibbs, Outsi, Fort Haynes, Palla, Headlands, Ramoutsa R.O., Mangwe, Tati (1897, p. 49).

British South Africa Company's Telegraphs. - I have elsewhere alluded to the appointment of Mr. Eyre, the chief clerk to this Department, to the position of Postmaster-General of Rhodesia. This appointment made it possible for the British South Africa Company to assume, from the 23rd February, 1897, the direction of the maintenance of the telegraph system, which had, up to date, been in my hands (1897, p. 74).

Telegraph Rates to and From Rhodesia. - The question of a reduction in the rate of charge for telegrams to and from Rhodesia has formed the subject of discussion for some considerable time past; and as a good deal of comments has appeared in the public press in reference to certain proposals which were brought forward by the Postmaster-General of Rhodesia on the occasion of the Press Congress of Bulawayo, it seems desirable some explanation should be given of the position of the Cape Colony in the matter, more especially as I have not been able to fully assent to the proposals put forward by the Rhodesian Administration.

The following is a brief history of the circumstances which led the British South Africa Company to hold aloof from the South African Telegraph Union, and to collect an independent charge for telegrams in both directions, in addition to the South African Telegraph Union rate:-

When the Company first opened its line of Telegraph to Mashonaland, it was arranged that its messages should be treated in all respects as cable messages, that is to say, the Company stipulated that its charge of 3d. per word should be collected on messages both to and from Mashonaland over and above the Union rate, and that the whole amount collected on its behalf should be paid over to it instead of its being credited with the receipts on messages from Rhodesia only, as would have been the case had the principle adopted within the South African Telegraph Union been followed. On messages from Mashonaland accordingly the Telegraph Union rate of 1s. for ten words was collected in addition to the Company's rate, and the former charge credited to British Bechuanaland as the first Country of the Union; the messages, so far as the Union was concerned, being treated precisely as if they originated in British Bechuanaland. On messages from the Union to Mashonaland the country of origin retained the Union rate and accounted to the Company for the Mashonaland rate of 3d. per word.

For convenience sake the accounting was undertaken at Mafeking, where the terminal office of the Company's line was located, the Company's officials occupying a separate room in the building used as a Post and Telegraph Office by the Bechuanaland Government. This arrangement continued for about six months, but it having been found that inconvenience resulted from the

transfer of messages from the Company's Instrument Room to the British Bechuanaland Instrument Room, it was agreed, as between British Bechuanaland and the Company, that the former should take over the working of the line so far as the terminus at Mafeking was concerned, the Company contributed the salary of one clerk and one messenger, and half the salary of a lineman.

In respect of official messages, it was arranged at the outset that the British Bechuanaland Government should carry the Company's official messages free over its line, and that the Company should accept without charge messages of a similar character sent by the British Bechuanaland Government to any place in the Protectorate. The Company's official messages were also permitted to be sent free of charge to any country of the Union, the Bechuanaland Administration surrendering the revenue in this respect, which would otherwise have accrued to it.

In view, however, of the fact that at that time the British Bechuanaland Government administered the Protectorate from Vryburg, and that Mashonaland was in a very undeveloped condition, and that the official messages sent by the Imperial Government largely exceeded in value those sent by the Company over the Bechuanaland wires, it was agreed that the latter should be paid an annual subsidy of £1,000, in addition to the consideration involved in passing the Company's official messages free to countries of the Union; and this arrangement continued until the 16th November, 1895, the date on which British Bechuanaland was annexed to the Cape Colony.

The Bechuanaland Government having, through annexation, become the Government of the Protectorate only, and having transferred its telegraph lines to the Cape Colony, obviously has no reciprocal service in the matter of the free conveyance of telegrams to render to the Company; and notwithstanding, therefore, that the use made of the telegraph by the Protectorate Government was considerably curtailed, the previous subsidy paid to the Company was continued, although it has since been reduced.

The Cape Colony, on the other hand, not having any beneficial interest in the matter, called upon the Company to credit it with the Union charge on all messages from Rhodesia.

The Company, however, has demurred to pay the Cape Colony any portion of the rate chargeable on messages from Rhodesia, although it still collects on paid messages the Union charge in addition to its own rate.

Obviously this is unreasonable, as the Colony not only has to receive and transmit the message, as a rule, more than once, but it practically has no reciprocal advantage in respect of the free transmission of official messages, there being but little correspondence of that character between the Cape Colony and Rhodesia.

Again, in the year 1896 it was found necessary in consequence of the inability of the Mafeking staff to satisfactorily cope with the increased traffic to and from Rhodesia, to transfer the working of the Company's line to Kimberley, where a larger staff and greater facilities were available, but no additional charge has been made for the extra expenditure, although it has been quadrupled; a further large expenditure being involved in the accounting which necessarily follows the fact that Rhodesia is not a member of the Telegraph Union.

In the year 1896 the condition of the Company's Telegraph Service seemed to me to warrant a reduction in the internal rate from 3d. to 2d. per word; and in my then advisory capacity to the Company, I recommended that such reduction should be adopted immediately the additional wires between Mafeking and Bulawayo, which were then being erected, were ready for traffic. The subsequently unsettled state of Rhodesia doubtless militated against this recommendation being carried out, and it is perhaps fair to assume that the Company's Telegraphs have not yet recovered their lost way, more especially in view of the fact that during last year a proposal was made by its

Postmaster-General that the Cape Colony should forego the Union rate on all messages sent from Rhodesia to the Cape and allow the Company to charge 3s. for a message of ten words, and retain the whole of that amount instead of collecting its present rate of 2s. 6d., plus the Union charge of 1s., and accounting to the Cape Colony for the latter charge of 1s. This proposal, whilst it would have given the public the benefit of a reduction of 6d. on a message of ten words, would have increased the Company's revenue by a corresponding amount; both the reduction and the increase being effected at the expense of the Cape Colony.

This suggestion I feel unable to concur in, as so long as the Company requires that it shall be credited with the full revenue on messages in both directions it cannot participate in the reciprocal advantages enjoyed by the Administrations of the Union. Until, therefore, it can subscribe to the Union regime it must of necessity pay over to the Cape Colony, which took over all the assets and responsibilities of Bechuanaland, the rate new accruing to it as the first country of entry into the Telegraph Union, in the same way that the Cable Company has to pay over to the first country of the Union the "terminal" or "land" charge, which accrues the transmission of a cablegram to any destination in South Africa.

It is perhaps probable that for some years to come the Company will be unable to bring down its Telegraph charges to the Union level of 1s. for ten words, and 6d. for every additional five words, but I am of opinion that as a first step a combined rate of 2s. 6d. for ten words, would be an advantageous rate to adopt; such a rate would commend itself to the telegraphing public, and would, I feel sure, result in an increase rather than a decrease of revenue.

In order that the position may be clearly understood, I show in the following table:-

- (a) The present rates.
- (b) The rates proposed by Rhodesia.
- (c) The rates proposed by the Cape Colony.
- (d) An alternative proposal of the Cape Colony, and the allocation of the charges.

It will be seen that although the Cape Colony performs the bulk of the work, the Company receives by far the largest proportion of the revenue earned, and that an encroachment on the Colony's receipts is, in the circumstances, hardly to be justified. As a matter of fact the Cape Colony performs in connection with the eight messages shown in the returns, twenty operations of transmissions or receipts as compared with eight operations by the Company, notwithstanding that the latter receives four times the amount of revenue accruing to the Colony.

It was recently arranged that the tariff for Press messages should be reduced from 8s. 9d. to 6s. 3d. per hundred words, being one-fourth of the rate proposed by this Department for ordinary messages, the principle adopted by the Union Countries. If this rate is reasonable and fair, so far as Press telegrams are concerned, it is, I think, an additional argument in favour of the combined 2s. 6d. rate for an ordinary message of ten words (1897, p. 74-79).

African Trans-Continental Telegraphs. - It has been found necessary during the past year to abandon the telegraph route between Mazoe and Tete, owing to the nature of the country through which the line have to pass, and the difficulty of after maintenance. A new route, starting from Umtali, has been surveyed, and the construction of the telegraph between that point and Tete is now in active progress, and it is believed that the completion of that section of the line will be effected during the month of March next. I understand that very considerable progress has been made with the extension of the line north of Fort Johnston, so that when communication between Umtali and Tete has been established, there will be direct communication between Cape Town and various points in British Central Africa as far north as Lake Nyassa. The opening of the Umtali-

Tete section will also bring into communication the Portuguese Telegraph Stations of Chinde and Quilimane, and thus a very important section of Central Africa will be brought into touch with the telegraph systems of the world (1897, p. 79).

Postmaster-General of Rhodesia. - The heavy strain on the senior officers of the Department in Cape Town, consequent on the rapid growth and general development of business, together with the arrangements for occupying the new G.P.O., was greatly added to by the loss of the services of Mr. Eyre, the Chief Clerk, who was granted a period of 12 months' official leave in order that he might take up tentatively the position of Postmaster-General of Rhodesia.

Mr. Eyre's long experience in the Department, and his very great ability, made his loss a severe one to the Administration. I believe it is his intention to accept permanently the position he is temporarily filling, and if this proves to be the case I wish him every success in his new sphere of usefulness (1897, p. 89).

Money Order Convention Between the Cape Colony and the British South Africa Company (Appendix 4; in effect 1st January, 1898.) (1897, p. 200-205).

1898

Zwart Modder (Gordonia). - The Mails for Zwart Modder having grown in bulk the horse post hitherto employed has been replaced by an Ox-cart Service from Uppington. This facilitate the despatch of parcels to Zwart Modder, and is an improvement that will be much appreciated, as the residents in the Zwart Modder neighbourhood, owing to transport difficulties in time of drought, have to depend to a great extent upon the Postal Service for such supplies as can conveniently be transmitted by Parcel Post (1898, p. 5).

Protectorate Postal Services. - Nothing of unusual importance has transpired in the Bechuanaland Protectorate during the past year which has had any great influence on the Postal Service in that country, but the growth in the amount of mail matter exchanged between the Cape Colony and the Northern territories has been steadily maintained. I now learn that the Imperial Government has commenced to contribute its proportion of the subsidy for the section of railway between Gaborones and Palapye; consequently, under the terms of the agreement between the Imperial Government and the Bechuanaland Railway Company, the mails over that section of Railway are now being conveyed free of charge.

Re-transfer of Francistown Post Office. - It may be noted that the Post Office at Francistown, situate in what is known as the Tati Concession, was, on the 1st July last, re-transformed from the Rhodesian Postal Administration to that of the Bechuanaland Protectorate, and it has been arranged that the conveyance of the mails between Francistown and the Rhodesian border shall in the future be paid for by the Protectorate Administration.

Proposed Reduction of Postage Rates from the Protectorate. - It may be remembered that in my last year's report I referred to a scheme for the reduction of the postage and transit rates within the Protectorate, which I then hoped might come into effect at an early date. Circumstances have, however, delayed the realization of my hopes, but I am pleased to be able to report that the Imperial Government has now agreed to a reduction in the postage rates from the Protectorate to all South African destinations, and to the United Kingdom and foreign Countries. The date has not yet been fixed for the coming into effect of the reduced rates, because it is desired that similar rates from the other South African States should be adopted in respect of mail matter addressed to the

Protectorate, but it is probable that the new tariff will come into operation on the 1st April next. The following table shows the present and the proposed tariffs in respect of mail matter for South African destinations: -

	Letters.	Post Cards.	Newspapers.	Books.	Parcels.
Present ..	4d. per ½oz.	1½d. each.	1d. per 4 ozs.	1oz. 1d. 2 ozs. 2d. 4 ozs. 3d.	2s. 6d. per lb.
Proposed .. (1898, p. 20).	2d. do.	1d. do.	½d. do.	½d. per 2 ozs.	No alteration.

Telegraph Offices (British South Africa Company). - The following offices were opened during the year:- Old Umtali, Sebakwe, Thisibi, Sebangapoort, Rusape, Geelong, Umtali Station, Bolsoli R.O. (a), Belingwe, Fig Tree Siding R.O. (a), Queque. The following offices were closed during the year:- Shashi, Bonapitsi R.O., Bosoli, Towani R.O., Ballaballa. Note.- (a) indicate that the Office is open for Railway Telegraphs only (1898, p. 45-46).

Telegraph Offices (African Transcontinental Telegraph Company). - The following offices were opened during the year:- Balantyre, Nkata Bay, Chiromo (British), Inyanga, Chikwawa, Liwandi, Fort Johnston, Ruenya, Kota Kota, Karonga, Zomba. The following office was closed during the year:- Nani. (1898, p. 45-46).

Telegraph Rates to and From Rhodesia. - The matter of the tariff for telegrams exchanged between South African Telegraph Union Countries and Rhodesia was very fully discussed by me in my last year's report, and I am much pleased to be able to state that as a result of the negotiations then proceeding, an agreement was arrived at with the Rhodesian Government for the reduction of the tariff from 3s. 6d. for 10 words to 2s. 6d. for 10 words; the allocation of the charges to be the same as set forth in the Cape alternative proposal (D), as shown on page 78 of my report for 1897. The new rate came into effect on the 15th December, and it will be seen, provides a very substantial reduction in the charges made to the public. I have no doubt that the reduction in the Telegraph tariff will also considerable extend the use of the Telegraph System between Rhodesia and the other countries of South Africa, and prepare the way for the ultimate adoption of the South African Telegraph Union rate. In my opinion cheap, speedy, and reliable communication tends very considerably toward the development of the country at large, and the adoption of a favourable tariff, under ordinary circumstances, very soon makes good any initial loss which may be brought about by a reduction in rate, and ultimately augments the revenue to such an extent as to make the reduced rates remunerative (1898, p. 64)

African Trans-Continental Telegraphs. - The active supervision in connection with the construction of the African Trans-Continental Telegraph System, has now passed into hands of the Administration at Salisbury. Considerable progress has been made during the year in this enterprise. The new route between Umtali and Tete referred to in my last year's report, was found to be very suitable for the purposes of the construction of the line to the Zambesi, and "through" communication with Central Africa, which has since been regularly maintained, was established on the 19th April last, looping in, at the same time, the Telegraph Offices established by the Portuguese Government in the Province of Mozambique. The main line of the Company has now been completed to Karonga, at the head of Lake Nyassa.

In December last, at the Company's request, I furnished particulars as to the estimated cost of working and maintaining the Trans-Continental line, and suggested the points along the route which I considered would be the most suitable for the establishment of transmitting and relay offices, together with a statement of the necessary Traffic Staff at each office. A scheme of actual working arrangements - together with a graduated scale of tariff charges on the zone system - was also drawn up for the consideration of the Company, whilst the line itself was sub-divided into what I estimated would be fairly workable sections, to be supervised and maintained by European inspectors and trained native linemen.

In regard to the construction of the Trans-Continental line, the section from Umtali to Karonga, already completed and working, covers a distance of 828 miles, thus leaving a further approximate length of 1,930 miles, (a large portion of which is now under construction; in fact, the Karonga-Abercorn section, 210 miles is nearly finished) to be completed to Fashoda, where it is proposed to connect with the 3rd region of the Egyptian Government telegraphs. This uncompleted section falls somewhat short of the 1,973 miles actual length of the Australian Trans-Continental line, started in October 1870, and completed August, 1872, erected between Adelaide and Port Darwin, and over which the great bulk of the Australian cable traffic passes. The latter line was constructed through a country almost unknown; but sparsely populated, and with practically no surface water, wells having to be sunk by exploring and construction parties at convenient distances along the route, whilst transport difficulties were almost insurmountable. Since the erection of this line very little trouble has been experienced in its working; and despite continuous thunderstorms and torrential rain during the monsoon seasons interruptions have been few. As an instance of the maintenance and working difficulties which have had to be overcome, I may mention that the central stations, six in number, can be supplied once a year only with rations sent up by bullock and camel transport.

Comparing the difficulties attending these two somewhat similar undertakings, I am of opinion that the further construction of the African Trans-Continental line will be carried on under by far the more favourable conditions, as the advantages of both river and lake throughout almost the entire length, and a plethora of raw native labour reduces the transport and erection to a matter of time only. For similar reasons I do not anticipate any insuperable difficulties in the matter of after maintenance.

So far as traffic through working is concerned, Cape Town can work direct to Salisbury - a distance of 1,634 miles - with two relay stations between. The latter office should therefore experience no difficulties in working to Abercorn - 1,225 miles - and taking these two sections as a basis, three more stretches of same 1,270 miles each, would complete the through distance - Cape to Cairo or Alexandria - with 5 transmitting offices.

So soon as connection is completed throughout, an additional wire will, without doubt, be required as a channel for purely station to station traffic. This will probably be erected in sections, according to the needs of the more busy centers, The question was brought to the notice of the Company, and is I believe, now under consideration (1898, p. 64-65).

Extension of the Money Order System to the British Central Africa Protectorate (Appendix 2; in effect 1st January, 1899) (1899, p. 131-135).

1899

Mail Conveyances by Means of Camels. - Owing to the nature of the country to be traversed it was found difficult without incurring enormous expense to maintain either a horse or a ox-cart service from Zwart Modder to Mier (Rietfontain) in the District of Gordonia, on the fringe of the Kalahari Desert, but as a postal connection is necessary for administrative reasons, it was suggested that the camels belonging to the Government, kept at the Uitvlugt Forest Station, near Cape Town, might be used. Four camel cows were accordingly sent up during June last, with the driver who had been in charge of them at Uitvlugt. They commenced work in July and have proved a great success. The driver uses two on each trip, one to ride and the other to carry the mails, the others meanwhile resting. By this arrangement each couple get 14 days rest each month.

The camels have not once been late, but generally do the journal some hours under the time formerly allowed to contractors, viz.: 4 days each way.

They feed on the grass and scrub along the road when at work, and are turned out to grass, when resting, in charge of a herd. It has been stated, however, that at Zwart Modder the veldt was destroyed owing to the camels pulling up the herbage by the roots when feeding. This matter is under investigation by the Civil Commissioner. It is probable that the headquarters will be moved from Zwart Modder to Mier where there is a better grazing ground, and it is hoped the cause for further complaint will thus be obviated.

The service is now costing the Government £304 per annum (£120 for driver and £84 for the herd) against £800 formerly paid when the contract was given out (1899, p. 6).

Protectorate Postal Service. - The Postal Service within the Bechuanaland Protectorate was uninterruptedly maintained during the year until the outbreak of hostilities between the Republics and Great Britain, since which time all mail matter for that Country has been circulated *via* Beira and Rhodesia. As foreshadowed in my report for last year, reduced rates of postage between the Bechuanaland Protectorate and the Cape Colony came into force on the 1st April, the letter rate having been reduced from 4d. to 2d. per half ounce, post cards from 1½d. to 1d., newspapers from 1d for four ounces to ½d. for four ounces, and books to a uniform rate of ½d. per two ounces, no alteration being made in the rate of postage for parcels.

It is yet too early to say what effect the reduction of postage rates will have upon the Protectorate revenue, but it is believed that the increased amount of mail matter posted will go a long way towards maintaining at the same level the revenue hitherto derived from that source, while the benefit to the public through the reduction of the rates of postage must be very considerable.

It is to be hoped that [not before] long the Protectorate Postal Administration may become an adherent to the South African Postal Union, and to the larger Union which embraces, practically, all civilised countries (1899, p. 19-20).

African Trans-Continental Telegraphs. - The latest information received in connection with the construction of the African Trans-Continental Telegraph Line is to the effect that the wire has been carried across the plateau between Lakes Nyassa and Tanganyika, a distance of 220 miles.

The following offices have been opened during the year, viz.:- Domera Bay, Fort Jameson, Fife, Saise, Florence Bay (1899, p. 57).

1900

Camel Post. - The employment of Camels for the conveyance of the mails in Gordonia between Zwart Modder and Mier (Rietfontain) - a distance of over 100 miles across sandy country - continues to give every satisfaction. Owing, however, to the rebellion in the North-West Districts, the Camels were driven across the German Border to escape capture by the Boers, and the service was therefore suspended from the 9th of March to the 18th of May (1900, p. 10).

Protectorate Mail Service. - The Protectorate Postal Services has, since the relief of Mafeking, been maintained with more or less regularity. Postal rates between the Cape Colony, Natal, the Orange River Colony, and the Transvaal on the one side and Rhodesia on the other, were assimilated in the month of July last to those in force between those Colonies and the Bechuanaland Protectorate, and in consequences thereof, letters and printed matter exchange between Rhodesia and the other Colonies in South Africa is not now subjected to the transit rates previously collected by the Protectorate Administration for the conveyance of such mail matter through that territory. The abnormal conditions prevailing in South Africa during the year did not permit of any accurate estimate being formed of the result of the adoption of the lower rates of postage by the Protectorate Administration referred to in my Report for 1899, but whatever the financial result may be, there is no question that the reduction of the South African letter rate from 4d. to 2d. per half ounce was essentially necessary, and that the public have been largely benefited by the adoption of the lower charge (1900, p. 17-18).

Postage Stamps Overprinted and Re-Issued at Mafeking During the Siege. - During the siege of the town of Mafeking, it became generally known in the United Kingdom and in this country that a special issue of postage stamps was being used for the prepayment of postage on letters sent from the invested town to various parts of South Africa and abroad; and in a very short while numerous communications were received by the Department from philatelists in all quarters of the globe, requesting information in regard to the stamps in question, and offering to purchase large quantities of them. Until after the relief of the town nothing was known by this Department of the matter beyond what was common knowledge. So soon as possible, however, careful inquiries were instituted, and, from the reports of the Postmaster and the Military Authorities concerned, the following would appear to be the facts, so far as can be ascertained, in connection with the overprinting, surcharging and re-issue of the stamps now known as the "Mafeking Siege Stamps."

Shortly before the 23rd of March, 1900, it was found possible to forward despatches by runners from the town, both by the northern and the southern routes, and a service was established by the Military Authorities. Owing to the high amounts which had to be paid to the runners, it was decided to charge special rates for any private letters conveyed, and the following tariff was adopted, viz.:-

Via the North	...	...	...	1s. per ½ oz.
Via the South	...	...	...	6d. per ½ oz.

From a statement made by the Military Authorities, it would appear that, in order to provide a sufficiency of stamps to admit of the prepayment of private letters, it was further decided to surcharge all the unsold stamps in the possession of the local Postmaster, and Lieutenant-Colonel Lord Edward Cecil, under whose supervision the Post Office was worked during the siege, accordingly purchased the stamps at their face value and caused them to be overprinted and surcharged at the works of Messrs. Townshend and Son, the publishers of the "Mafeking Mail" newspaper. On the 23rd of March the stamps, as overprinted, were issued for the first time at their enhanced values; and, it is understood, the whole of the overprinted issues were disposed of before

the relief of the town was effected.

Owing to the interruption of communication, I was not consulted in the matter, either as regards the sale of the stamps to the Military Authorities or their being overprinted, and from the time the stamps originally passed out of the hands of the Civil Postmaster, the Colonial Post Office Department ceased to have any control whatsoever over their treatment. In view of these circumstances, and of the fact that the whole of the additional revenue derived from the sale of the stamps at their surcharged values was retained by the Military Authorities, it was decided by the Government of the Colony, and also by the Bechuanaland Protectorate Administration, to regard the stamps in question as purely Military issues; and in the month of November official notices were published in the *Government Gazette* proclaiming the non-availability of the stamps in question for the prepayment of mail matter posted either in the Cape Colony or the Bechuanaland Protectorate.

The average number of letters per week forwarded *via* the North from the 23rd of March was approximately 60, a runner leaving Mafeking twice per week. *Via* the South the average number was 30, despatched once per week. It is, however, more than probably that many of the runners were captured by the Boer forces, and that the letters being conveyed by them never reached a British Post Office.

In addition to the Cape Colony and Bechuanaland Protectorate stamps purchased from the Postmaster and subsequently overprinted, there were three varieties of stamps manufactured locally, two of which bear a representation of the bust of Major-General Baden-Powell, and the other a view of Sergeant-Major Goodyear, of the Cadet Corps, on a bicycle. These particular stamps were used entirely for a postal service which was arranged within the town and between the various outposts. The whole of these varieties were printed by means of photography; the photographs being taken by Mr. D. Taylor, and the gumming and perforation executed by Messrs. Townshend & Son. The two varieties of the "Baden-Powell" pattern was designed by Captain Greener, the Chief Paymaster at Mafeking, whilst the one of the bicycle pattern was designed by Dr. W.A. Hayes.

It is evident from specimens which have from time to time been submitted to this Department that extensive forgeries of the overprinted stamps have taken place; the fraud consisting in the unofficial overprinting, surcharging, and, in many cases, the date-stamping of genuine Cape Colony stamps. The matter was taken up by the Police Authorities, but up to the present it has not been possible to bring the charge home to the perpetrators.

The following is a list of the stamps overprinted and the quantities issued:-

Face value.	Description.	Number Issued.
½d.	Cape of Good Hope (old design) overprinted and surcharged "Mafeking 1d. Besieged"	7,680
½d.	Cape of Good Hope (new design) overprinted and surcharged "Mafeking 1d. Besieged"	5,280
½d.	Great Britain overprinted "Bechuanaland Protectorate" surcharged and overprinted "Mafeking 1d. Besieged"	6,000
1d.	Great Britain overprinted "Bechuanaland Protectorate" and "Mafeking 3d. Besieged"	1,800
1d.	Great Britain overprinted "Bechuanaland Protectorate" and "Mafeking 3d. Besieged" (Smaller type)	1,800
1d.	Cape of Good Hope overprinted and surcharged "Mafeking 3d. Besieged"	6,000

2d. Great Britain overprinted "Bechuanaland Protectorate" and "Mafeking 6d. Besieged" ..	1,200
2d. Great Britain overprinted "Bechuanaland Protectorate" and "Mafeking 6d. Besieged" (Smaller type)	1,200
3d Cape of Good Hope overprinted "Mafeking 6d. Besieged"	840
3d British Bechuanaland (lilac series) overprinted "Mafeking 6d. Besieged"	3,000
3d. Great Britain overprinted "Bechuanaland Protectorate" and "Mafeking 6d. Besieged"	1,440
4d. Great Britain overprinted "Bechuanaland Protectorate" and "Mafeking 1s. Besieged"	2,320
4d. Cape of Good Hope overprinted "Mafeking 1s. Besieged"	1,440
6d. Great Britain overprinted "Bechuanaland Protectorate" and "Mafeking 1s. Besieged"	240
6d. Great Britain overprinted "Bechuanaland Protectorate" and "Mafeking 1s. Besieged"	1,440
1s. Great Britain overprinted "Bechuanaland Protectorate" and "Mafeking 2s. Besieged"	570
3d. Local postage stamp with photograph of Lt.-General Baden-Powell's bust (Small size.)	6,072
3d. Local postage stamp with photograph of Lt.-General Baden-Powell's bust (Large size.)	3,026
3d. Local postage stamp with photograph of Sergeant-Major Goodyear on bicycle	9,476

(1900, p. 24-26).

1901

Protectorate Postal Service. - The Bechuanaland Protectorate Postal Administration became a member of the Universal Postal Union on the 1st March 1901, and adopted the following rates of postage to oversea countries:-

Letters, 4d. per oz., or fraction thereof.

Post Cards (single), 1d. each.

Post Cards (reply paid), 2d. each.

Books, Commercial Papers and Samples, 1d. per two oz., or fraction thereof, with a minimum charge of 3d. for Commercial Papers, and of 1½d. for Samples.

Newspapers, 1d. for each paper weighing 4 oz., or fraction thereof, and ½d. for each additional two oz., or fraction thereof.

Registration Fee, 4d.

Acknowledgment of receipt of registered articles 2½d.

The adhesion of the Rhodesian Administration was delayed till the 1st June, nevertheless the rates of transit levied by the Protectorate Post Office on correspondence from Rhodesia to oversea countries were reduced to the Union level from the 1st April, 1901, the date upon which the Rhodesian Government reduced its rates of postage to oversea countries.

On the 1st June, 1901, a reduction in the Parcel Post rate from the Bechuanaland Protectorate to the United Kingdom, from 2s. 9d., to 1s. 9d., was arranged, and it was at the same time agreed

that the transit rate on parcels exchanged between the United Kingdom and Rhodesia should be reduced from 11d. to 4d. per rate.

The reductions in postage and transit rates naturally resulted in a considerable fall in the Protectorate revenue, but I am pleased to say that the revenue received during the year more than balanced the expenditure.

With regard to the internal postal arrangements of the Protectorate the main line route was kept continuously open during the year, and there was no delay to any of the runner posts notwithstanding the continuance of the war between Great Britain and the late Republics of the Transvaal and the Orange Free State (1901, p. 23).

1902

Reduction in the Rate of Postage to Rhodesia. - I am pleased to be able to report that the Rhodesian Government has during the year taken into consideration the question of the reduction of the letter rate of postage to South African destinations, and that on and after 1st January, 1903, the postage on letters will be 1d. per ½ oz., the rate in force throughout the South African Postal Union.

A similar rate will be adopted in the opposite direction, whilst the Cape Colony postcard rate, with the concurrence of the Rhodesian Government, will also be reduced from 1d. to ½d. for single and 2d. to 1d. for reply-paid cards (1902, p. 16).

Protectorate Postal Service. - There are no reductions of postage or in the rates of transit to notify in respect of the Bechuanaland Protectorate during 1902, but I am glad to say that my anticipation in regard to the postal revenue of that country as a consequence of the very considerable reductions made in previous years have been fully realised.

The Protectorate Revenue during the financial year ended the 31st March, 1902, was £4,761 8s. 2d., and the expenditure for the same period £3,521 11s. 11d.

The growth of mail matter posted locally is also gratifying, indicating that the residents in the territory appreciate the lower rates of postage now in force.

The total number of articles posted during the twelve months under notice was much in excess of the previous year.

It may be anticipated that further reductions will be made shortly in the Inland and Overland Letter Rate, which will, I trust, tend still more to foster the exchange of correspondence with that territory (1902, p. 16).

Reduction in Tariff for Telegrams Exchanged with Rhodesia and Countries Beyond. - Arrangements have been completed whereby the rates of charge for telegrams to Rhodesia and Countries served through that Administration will be reduced as under from the 1st January, 1903:-

	New Tariff.
Rhodesia	2d. per word, with a minimum of 2s.
Beira Railway Offices	3d. per word, with a minimum of 3s.
African Trans-Continental Telegraph Offices	5d. per word, with a minimum of 5s.
Portuguese East African Offices	6½d. per word, with a minimum of 6s. 6d.
German East African Offices	7d. per word, with a minimum of 7s.

It should be observed that the minimum length of a message has, under the new arrangement been increased from ten to twelve words (1902, p. 30-31).

1903

Camel Post. - The camels used in the district of Cordonia for conveying mails between Zwart Modder and Mier continue to give satisfaction. The herd now consists of one bull and four cows, the bull having been purchased through the Agricultural Department and added to the herd during the early part of the year. From the experience gained by this Department, there is little doubt that the camel is a most useful animal for transport purposes in certain districts where other means fail owing to the sandy nature of the soil, and it is interesting to note that the introduction of these animals into Rhodesia for riding and transport purposes also appears to have been a success, the Government of that country having procured 34 from India together with attendants (1903, p. 5).

Parcel Post to North-Eastern and North-Western Rhodesia. - During the year regularized Parcel Post services to North-Eastern and North-Western Rhodesia through the intermediary of Southern Rhodesia have been arranged. The Parcel Post rate to all parts of Rhodesia is 1s. 6d. per lb., or fraction of a lb. weight (1903, p. 9).

Protectorate Postal Service. - The postal revenue of the Protectorate for the financial year ended the 31st March 1903, was £3,468 0s. 1d. and the expenditure £2,706 10s. 11d., as compared with £4,761 8s. 2d. and £3,521 11s. 11d. respectively, for the preceding year.

The decrease of £1,293 8s. 1d. in revenue is largely due to the sacrifices made by the Protectorate in respect of transit charges on parcels passing in and from Rhodesia.

On the 1st June, 1901, the postage rate on parcels between South Africa Union Postal Administrations, the Protectorate, and Rhodesia, was reduced from 2s. 6d. to 1s. 9d. per lb., on parcels to and from the United Kingdom from 2s. 9d. to 1s. 9d. Concurrently with these reductions, the transit charges previously collected by the Protectorate on South African parcels were entirely given up, and the rate collected in respect of oversea parcels passing in transit to and from Rhodesia was reduced by 7d. per lb. Notwithstanding, however, the loss of revenue sustained in this direction, the value of postage stamps sold has increased by £230 during the year, and the balance of revenue over expenditure amounts to £761 9s. 2d.

The following further reductions of postage came into force on the 1st April, 1903:-

Country of Destination	Letter rate per ½ oz.	Post Card Rates.	
		Single.	Reply paid.
British Protectorate	From 2d. to 1d.	From 1d. to ½d. each.	From 2d. to 1d. each.
Cape Colony ..			
Natal ..			
Orange River Colony			
Transvaal ..			
Rhodesia ..	From 4d. to 2½d.	No alteration.	
Oversea Countries ..			

The effect of these reductions is to bring into force in the Protectorate precisely the same rates of postage on all classes of mail matter circulating within British South Africa, except parcels, as those which have been adopted by the South African Union Administrations and Rhodesia, while the letter rate to the United Kingdom and Oversea countries generally has been reduced from 4d. to 2½d., the latter being the rate generally adopted between countries of the Universal Postal Union.

During the month of July, the removal of Khama's township from Palapye to Serowe was effected. A new fortnightly post between Palapye Station and Serowe was then established, and the office at Palapye Village was closed owing to the European as well as the native population having left the place.

There is a steady increase in the volume of correspondence dealt with. As compared with the previous year the letters posted for delivery within South Africa have increased by 9,087, book and sample packets by 611, and parcels by 52 (1903, p. 15-16).

Reduction of Postage Rates to Northern Rhodesia. - Towards the end of 1902 I had re-opened the question of postage rates in force from the Cape Colony to North-Eastern and North-Western Rhodesia. An undesirable anomaly existed in the fact that while letters posted in England for those territories were conveyed at the rate of 2½d. per half-ounce the rate from the Cape was 4d. I was anxious to reduce the Cape rate at least to the level of the Foreign letter rate, namely, 2½d., but in correspondence with the Imperial Secretary the opinion of the High Commissioner was given as in favour of the South African Union rate; and Southern Rhodesia having agreed to adopt the Union rates, the tariffs for all classes of mail matter except parcels posted in the Cape Colony and addressed to Southern, North-Eastern, and North-Western Rhodesia were, on the 1st of January, 1903, assimilated to those obtaining throughout the Union, namely:-

Letters - per ½-oz. or fraction thereof	...	...	...	1d.
Post cards (single)	...	...	...	(each) ½d.
Post cards (reply paid)	...	...	...	1d.
Books, Commercial Papers, and Printed Papers				
- per 2 oz. or fraction thereof	...	...	...	½d.
Sample Packets - not exceeding 4 oz.	...	...	...	½d.
and ½d. for every additional 2 ozs. or fraction thereof.				
Newspapers - per 4 ozs. or fractions thereof	...	...	...	½d.

(1903, p. 22).

1904

Camel Post. - The camel post between Zwart Modder and Rietfontein (Mier), in the district of Gordonia, continues to give satisfaction, and it is in contemplation to extend the use of these animals to other posts in the district. Five camels are employed in the service together with a rider and a herdsman, In October last a camel calf was born and is thriving well (1904, p. 5).

Protectorate Postal Service. - The postal revenue of the Protectorate for the financial year ended the 31st March, 1904, was £3,830 5s. 1d., and the expenditure £2,636 19s. 6d., as against £3,468 0s. 1d. and £2,706 10s. 11d., respectively, for the preceding year; and the balance of revenue over expenditure was £1,193 5s. 7d., as against £761 9s. 2d.

The revenue derived from mails conveyed through the Protectorate for other Administrations increased by £825 10s., and this was largely due to the unrestricted conveyance throughout the year of parcels to and from Rhodesia.

As a result of the reductions in the letter and post-card rates, which were referred to in my last Annual Report, there was a decrease of £468 1s. in postage stamps sold during the year; but it is satisfactory to note that the volume of correspondence dealt with has so largely increased that it can only be a matter of time for the revenue derived from the sale of postage stamps to be restored to its former level. Consequent upon these reductions the residents of the Protectorate now enjoy in

respect of letters, book packets, and newspaper exchange within South Africa the same rates of postage as are levied in the Cape Colony and the South African Postal Union generally.

The Post office at Macloutsie and the Runner Post between that Office and Palapye Road were abolished on the 31st December, 1903, and no new Offices were opened during the year (1904, p. 16).

1905

Camel Post. - Owing to the war in German South-West Africa the parcel post to Rietfontein has increased considerably, and towards the close of the year the mail from Zwart Modder was at times so heavy as to overtax the strength of the camels and to necessitate leaving a quantity of mail matter behind. The prolonged drought led to a scarcity of the herbage on which these animals feed, with the result that they fell into poor conditions and one cow died - the immediate cause of death, however, being snakebite. A second cow is still very weak. The Commissioner of Police kindly came to the assistance of the department, and carried the mails on several occasions while the post office camels were resting. Arrangements have been made for a temporary ox-cart service until the herd can be strengthened by the addition of new animals. The department has now at Rietfontein one bull, three cows and a calf - the latter Colonial-born, is said to be a very promising animal and is now 16 months old (1905, p. 4).

Protectorate Postal Service. - The postal revenue of the Protectorate for the financial year ended the 31st March, 1905, was £3,351 6s. 9d., and the expenditure £2,238 3s. 8d., as against £3,830 5s. 1d. and £2,636 19s. 6d., respectively, for the preceding year; and the balance of revenue over expenditure was £1,113 3s. 1d., as against £1,193 5s. 7d.

Postage stamp sales realised £1,079 14s. 7d., as against £1,142 3s. 1d. in the year ended the 31st March, 1904, and the payments made by other Administrations in respect of mails transiting the Protectorate £2,267 12s. 2d., as against £2,681 12s. This shrinkage in revenue may be attributed to the period of depression through which the Protectorate, in common with the rest of South Africa, is passing.

No new offices were opened, no offices closed, and the mail services were subjected to no alteration (1905, p. 9).

1906

Camel Post. - The utilisation of camels for conveying mails between Zwartmodder and Rietfontein has been suspended during the year, owing to the great increase in the weight of the mails. Two additional animals were specially imported from Egypt, and I regret to have to report that one of these died on arrival at Zwartmodder. The cause of death could not definitely be stated, but from information received from its driver, and from a member of the Cape Police who was present when the animal died, it would appear that death was due to a severe chill caught on the road from Prieska to Zwartmodder. The weather at that time was extremely hot by day and cold by night. I am hopeful, however, that it will be possible to resume camel working shortly.

There are now seven animals owned by the department, of which one is three months and another two and a half year old, both Colonial born. Of the other five, one is hopelessly lame (1906, p. 4).

Protectorate Postal Service. - For the financial year ended 31st March, 1906, the postal revenue of the Protectorate was £3,386 10s. 2d., and the expenditure £2,353 6s. 6d. as compared with £3,351 6s. 9d. and £2,238 3s. 8d. for the previous year; and the balance of revenue over expenditure £1,033 3s. 8d., as against £1,113 3s. 1d.

Postal stamp sale amounted to £1,174 18s. 7d., as compared with £1,079 14s. 7d. in the year immediately preceding, and the sum received in respect of mails from and for other Administrations transiting the Protectorate was £2,199 16s. 7d., as against £2,267 12s. 10d.

On the 1st January, 1906, an extra post in the week was instituted between Palapye Station and Serowe. No new offices were opened during the year and no offices closed (1906, p. 9).

1907

Camel Post. - In May the camel post between Zwartmodder and Mier was resumed, but a reversion to the ox cart service was unavoidable in October, as two of the cows became incapacitated toward the end of the month. The crippled cow referred to in my last Report was shot as incurable in April. The Department now owns eight camels, four of which are Colonial born, but are still too young for work (1907, p. 3).

Parcel Post to the Bechuanaland Protectorate and Southern Rhodesia. - On the 1st April the rate for parcels exchanged between the Cape Colony and the Bechuanaland Protectorate was reduced from 1s. 6d. to 1s. for each lb. or fraction thereof, and at the same time the Protectorate parcel rate to the United Kingdom was altered from 1s. 9d. per lb. to 1s. 9d. for the first lb. and 1s. 3d. for each additional lb. or fraction thereof.

It was hoped that the Rhodesian Post Office, now that all the principal centres of parcel traffic in Southern Rhodesia are served by railway, would be able to concur in similar reductions in the parcel rates between the Cape Colony and Rhodesia, and with the concurrence of the Government it was therefore suggested that on parcel exchange between the Cape and Rhodesia the latter country should accept as its share of the postage upon each parcel 5d. per lb. instead of the present 8d., the Protectorate 3d. instead of 4d., and the Cape Colony 4d. instead of 6d., thus giving a postage rate chargeable to the public of 1s. per lb. in place of the present rate of 1s. 6d., but although these proposals still left the largest share of postage with Rhodesia that Administration could not accept them (1907, p. 3).

Protectorate Postal Service. - For the financial year ended the 31st March, 1907, the postal revenue of the Protectorate was £3,350 and the expenditure £2,414, as compared with £3,387 and £2,353 for the previous year; and the balance of revenue over expenditure £936 as against £1,034. Postal stamp sales amounted to £1,115, as compared with £1,175 in the year immediately preceding.

On the 1st January, 1907, the British Postal Order system was extended to the Protectorate, and the value of the Orders sold during the year was £1,269. The facilities thus afforded for remitting small sums of money to the several States of South Africa and to the United Kingdom and British Possessions oversea will doubtless be freely availed of as they become more widely known.

On the 2nd April, 1906. the postage rate from the United Kingdom to the Protectorate was reduced to 1d. per ½ oz.; and on the 1st August, 1905, the rate from the Straits Settlement was similarly reduced. The practicability of the Protectorate adopting Imperial Penny Postage is under consideration.

No new offices were opened and no offices closed. Serowe, however, was raised to the rank of a sub office on the 1st January, 1907 (1907, p. 5).

1908

Camel Post. - Owing to the severe drought, the camels had to be withdrawn from Rietfontain and sent to Zwartmodder to recuperate, an ox cart service being made use of in the meantime. The seven animals, four of which were bred in the Colony, are now in good conditions, and will be again placed in work early in 1909 (1908, p. 3).

Bechuanaland Protectorate Postal Service. - This Department continued to administer, on behalf of the Imperial Government, the Postal Service of the Bechuanaland Protectorate. The revenue for the financial year ended 31st March, 1908, was £3,261, and the expenditure £2,542, as compared with £3,350 and £2,414 respectively for the previous financial year. The balance of revenue over expenditure for the year 1907-8 was, therefore, £719, as against £936 for the year 1906-7.

Postal Orders of the value of £1,520 were issued during the financial year ended 31st March, 1908, as compared with £1,269 during calendar year 1907. These figures indicate an increasing rate of development of this class of business as the community becomes more generally aware of the facilities which it offers. The value of the orders paid was £148, and the commission earned £22.

The rate of postage for letters to all parts of the Empire was reduced from 2½d. to 1d. per half-ounce on the 1st April, 1908 (1908, p. 5).

1909

Camel Post. - The conveyance of mails between Zwartmodder and Mier (Gordonia) by means of the departmental camels was resumed on 1st February, and continued without interruption throughout the year. One calf was born, and an additional animal purchased from the Police Department, but on the other hand a very promising calf was accidentally killed. The Department now owns eight animals, six of which are available for the mail service. Of the remaining two, one is too young and the other, an old cow, which was originally taken over in 1899 from the Forest Department, has been finally relieved of work (1909, p. 3).

Bechuanaland Protectorate Postal Service. - The revenue for the financial year ended 31st March, 1909, was £3,109, and the expenditure £2,398, as against £3,261 and £2,542 respectively for the preceding year, giving a balance of revenue over expenditure £711, as compared with £719 for the previous year. The unaudited figures for the last nine months of 1909, however, indicate a recovery of business generally, which will probably result in a substantially increased balance at the end of March, 1910.

The value of postal orders issued was £2,330, and of those paid £517, the commission earned amounted to £21 19s. 4d. These figures compare with £1,520, £148, and £21 14s. 4d. respectively for the year 1907-8. The disproportion between the increase in the value of orders issued and the increase in the amount of commission earned is due to the higher rates of commission in operation during the greater part of the previous year. Since the beginning of April this class of business has continued to develop rapidly, and up to the end of December - *i.e.*, during the first nine months of the current financial year - the value of orders issued amounted to £2,158 and paid £533, representing commission to the extent of £20 19s. 10d. (1909, p. 5).



1887 map of the Bechuanalands from John Mackenzie's "Austral Africa. Losing it or Ruling it." Sampson Low, Marston, Searle & Rivington, London, 1887 (reprinted 1969 by Negro Universities Press, New York).



British Southern Africa Monographs

"The Northern Mails and Telegraphs: Bechuanaland and Rhodesia in the Annual Reports of the Postmaster-General, Cape of Good Hope, 1885-1909." This volume is the first in a series that will contain basic source material for the postal historian of southern Africa. This first volume has been extracted from the Postmaster-General's annual reports to the Cape of Good Hope Parliament. The volume details the critical years of the development of the postal and telegraph services of the northern frontiers of southern Africa. The volume is approximately 40 pages.

"The Development of Postal Rates in Southern Africa: Annual Reports of the Postmaster-General, Cape of Good Hope, 1882-1909." This volume is in preparation and is expected during the fall of 2001. It contains extracts from the Postmaster-General's annual reports to the Cape of Good Hope Parliament as they related to the development of rates in southern Africa. The volume will be approximately 100 pages and will include an introduction. .

"The Macloutsie Post Office and its Postmaster, Bechuanaland Protectorate, 1892" provides an important source text to the early postal history of Bechuanaland and Mashonaland. The central part of the booklet (30 p.) is a reprint of the contemporaneous writings of the last postmaster of Macloutsie post office detailing his duties and travels. The Editor has provided a general introduction placing the Post Office into a postal history context. "... try the 'Macloutsie Post Office' by JE Symons whose adventures in reaching this remote border police station are chronicled with easy charm .. (American Philatelist, 1997)."

"The Introduction and Usage of Postal Orders in Bechuanaland Protectorate" is an important contribution to the postal history of the Bechuanalands. It traces the history of postal orders from their introduction in 1907 to independence from the South African Post Office. The booklet (34 p.) presents original research and will appeal to the specialist, as well as the general interest postal history collector. "Masterly Bechuanaland research.. (South African Philatelist, 1995)." Awarded Silver-Bronze at ORAPEX & C4NPLE in 1997.

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