

# Bicycle Stamps

12

BS11A - AUTUMN - 1991

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U.S.A.



**Bicycle Stamps** is the official publication of the Bicycle Stamps Club. The magazine is included as a benefit of membership. Annual dues are \$24.00USD, £14 Sterling, or the equivalent.

Membership inquiries should be sent to either the Secretary, Benoit Carrier,  
Canada or to the Treasurer, Anthea & Ian Dodd,  
England

Subscriptions payments may be sent to the Treasurer, at the address above, or to Bill Hofmann, Treasurer for the USA, at

*Seit er alle  
versteht mit anderen*

There is only one candidate for each of the offices of Secretary and Editor, Tony Tiedeman, Australia, and Norman Batho, USA, respectively; therefore these candidates will be considered elected without a vote.

While your ballot is in your hand, please complete and mail it. Ballots will be counted on January 1, 1992, and the new officers will be named in BS11B.

Those of you who receive a subscription renewal notice with this magazine must renew to have your vote counted. --- continued on page 29 ---

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MEMBERSHIP UPDATE

New Member:  
 Conde Thorn  
 1934 Quail Run Loop NE  
 Albuquerque NM 87122, USA

\* \* \* \* \*



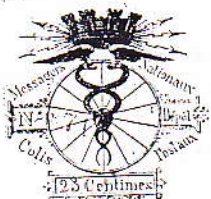
See #20 p.4

\* \* \* \* \*

From Bert Schapelhouman -  
 The Netherlands Post  
 Office is issuing 7  
 sets of 4 cards each,  
 that depict Olympic  
 sports. The first set  
 of 4 has been issued  
 and contains the bicy-  
 cle card as pictured  
 on the envelope right  
 containing this set.

1890 not 1886 see p.27.

1890 (1<sup>er</sup> septembre). Type A  
 68x72. Dent. 11 1/2. Légende: « Les  
 Messagers Nationaux - Collis Postaux -  
 N<sup>o</sup> 1 - N<sup>o</sup> 2 - N<sup>o</sup> 3 - N<sup>o</sup> 4 - N<sup>o</sup> 5 - N<sup>o</sup> 6 - N<sup>o</sup> 7 -  
 sur une route de vélocipède symboli-  
 sant les tricycles à l'usage desquels les  
 collis étaient transportés (1). Type  
 graphique.

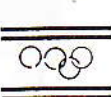


STEUN ONZE OLYMPISCHE SPORTERS.....

en doe mee aan diverse wedstrijden rondom deze wenskaarten. Bedenk nu alvast een leuke tekst voor de spreekbus. Stuur uw inzending voor 1 december 1991 naar het NOC, Postbus 411, 6800 AK ARNHEM en maak kans op een bezoek aan de Olympische Winterspelen. Meedingen naar een bezoek aan de Olympische Zomerspelen kan tot 1 mei 1992 door deel te nemen aan een tweede spreekbuswedstrijd. Tijdens beide wedstrijden zijn ook diverse andere sportieve prijzen te verdienen.



ptt post



VERZAMEL ALLE OLYMPISCHE WENSKAARTEN

Er zijn 7 sets met elk 4 wenskaarten van in totaal 28 Olympische sporten. Vanaf 4 februari 1992 zijn de (bijpassende) Olympische postzegels verkrijgbaar.

NEW ISSUE UPDATE

OLD, NEW, AND NEWLY ANNOUNCED ISSUES NOT PREVIOUSLY REPORTED, AND PREVIOUSLY LISTED ISSUES FOR WHICH THE DATE OF ISSUE AND/OR A PHOTO IS NOW AVAILABLE

				Number in set	
1	NICARAGUA	13.10.1977	5c	CYCLISTS IN CROWN AROUND ZEPPELIN	5+4+5
2	CHINA	10.01.1987	-	FREE FRANKED POSTAL FAIR ENVELOPE	1
#254 of 1000 covers prepared for this 1987 postal fair.					
See the front cover of this magazine.					
3	BELIZE	. .1980	25c	BICYCLIST AT PASLOW BUILDING	8+5
4	BELIZE	. .1980	15s	BICYCLIST AT PASLOW BUILDING SHEET	8+5
5	NETHERLANDS	1.11.1990	5c	MAASLAND POST OSS CYCLIST	?
6	NETHERLANDS	1.11.1990	40c	MAASLAND POST OSS CYCLIST	?
7	NETHERLANDS	1.11.1990	55c	MAASLAND POST OSS CYCLIST	?
8	NETHERLANDS	1.11.1990	100c	MAASLAND POST OSS CYCLIST	?
9	GUYANA	15.07.1990	20s	SOUTHERN RAILWAY CYCLIST SHEET OF 1	5+5S+2S
10	GRENADA GRENADINES	22.04.1991	5s	DONALD DUCK PEDAL POWERED GENERATOR	4+5
Date of issue now known.					
11	GRENADINES ST VIN.	. .1991	5s	ROYAL LODGE AT WINDSOR GARAGED BIKE	8S+3S
12	JAPAN	18.08.1991	booklet	CYCLE RACE - NAGARAGAWA TRIATHLON	1
13	GREAT BRITAIN	20.08.1991	-	DINOSAUR PRESENTATION FOLDER	1
14	CHILE	. .1991	100s	PAN-AM GAMES CYCLIST 2 SETENANT	2
15	DOMINICAN REPUBLIC	. .1991	50c	PAN-AM GAMES CYCLIST	3
16	GERMANY	9.07.1991	100p	CYCLISTS BEHIND TRAFFIC	?
17	GERMANY	10.10.1991	30p+15p	WOMAN AND BIKE IN FRONT OF POST OFF.	6
18	NETHERLANDS	06.11.1991	70c	CHILDREN AND BIKES	3+5
19	NETHERLANDS	06.11.1991	sheet	CHILDREN AND BIKES BIKE IN SELVAGE	3+5
20	EGYPT	. .1991		ALL AFRICAN GAMES CYCLING	4+5

Many thanks to BSC members: Paul Braman, Piet Hein Hilarides, Bert Schapelhouman, Dan Nibbelink, Brian Sole, Douglas Marchant, and Takao Ono for providing news, photos, and dates of issue for the above.



海津郵便局  
〒東海-H3-24  
売価515円

国営本曾三川公園



第6回長良川  
国際トライアスロン

ゆうペーン

Douglas Marchant reports the 5.3.91 Irish miniature sheet is now known to have been given three overprints at Dublin stamp shows, one for "Collectorex '91" held 18-19 May, and two for "Stampa '91" held 17-19 October. The Stampa '91 overprints are in red and in black, and are both numbered. See page 28.

What is a complete set of this 1.11.90 local issue of the Netherlands?

BS10A pictured a single strip of four of this issue. Since then this additional information has become available.

For the three low values there appear to be four different pictures with five different combinations of colors. All issued both perforate and imperforate.

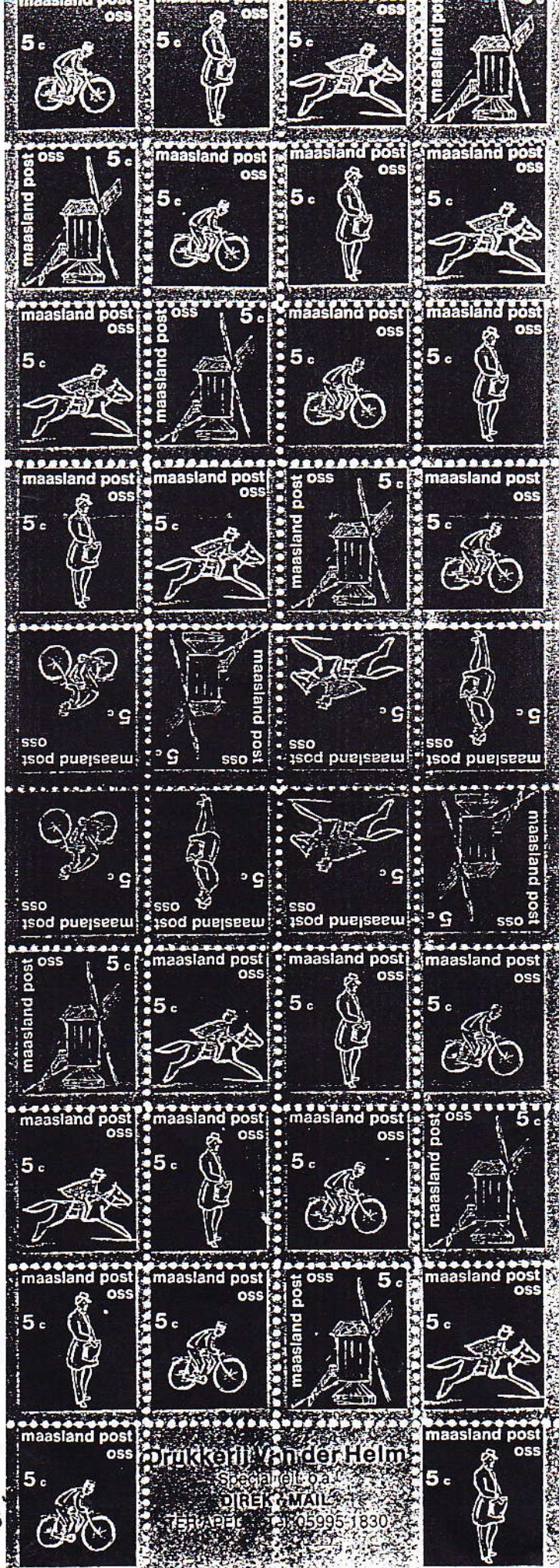
The colors are:

- black on yellow
- blue on green
- black on orange
- dark blue on white
- dark blue on lighter blue

Additionally there appear to be sheets of all values similar to the 5c one pictured here, which includes two labels.

One can easily see the possibilities for various vertical and horizontal combinations, including one or more bicycle stamps, one or more of the other pictures, and with or without the setenant label(s).

Less is known about the 100c value as only a single stamp has been seen by your editor.





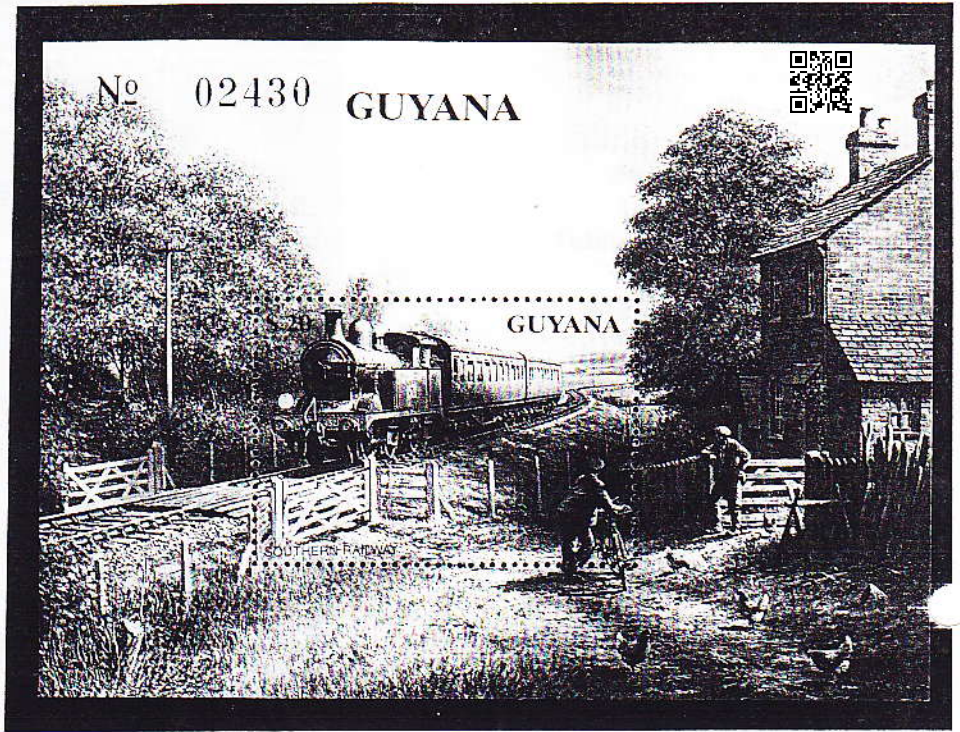
1



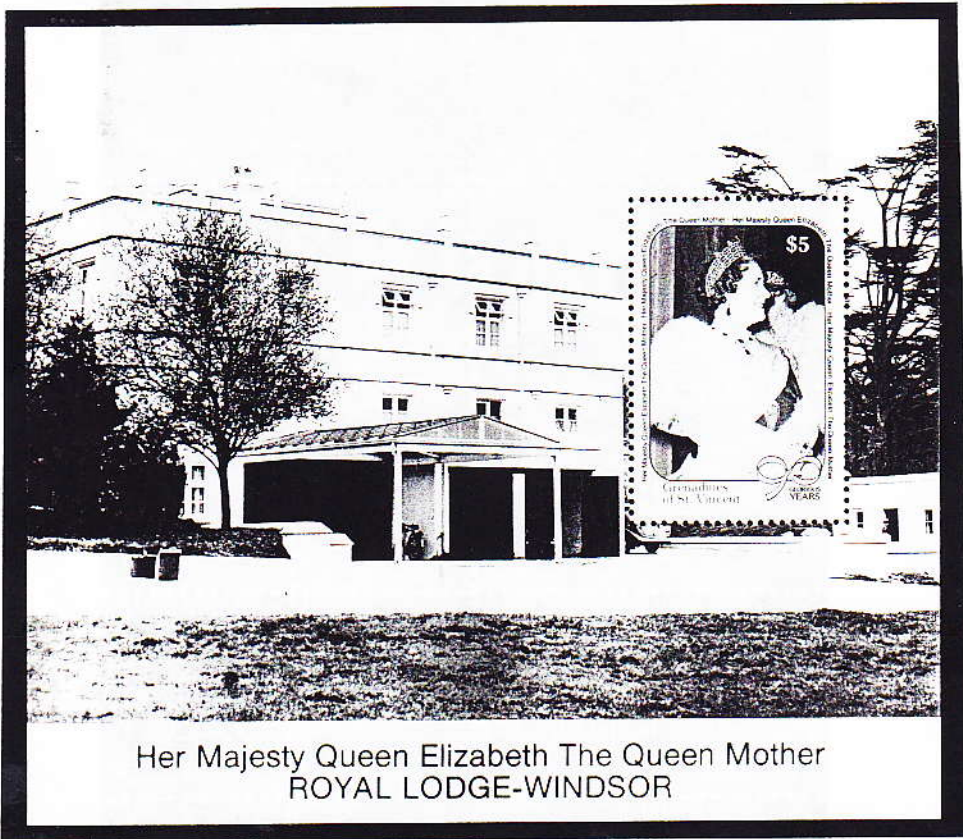
14



16



9



11



15



17



3



4



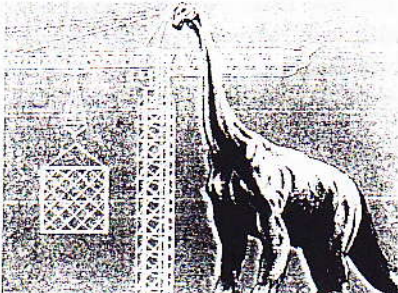
There are no bicycles in this dinosaur set, however, as Brian Sole points out, the Royal Mails used a bicycle wheel for comparison purposes on the presentation folder.

ROYAL MAIL STAMPS

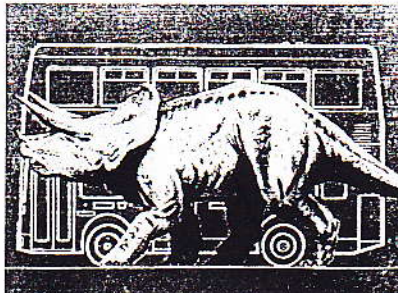
# dinosaurs.

This presentation pack is outside the scope of the New Issue Service, however, Douglas will supply one to any member of the NIS who requests it, at the Post Office price of £ 1.80

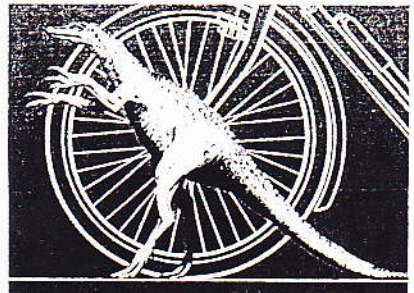
Dinosaurs could be any shape or size, as this illustration which compares the size of dinosaurs with modern-day objects shows: *Brachiosaurus* and a crane; *Triceratops* and a London bus; *Compsognathus* and a bicycle wheel.



11. Brachiosaurus



12. Triceratops



13. Compsognathus



BOX 9624, CHICAGO, IL, OH 45209

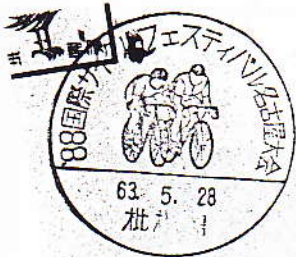
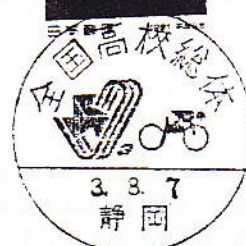
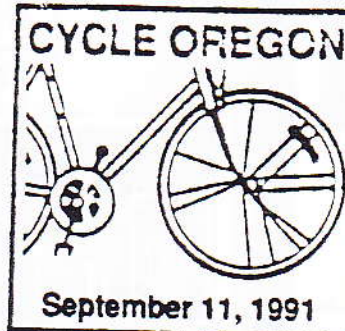
10th ANNIVERSARY

POST OFFICE (UNDESIGNED) STATION

29 USA


AUGUST 24, 1991

VICTORIA FALLS, TX 78201



For those of our members who collect cancellations from Japan, Shiro Yagami explains the Japanese date format.

Japan's SHOWA Emperor Hirohito died in January 1989, so there is no more SHOWA age. Effective January 8, 1989 the year of Japan changed to HEIWA, so 1989 is called HEIWA 1 year. Thus these cancellations translate as follows:

	63.5.28 = 88.05.28
	2.7.7 = 90.07.07
	3.8.7 = 91.08.07
	3.8.18 = 91.08.18
	3.10.14 = 91.10.14

Many thanks to Tore Josefsson, Shiro Yagami, David Sher, Takao Ono and Bert Schapelhouman for supplying cancellations for this magazine.

## GHANA BOY SCOUTS 1991 ISSUE

In 1991 Boy Scouts all over the world remember the 50th Anniversary of the death of British General, Lord Robert Baden Powell, founder of the Boy Scout movement. A special commemoration in tribute to Baden Powell, "B.P." as he was known to generations of scouts, will take place at the 17th World Scout Jamboree at Mt. Sorak National Park, Korea ,August 8-16, 1991.

The African Republic of Ghana, whose youth have enjoyed the benefits of Scouting since 1917, issued on July 16, 1991 a special set of stamps which highlights the history of Boy Scouting. The postal administration of Ghana commissioned the artists of Hanson Studios, Glens Falls, NY to design the stamps, with printing by the House of Questa, London.

B.P. was a man with a wide range of talents, besides those of his military profession; The c20 value reproduces a pen and ink line drawing which B-P created for the first Scouting handbook.

The c50 bears a pencil portrait of B-P in later life...,among the decorations he is wearing is the Order of the Silver Buffalo, highest award of American Scouting, Baden Powell devised the trefoil symbol of International Scouting, which is shown on the c60 supported by the hands of Scouts of different races.

In 1915 the Boy Scouts of America hired promising young illustrator Norman Rockwell to act as art director of their monthly publication, BOYS LIFE. Rockwell had previously done a number of illustrations for the magazine and had illustrated Scouting books on camping and hiking for Boys Life editor Edward Cave; one of those early book illustrations appears on the c80 stamp. Rockwell's relationship with the Scouts continued up to the beloved artist's death in 1978; for his service to Scouting Rockwell was given the Order of the Silver Buffalo in 1939.

The seed for the Boy Scout movement began during the siege of the South African town of Mafeking in 1899-1900. Then Col. Robert Baden Powell was in command of the besieged British garrison, whose defence trenches were in some places several miles out from the town itself. To maintain communications with the men in the trenches, and incidently keep the youth of the town out of trouble, B-P organized the boys into a quasi military Cadet Corps, which were nicknamed the "Boy Scouts", a further group of native scouts were recruited to sneak through the Boer lines with messages and small, but urgently needed supplies.

In order to discourage the frivolous use of these services, a fee was established for each letter and "Local Post" stamps were issued; these now rare stamps depicted either Cadet Sgt.Maj. Goodyear or Baden Powell himself. Examples of these rarities were loaned to Ghana by Bert Schapelhouman from his award winning collection. The c100 value depicts one of the heroic native runners sneaking by an armed Boer sentry with his mail bag and a mint



example of the Cadet Sgt. Maj. Goodyear stamp. The c600 stamp has a collector holding a used example of the Goodyear stamp in a pair of tongs; in the corner is the symbol of the British Boy Scouts, which has been adopted with slight modifications, by most national Boy Scout organizations. The c800 souvenir sheet reproduces a page from Baden Powell's notebook from the siege, with his own sketch of Cadet Sgt. Maj. Goodyear and other Scouts, and the symbols of World Scouting and the logo of the 17th World Scout Jamboree, to be held at Mt. Sorak, Korea in August, 1991; the stamp area reproduces a cover carried from the Mafeking trenches to the town, franked with the Goodyear stamp.

When World War Two began the British Scouting organization immediately volunteered the services of all its members to the government, which just as quickly accepted. Young Scouts quickly took on the duties of adults...directing traffic, controlling crowds, acting as military messengers and fire and air wardens, delivering first aid and acting as stretcher bearers, etc. The c200 depicts Scouts carrying a victim of a V-1 attack during an attack on London; in the background rubble appears an unexploded V-1 "Buzz Bomb" with a typical warning sign which were so common in British cities until late in the 1940s.

Scouting is open to boys of all races and religions, but one of its principles is that the boy should embrace the tenants of some religion. The c500 depicts a Ghana Scout in uniform kneeling in prayer before his tent, by his side rests his bible.

The other c800 souvenir sheet shows the site where the 17th World Scout Jamboree will be held in August 1991.... Mt. Sorak National Park, Korea; the logo of the Jamboree is also reproduced. Like the Olympics, World Scouting Jamborees are held every four years, except in time of war. 1991 will be the first time such a Jamboree will be held in Korea.



## THE MAFEKING BLUES

On October 12, 1899 the "Boer War" broke out, but prior to the commencement of the hostilities, British and Cape troops, comprised of approximately 1,200 men, were stationed at Mafeking in anticipation of the conflict which was to result.

The Boer forces, under the command of Cronje, crossed over the Transvaal border and advanced on Mafeking from Zeerust. The attack commenced on October 12, 1899. The defense network comprised basically six large fortifications, strategically located to protect the outer periphery of the town. In addition to the main fortifications, smaller defense units were established at forts and outposts.

The Boer Force under Cronje numbered approximately 8000 men and was, in contradiction to the defenders of Mafeking, well equipped with artillery. Both sides "dug in" and the Boers brought up field artillery and commenced a bombardment of Mafeking on November 17, 1899. On November 26, 1899, three large siege guns were positioned by the Boers, and Mafeking was now subjected to a bombardment by these heavy guns.

During January, 1900, the Boers siphoned off approximately half of their troops to Kimberley, which had the effect of relaxing the tight cordon encircling Mafeking. Cronje was replaced by Commandant Snyman, who assumed control of the Boer forces.

An unsuccessful attempt to relieve Mafeking was made by General Plumer on January 27, 1900. The virtual stalemate continued thereafter, the town was heavily shelled on March 27, 1900.

On May 17, 1900, the siege was lifted by British columns which arrived from Kimberley via Vryburg. The defense of Mafeking and its ultimate relief was jubilantly greeted throughout the Cape Colony and, particularly, in England.

The approximate population of Mafeking on October 12, 1899, at the start of the siege, consisted of approximately 1,800 whites, 1,200 members of the garrison, and a large number of Africans, estimated at 8,000. The town of Mafeking itself is situated in the Cape Province near the frontier of what was then the Bechuanaland Protectorate. The town was served by its own newspaper, "The Mafeking Mail", printed by local printers, Messrs. Townsend and Sons.

The six main fortifications were designated as postal zones for the delivery of local mail on March 22, 1900. The military authorities purchased the stamps on hand at the Post Office at their full face value from the Postmaster, Mr. Howat. As the normal postal links had been severed, the post was conveyed by native postal runners who took their lives in their hands, for if they were caught, and many were, they were shot by the enemy.

Initially, the messages conveyed by the runners were official communications only, but at a later stage, private mail was carried. When Kimberley was relieved by General French, The Boer forces became depleted as a result of the removal of about half their numbers, who left to strengthen their lines on the Modder River.

The light cordon thrown about the town was in consequence not as effective as before, and as Colonel Plumer's relief force was now at this stage also much nearer to the beleaguered town, the distance the runners had to carry the mails was considerably shortened. It is obvious that the native runners would require compensation to be adequate for the risks undertaken by them. Initially, the runners were paid in cattle, but as the siege wore on, the enumeration was settled in monetary terms. An agreement was arrived at, by which the runners were paid 15 pounds per run, later increased to 25 pounds.

In order to assist in the defraying of costs of the runners, an increased postal rate had to be levied for the carriage of private letters, which was duly promulgated through the medium of the "Mafeking Mail" as determined as follows: 6d per 1/2 oz. for mail carried by the Southern Route via Kimberley, 1/- per 1/2 oz. for mail carried by the Northern Route via Bulawayo. All stamps on hand were overprinted with the wording "Mafeking Besieged".

An entirely different picture presented itself, however, in respect to the "local" mail service. The supply of stamps surcharged was quickly absorbed. This was due to the townsfolk and the soldiers corresponding frequently, and more so, because the inhabitants wished to encourage and build up the spirit of the militia and the town guard, and to assure themselves that all was fine in the town itself.

Thus a genuine need arose to print stamps for the replacement of the depleted stocks. A number of printing processes at that time depended upon the sensitivity of salts of iron, of which the most used is the "blue print process". It was suggested to Col. Robert Baden Powell that the production of postage stamps could be accomplished under the siege conditions prevailing. In consequence a one penny stamp depicting a cyclist and a three penny stamp showing a portrait of Baden Powell were printed for local use. The salts of iron required to print the stamps was in short supply. Later, a small quantity was obtained from the north by a native runner.

The one penny local stamp was produced and issued on April 10, 1900. This is a fascinating stamp with a very interesting story attached to it. The stamp depicts Sgt. Major Warner Goodyear. He is seen mounted on his "safety", the term used to describe the bicycle depicted on the stamp.

Sgt. Maj. Goodyear was a young man, 12 years of age at the commencement of the siege, but was possessed of remarkable qualities for so young a boy. He was primarily a leader in the true sense of the word, imbued with a spirit of enthusiasm and a zest for rendering service. In essence, he was the very model of the ideal "Boy Scout". Young Warner inherited these qualities from his father, Capt. Charles Goodyear, who had been the first Major of Mafeking. Charles Goodyear had seen service with Col. Warren's expedition and was the first officer to join the Bechuanaland Border force.

All available manpower was required by the beleaguered defenders of Mafeking and, boys being boys, they were naturally high spirited, and to them the seriousness of warfare which occupied the adults was treated as a game. This was fun to be enjoyed and, while their elders kept to the safety of the underground dug-outs during the bombardments, the lads were in their element and treated the shelling of the town with a "devil may care" attitude. Baden Powell's ingenuity again manifested itself, and he saw the boys being utilized to perform a useful service which would release the adults for more direct duties connected with the defense of the town.

Baden Powell instructed his Chief Staff Officer, Major Lord Edward Cecil, to form the boys from 9 years and upward into a cadet corps. Their ebullient spirits and enthusiasm could be usefully harnessed. The cadets were equipped with a smart khaki uniform and were issued with either a forage cap or a "smasher" bush hat with a yellow puggaree band. The cadets were indeed proud of their new uniforms and cooperated in full measure with Lord Edward Cecil. Given the opportunity, the boys grabbed at the opportunity to be of service and were used as messengers, postmen, and also manned look-out posts. The lads were regularly drilled by Lord Edward Cecil, and Baden Powell also took a keen interest in the corps, teaching them woodwork and the finer aspects of camping and hiking. In "Scouting for Boys", Baden Powell related that he asked one of the youngsters during a particularly heavy bombardment "whether he did not think he would be hit one of these days riding about when shells were flying" - the boy replied: "I pedal so quick, Sir, they'd never catch me".

The majority of the cadets acted as messengers and mail carriers, and were issued with dispatch pouches. After an experimental beginning, the "Local Post" delivered by the cadets became a smoothly run operation. The Revenue derived from the local stamps was utilized for the purchase of bicycles, repairs and running expenses. The local mail service was absorbed into the general postal system run by the military authorities.

Warner Goodyear passed on at the early age of 26 years, and Baden Powell wrote "Goodyear's Memorial will be of permanent value since it will record the case of a boy who in serving his country with bravery and distinction showed that the right boy can be trusted with responsibility just as well as any man, and has just as fine a sense of duty".

The central design of the one penny local "bicycle" stamp depicts Cadet Sgt. Maj. Goodyear on his bicycle. His portrait is surmounted by a scroll bearing the wording "MAFEKING BESIEGED". Immediately below the bicycle, a panel is inset with the wording "LOCAL POST" while the tablet at the base of the design states

the value as "ONE PENNY". The lettering is a mixture of small roman and sans-serif capitals.

The stamps were printed in sheets of twelve, being three rows of four stamps. Stamps with blue bars at the top are from the top rows of the sheet. Stamps with bars at the bottom are from the bottom rows of the sheet. Stamps without bars are from the center of the sheet. As a total of 9476 copies of the one penny "Bicycle" stamp were printed in sheets of twelve stamps, it therefore follows that approximately 790 sheets of stamps were printed in total. The first printing was from Plate 3, totalling 400 sheets, but as these were used up and the demand for more stamps existed, a second printing from plate 2 was made, totalling 334 sheets and finally, on their consumption, a small third printing of only about 56 sheets were printed from Plate 1.

There is no record of destruction of any remainder stocks. It must be born in mind that the stamps were eagerly sought even before the siege was lifted.

The scarcest of the "Mafeking Blues" are not the deep blue shades, but the light grey colors which resulted from the last printing from Plate 1. These stamps are finely printed, as if in relief. Plate 2 are mostly in deeper shades of blue and are somewhat flat in appearance. The printing from Plate 3 are mostly in deep shades of blue, but show finer detail and more relief than those of Plate 2. The correct width of the "Bicycle" stamp is between 19.5mm and 19.75mm. The height varies from 23mm to 23.5mm. The designer of the "Bicycle" stamp was Dr. W.A. Hayes. Varieties are also known.

The 3d "Baden Powell" local stamp, like the "Bicycle" issue was printed in sheets of twelve arranged in three horizontal rows of 4 stamps each. There are two basic formats: Narrow, 18.5mm wide, issued on April 9, 1900, 6072 were printed in the narrow setting, the larger stamp was 22mm wide, issued on April 11, 1900, 3036 were printed in the wider setting.

All stamps were perforated by a 12 gauge fine perforator and gummed by Messrs. Townsend & Sons in Mafeking. Like the "Bicycle" stamp, the color of the stamp also varies greatly from a pale to a dark blue.

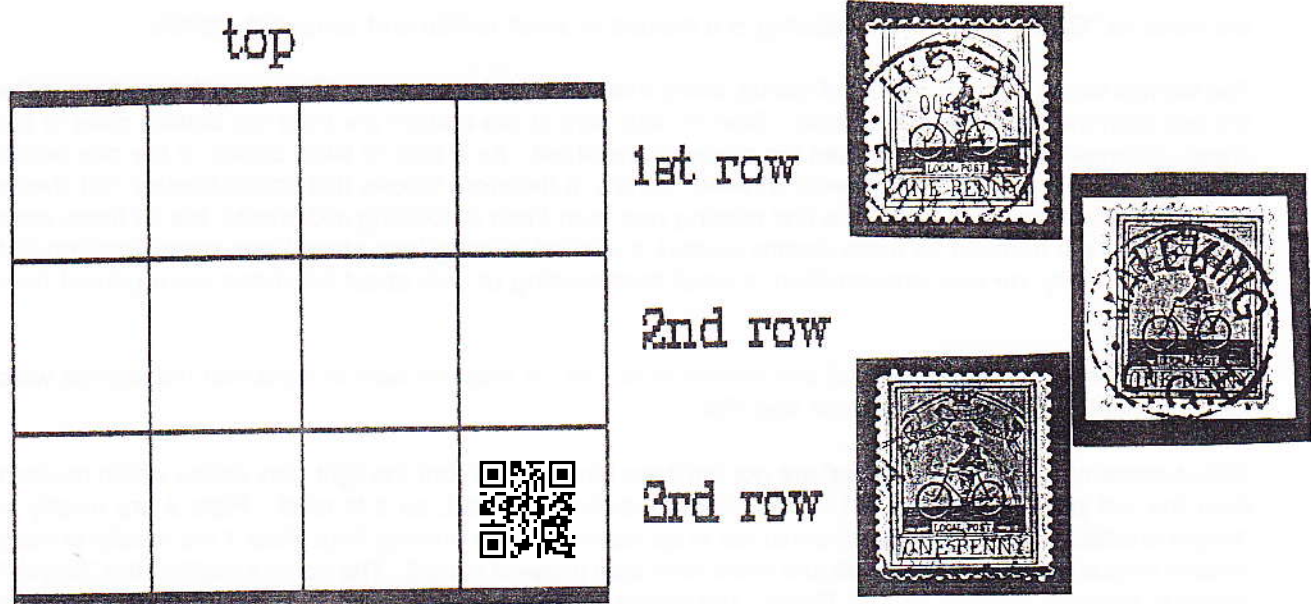
Stamps genuinely used on covers are rare, and the large format on cover is exceedingly so. The paper of all these stamps is of a high quality and of the type that was used for legal documents, and is known as "laid" paper. The paper is watermarked with the words "OCEANA FINE".

Only about 8% of all stamps printed will show any portion of the watermark, these stamps are therefore considerably rarer than the normal state without the watermark. Stamps showing a complete letter of the watermark are very rare.

The siege of Mafeking itself was a relatively minor event in the South Africa Boer War, but serviced to immobilize large Boer forces at a vital period. Baden Powell was promoted to Major General, but was recalled in August 1900 to raise and train a South African Constabulary with 9000 men under his command.

Baden Powell returned to England early in 1903 as Inspector General of Cavalry, and accompanied the Duke of Connaught on his tour of South Africa in 1906. He resigned from the Army in 1910, to devote himself to the rapidly growing Boy Scout movement which he founded. Mr. Baden Powell wrote 35 books, and illustrated many of these himself. His writing displays his keen sense of humor, common sense and acute powers of observation.

I find this a very fascinating part of the history of the bicycle.



A portion of the heavy top and bottom bars clearly shows on the stamps from the top and bottom rows. Stamps from the middle row show no bar. Other minor differences serve to identify the exact position of every stamp on every plate used.

#### THE BICYCLE GOES TO WAR

War broke out in 1899 on the plains of South Africa. It was called the "Boer War" after the Dutch farmers of that land who decided to implement armed resistance against the British advance into the territories of the area. Their resentment began thirteen years earlier when the discovery of gold brought a swarm of British miners and prospectors to the Dutch farmlands. To control the newcomers, the Boer government refused them citizenship and imposed severe taxes on almost every activity in which they engaged.

The British, as might have been expected, vigorously protested such shabby treatment, accepting the moves of the Boers as a direct challenge to the Crown. The situation went from bad to worse when, in 1894, Sir Leander Starr Jameson carried out an unexpected military raid against the Boers. The Dutch on their part shouted that the Jameson raid was an ill-concealed British attempt to seize the Transvaal. In mutual self-interest, the locals immediately formed a military alliance of the Transvaal and the Orange Free State.

On action begets another. The British reacted with the claim that the alliance was a subterfuge to deny deserved commercial rights to their citizens, and demanded the disbanding of the new alliance and the withdrawal of the military forces. No one yielded and on October 12, 1899, both sides plunged into open conflict.

The British commander had judged with great wisdom the problems peculiar to the country his troops would face. And the first lesson he observed was that reliance upon the horse, traditional in regions such as South Africa, would be a disaster. The mortality rate among such animals was nothing less than crippling. To have based his field operations upon horse-mounted troops, could have crippled his men and left them at the mercy of their enemies.

At the same time, he needed mobility. The nature of the land called for great flexibility in moving his forces from one danger point to another. For this purpose, the British made their gamble on the bicycle. If they were right, then British troops would be able to move with much greater speed than could the Boer soldiers, and the British would enjoy the advantage of being able to select their battlegrounds, as well as being able to press after enemy forces. Thousands of bicycles arrived with the British. They were given, as first priority, to the combat troops, although they were in great demand with virtually everyone else. The bicycle carried supplies, permitted rapid communication and transport, and served as a substitute for horses, without the attendant problems of food supplies and diseased animals.

The bicycle became synonymous with the British in South Africa, and prompted an African, upon seeing his first bicycle under way with a British soldier riding serenely by, to comment: "Trust the English to invent a way of traveling while sitting down".

During its initial use in South Africa, the Bicycle faced many of the problems other military forces had encountered in the field. The machines were heavy, required excessive maintenance and, unless surface conditions were reasonable, they often had to be abandoned by troops who were forced to keep moving in field operations.

These difficulties were overcome when Dursley Pederson applied common sense and skilled engineering to the problem, and produced a folding bicycle that weighed only fifteen pounds. Soldiers who were issued the new machine quickly advised carrying straps and slings for the folded bicycles, and overnight the problems of moving through terrain impassible to any wheeled vehicle disappeared. On good terrain the troops could travel from forty to sixty miles a day with full equipment. When they encountered uncharted and rough surfaces. The men folded their bicycles into a compact and manageable size, lashed them to their backs, and kept moving on foot.

The moment they were back on reasonable ground, the folded machines were reassembled, and the men were moving swiftly in pursuit of their enemy. No force on foot could hope to escape the cyclist troops. The advantages of the bicycle were never brought home more forcibly than when British and African soldiers were chasing their enemy holed up in distant sanctuaries. So long as the Boers knew the general distance of their camps from the British and Africans, they assumed they had a built-in time safety factor. But too often they judged that time on the basis of troops on foot. They were completely unprepared for the silent swift strikes of men on bicycles. The British and African cycle troops covered ground quickly, and were able to move into encirclement positions without detection by their unsuspecting foes. Then they had the choice of swift attack, often firing from moving bicycles for surprise effect, or moving up close to their enemy and making a rush on foot.

A year later the war was considered all but ended. The British landed heavy reinforcements under the command of Lord Kitchener, and the newly arrived troops moved across South Africa in a well-planned mopping-up maneuver. The campaign fizzled out when the Boers chose not to stand up and fight. Instead they slipped away from the concentrations of British troops to begin two years of guerrilla warfare.

Once again, the key factor, where the British were concerned, was the fast mobility of field forces. The bicycle became the critical element of that mobility. Kitchener's troops were forced to comb the guerilla country section by section. As long as the British had to move on foot, the Boers could always keep one step ahead of them. But not ahead of bicycle troops, who could move at many times the Boers' speed. If they remained holed up, the British had plenty of time to move in heavy siege forces. If the Boers fled, they were sure to be overtaken by hundreds of fresh, heavily armed men on bicycles. Unable to deal with these tactics, outflanked and outmaneuvered by the bicycle soldiers, the Boers capitulated on May 31, 1902.

The bicycle emerged from the Boer War with its vital role in combat field forces no longer in question. Theory had been replaced with performance. Questions had been shunted aside by victories. The bicycle had ridden off to war an unknown machine, but it emerged from its first major conflict with flying colors. It proved to be able to travel where no horses had ever penetrated. It conquered South Africa's densest bush, rolled along its narrow trails, and sped across fields and roads quickly and silently, demanding no more transport than a lubricating can and a pocket wrench. The military bicycle had come of age.

by Tore Josefsson

A few months ago I bought a stamp from Togo (78-07-10). The motif showed a soldier with a folding bicycle on his back. The landscape looked typically Scandinavian, so I wondered if the stamp showed a Swedish soldier. Had the Swedish army really used a bicycle like this? I began to investigate this matter.

An author who had briefly mentioned the folding bicycle in a book I had read a few years ago could not help me at all but suggested I ask the Swedish Military College. I did this and was told that this type of bicycle had been used by the army for a short time at the beginning of this century.

Shortly after this I sent a copy of the stamp to BSC member Bjorn Rombach, who has a very large collection of books related to bicycling. I asked him if he knew anything about it, and he did. Bjorn gave me the names of several books mentioning this type of bicycle.

The folding bicycle had been used by many armies in the late 19th century on into the beginning of this one. It was also used by the allied forces in the second world war.

Bjorn sent me a copy of a photo from a book which showed the original drawing for the Togo stamp. He also pointed out that the original and the stamp are identical in every respect, except in one detail. On the stamp the handlebar is placed in front of the saddle. As a consequence the handlebar will be placed on the seat post and the saddle on the stem.

Graham Wade has been kind enough to illustrate how the bicycle on the stamp would look when it has been unfolded.

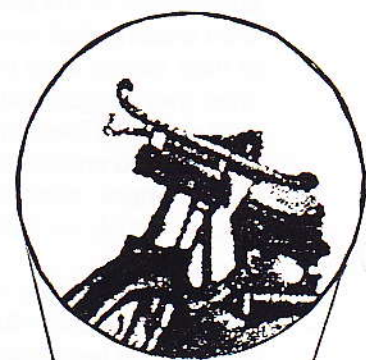
Conclusions: If you want to know something about bicycles, contact some BSC member. In this club you have access to many persons who have considerable knowledge of, and experience with, bicycles.

den Renn- und ...  
stanzfahrer künftige Münze verlockt,  
seine Gesundheit und geraden Glieder  
aufs Spiel zu setzen, so erlahmt beider

wort in den we ... Ausführungen d.  
grossen radfahrenden Strategen. Als  
Hauptaufgabe der Radfahrertrupp  
sieht er unter anderem «Überfälle, Ve  
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oder Vernichtung feindlicher Armee-  
Vorräte, Verbreitung von Schrecken  
und Verwirrung bei der Bevölkerung  
und Bestrafung derselben, lauter dem  
«Kleinen Kriege» eigentümliche Unter-  
nehmungen. Dagegen erscheint eine  
Verwendung von Radfahrertruppen in



Auf dem Rücken tragbare  
Militärräder bauten auch  
Seidel & Naumann, Dresden (1897).



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Original drawing from the book "Mit dem Rad durch zwei Jahrhunderte" by Max J.B. Rauck, Gerd Volke and Felix R. Paturi.



... MOUNT UP!







The Netherlands, 16th April 1991. One of a set of three stamps issued in sheets and in stamp booklets. The sheet stamps are completely perforated (see left), but the booklet stamps are perforated only at the tops and bottoms. The sides are imperforate with wide margins. The picture shows an old farm house in the village of Warten (Wartena) near Ljouwert (Leeuwarden) in the Dutch Province of Friesland (Friesland). In deference to local susceptibilities, the Dutch versions of the Frisian names are given in parentheses. Frisian is not a Dutch dialect although it is similar, but then so is English: Frisian cows are known as "Us Mem" ("Ours Moer" Dutch and "Our Mother" English).

Geknipt voor u!

Het Fonds Zomerpostzegels organiseert dit jaar een spannende fotowedstrijd waaraan prachtige prijzen zijn verbonden! Stuur een gefrankeerde envelop, voorzien van uw eigen adres, in een envelop aan het Fonds Zomerpostzegels, Postbus 11, 3980 CA Bunnik en u ontvangt het wedstrijdformulier.

ZOMERPOSTZEGELS 1991

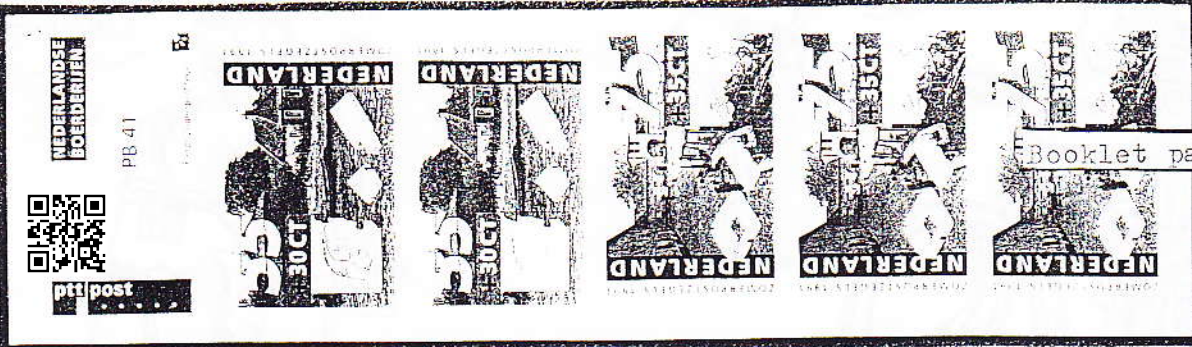
NEDERLANDSE BOEKDERIEN

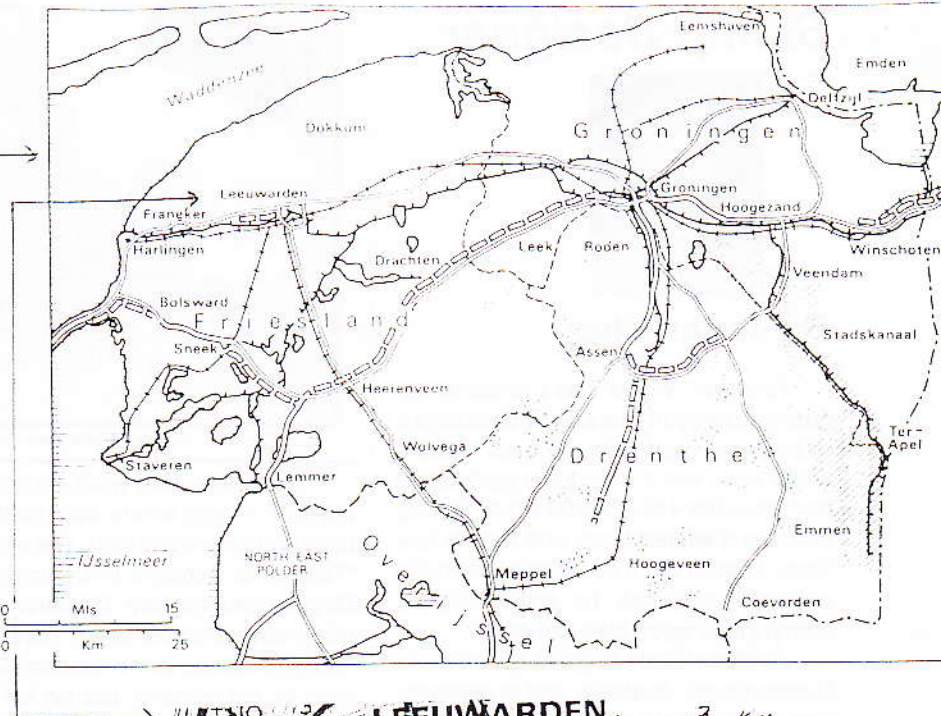
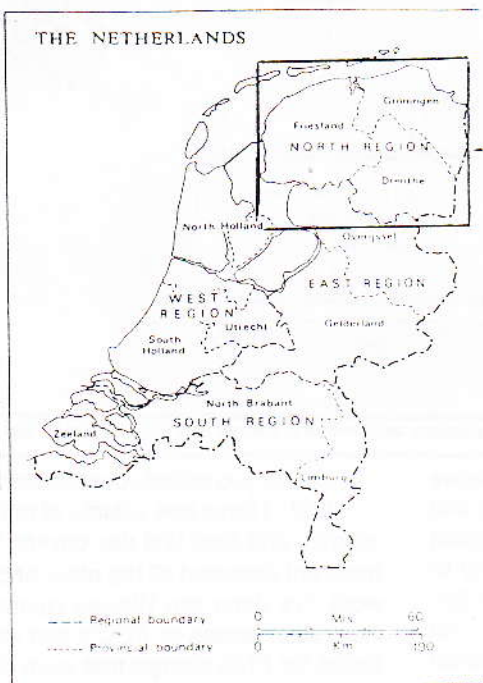


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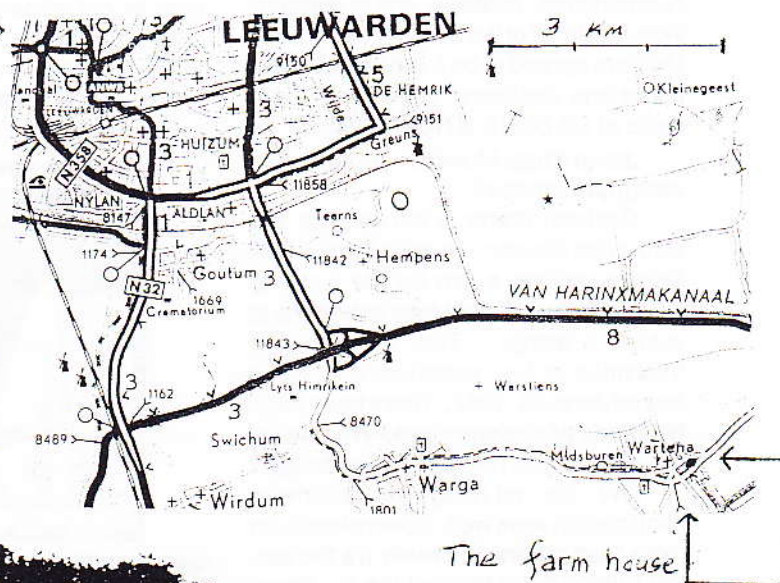
Cover of Stamp Booklet.

Fonds Zomerpostzegels





BSC member Piet Hein Hilarides of Ljouwert (Leeuwarden) has a friend living in Warten (Wartena) who told him that a photographer spent one and a half days in the autumn of 1990 taking pictures of the farm house for the stamp issue. As the house owner's daughter was visiting at that time and had parked her bicycle outside, one of the three stamps might be a "Bicycle Stamp". As we now know, it is a BICYCLE STAMP (see enlargement of the stamp at the bottom of the page opposite).



Sunday 7th  
July 1991.  
Photograph  
of Piet Hein  
Hilarides,  
his bicycle,  
and Douglas  
Marchant (BSC  
President),  
and his wife  
Yvonne, out-  
side the farm  
house. The  
photograph  
was taken by  
Piet Hein's  
friend, F.B.  
Dijkstra of  
Warten(a).  
Everyone in  
the village  
seemed to  
know why we  
were there,



# Interview With A Stamp Designer



By Janet Klug

Graham Wade and I became acquainted several years ago because of a mutual interest in bicycle mail. (Many years ago I ran a little local post called the "Stonelick Lake Pedal Post.") It was after we'd written back and forth a few times I found out that, in addition to his collecting activities, he also designed stamps for Papua New Guinea!

Graham Wade (*Figure 1*) resides in Normanhurst, Australia and is currently vice-president of the Bicycle Stamp Club. Graham agreed to be interviewed about his stamp designing activities for this issue of *GLOBAL STAMP NEWS*.

**Janet Klug:** How did you get started designing stamps?

**Graham Wade:** I am an artist and also a film director. I was in Papua New Guinea making a film for the National Philatelic Bureau and they asked me to submit a design. That was for their Industries of tea, pyrethum and hydro issued June 26, 1967. There have been hundreds of designs since. (*Figure. 2*)

**JK:** Do you have a favorite design?

**GW:** No, not really! I try and make each design work well. Some please me more than others, but really it's the stories behind them that get me in. Soon, maybe before this article is published, the centenary of the Anglican Church set of three will appear (the Episcopalians in Papua New Guinea.) One of the stamps you will see (and I hope by) is of a tree, a "modawa tree" and a little church. And you ask, so what?

The story was that 100 years ago when the first Anglican missionaries arrived, the people chopped down some trees and built this little church. It was made of sticks and grass. Time passed and so did the building. When it had all fallen down, the green corner post they had stuck in the ground had rooted and grown. Now this proud 100 year old modawa tree stands as a symbol of the church rooted in the land and thriving. Nice little story and irresistible to me as a stamp idea.

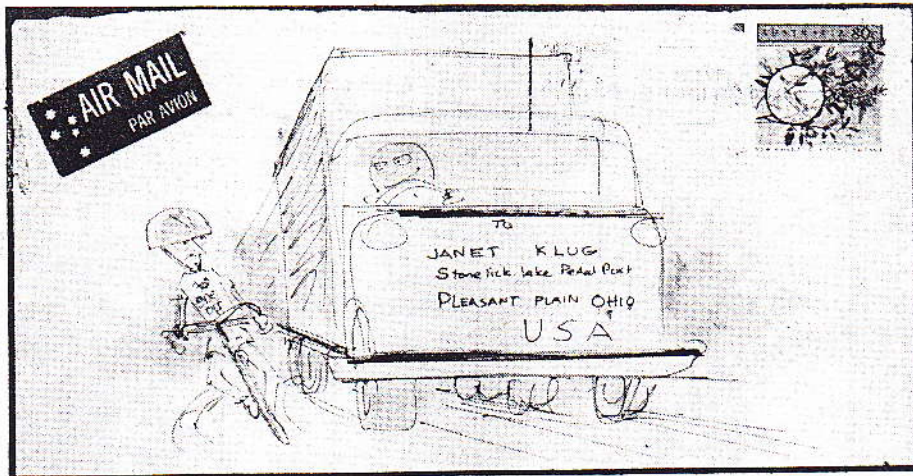


Figure 1. Graham Wade drew this caricature self-portrait of himself on a bicycle for this 1986 cover.

The stamp that goes with it shows the little chapel where they landed and behind it I drew the arrival. The whaleboat "Tasmania" brought the small party to Dogura and the Rev. Maclaren (an Englishman) decided to go ashore. An outrigger canoe came out and Maclaren tried to get aboard, but he fell off the canoe and into the surf. He finally swam ashore, very wet and bedraggled, and the locals remember the incident with great amusement to this day.



Figure 2. The first stamps Wade designed for Papua New Guinea showed industries that would be assisted by the completion of the hydro-electric dam on the Laloki River.

**JK:** How do you receive your assignments?

**GW:** These days it can be a phone call or a fax from the PNG Philatelic Production Officer, John Walup. Sometimes a letter, and sometimes I call in on the department in Buroko, Port Moresby, and chat about designs.

**JK:** Have you made suggestions yourself as to stamp subjects?

**GW:** Quite often. Sometimes they go with them, sometimes not. I remember I suggested the Missions Centenary (October 25, 1972), Houses (issued variously in 1971, 1975, 1985, and 1989. *Figure 3*), canoes (February 2, 1975, *Figure 4*), Anglican Centenary (August 1991), and dance architecture (September 6, 1989).

**JK:** Do you collect your own stamps?

**GW:** I have one volume of my own stamps and their first day covers, but I have not collected all the other ancillary work I've done like Wesley covers for Australian issues or FDC's and stamp packs for PNG stamps that were not of my design. But I do enjoy my main stamp collection which is bikes on stamps. I was the first president of the international group "Bikes on Stamps Club." I don't give my collection the time it needs, but turn to it when I want to do something that's undemanding. It's something to do when I don't want to do anything.

**JK:** What makes a good stamp design?

**GW:** A good stamp design has interest first and foremost, then clarity and color and visual order. Without an interesting subject or idea, the best of designs can't make a good stamp. Given that and you well away, and then it becomes an exercise in art skills which are the same for a book cover poster, or brochure, just as for a stamp. Styles vary, and fashions, as they should, but some countries are using styles that are their own and that should be encouraged.

Probably left to my own devices, I would design with brighter colors and more decorative or "designic," but Papua New Guinea has rightly decided its customers want clear illustrative pictorial images, so I do just that for them.

**JK:** Do you think modern stamps are better or worse than stamps from the previous century?

**GW:** Modern stamp designs are considerably simpler than in the last century. Fashions in the past required more complex schemes and more involved solutions. People wanted to see that work went into it. The fashion these days is for simpler, easier to grasp solutions. That's the way the society is so

our stamps follow on.

I believe designs will become more decorative again in the next few years. We long for a bit of grace in our world. A second factor is that the sophisticated printing processes of today make it possible to reproduce things that could not be attempted in the past. It would amaze our fathers to see that actual photographs are being successfully reduced and used as stamps these days. It is today's technical wizardry that allows us to get away with this. The engravings of the past were examples of amazing skill, but they were also the only way to do a good job of printing in miniature.

The best artists did the work in the past, and I don't believe that artists skills are any greater or any less than in the last century.

**JK:** Does the printing process dictate or limit in any way the approved design?

**GW:** Yes, these days the postal authorities talk about the costs of producing a sheet of stamps. This was not a factor of great moment twenty years ago. It was almost as reasonable to reproduce an engraving as to print in photogravure. Things have changed and photolithography can now compete in quality while offering cost savings.

The final painting for the design doesn't need to vary for full color design whether litho or gravure is used. Normal four color process (as is used in magazines, etc.) is becoming more widely used than previously, but I still like to use six color halftone. This is when you choose six basic colors and from them make the painting. The printer matches the colors on his machines and you get a result very close to what you hoped for and cut out a lot of the "pot luck" of four color process.

Helio Corvoisier of Switzerland is the acknowledged expert in this gravure printing, but the Swiss franc is very expensive for international buyers. Over the years, my PNG designs have been printed in Switzerland, Spain, Holland, England and in Australia.

**JK:** Do you ever design cachets and pictorial postmarkers to go along with the stamps?

**GW:** I nearly always design, along with the stamps, their support material, i.e. a postmarker for the first day of issue, a first day cover envelope, and a stamp pack cover. All of these are offered by the Papua New Guinea Philatelic Bureau for sale to collectors. I have also designed some aerogrammes. These are fun. You get more room to make a mess!

**JK:** Do you do much traveling in Papua New Guinea for "inspiration?"

**GW:** I have done quite a bit of moving around Papua New Guinea and I always enjoy my visits. It is a spectacular and continually amazing place. Yes, I do get inspiration that way, but also from books and information on history and the like. I go to a fanatical amount of trouble to get my painting right for detail, sometimes a very difficult task. Sometimes a sketch I did on the spot didn't include all the object (stupid!) Sometimes the reference is a black and white photograph. What were the colors? Sometimes I have to make a bit up and that makes me very nervous indeed. Why? I'm not sure, I guess it is that I would like it to be accurate without any doubt.

**JK:** Do you have a favorite "story behind the stamp?"

**GW:** I can rave for hours if anyone will listen about the exciting facts and people behind the drawings. A "favorite" is too hard! (Figure 5.)

**JK:** Thanks for sharing your



Figure 4. Graham Wade's stamp designs include Papua New Guinea national heritage subjects like this Tami two-master monrobo canoe.



Figure 3. Wade suggested and then designed missionary centenary stamps.

thoughts, Graham.

Graham Wade's stamps (as well as other designers) can be ordered from the Papua New Guinea Philatelic Bureau, P.O. Box 1, Boroko, Papua New Guinea.

I welcome your comments, suggestions, criticisms and news of the Pacific. If you desire a reply, please remember to include a SASE. Write to: Janet Klug, P.O. Box 250, Pleasant Plain, OH 45162.

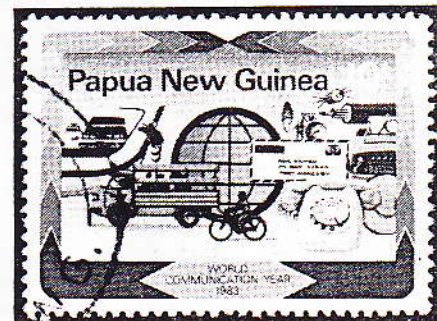
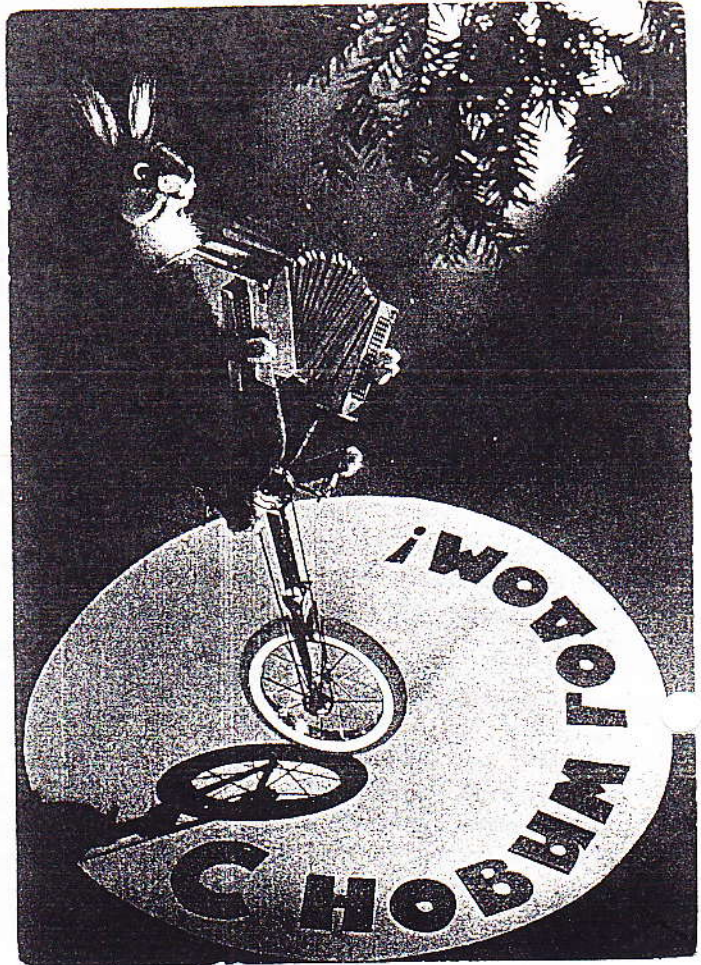
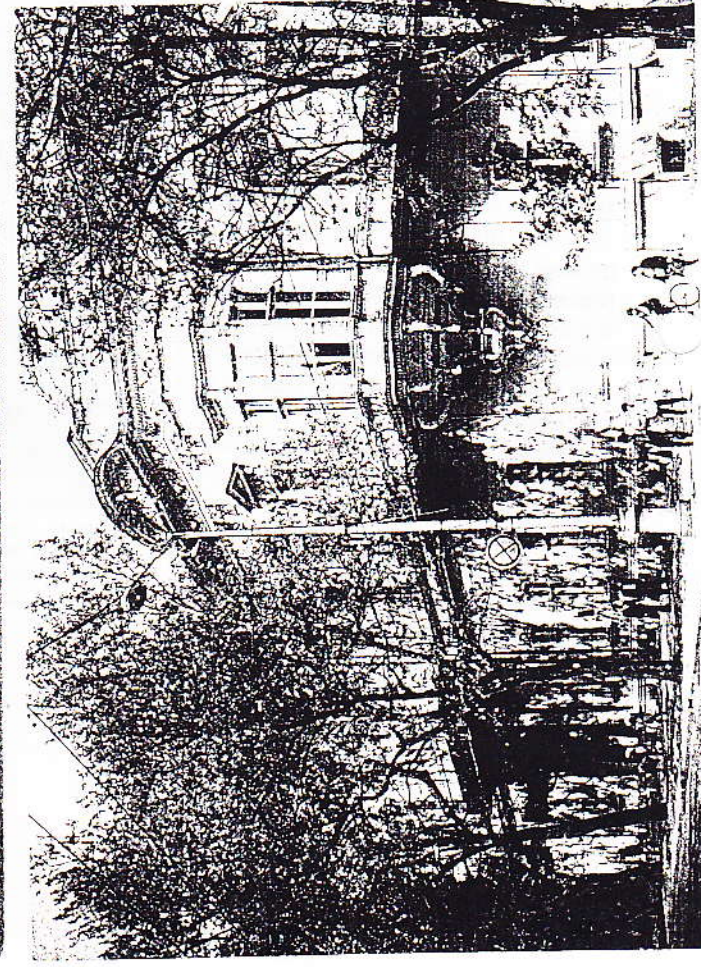
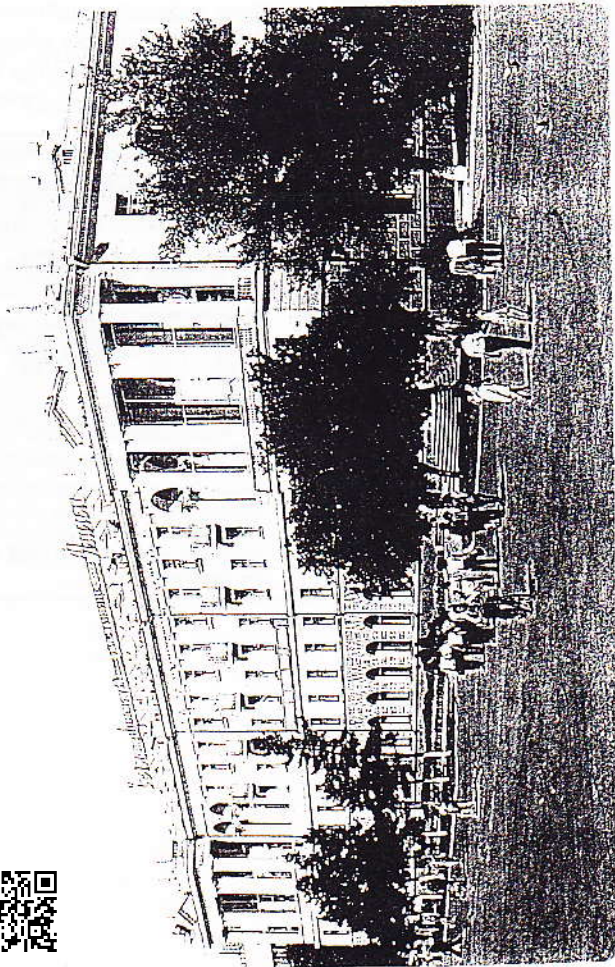
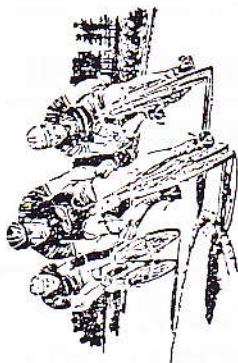


Figure 5. Though Wade insists he doesn't have a favorite "story behind the stamp," it's a safe bet that one of his favorite designs is this, issued for World Communications Year in 1983, showing a bicycle in the foreground!

Additional Postal Envelopes and Cards from Ruggia  
supplied by Bert Schapelhouman, Tore Josefsson,  
and Gunther Popperi



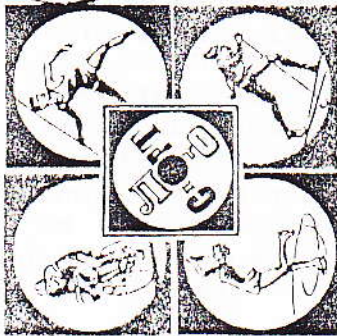


Куда.....

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Адрес отправителя

20,



период В.И. Ленин

Postfach 1321

3307 Kauratal 1

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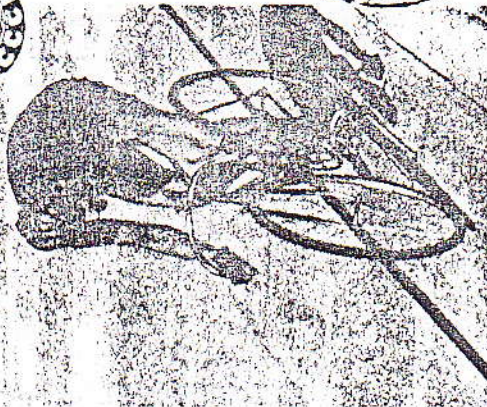
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Индекс предприятия связи и адрес отправителя



Индекс предприятия связи места назначения

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Москва, главпоч

до Вострабов,

Гончаренко Иван Я



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Москва, главпоч

до Вострабов,

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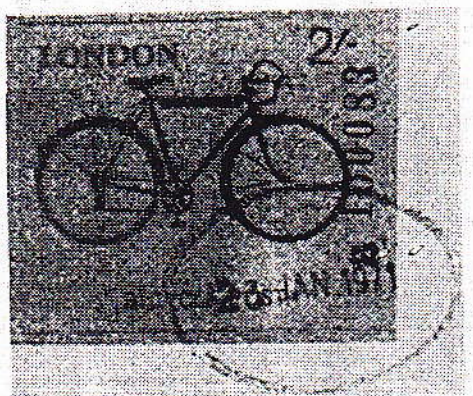


Tore Josefsson recently acquired this cancellation from the 1934 World Cycling Championships held in Leipzig.

Ten More Years  
and  
The Search Continues

BS10A pictured a 1971 London Bicycle Post stamp on page 30. Brian Sole has supplied this photo from the 19th November, 1981, *Stamp Collecting*. This copy bears a serial number different from the number on the copy pictured in BS10A. Thus at least two copies of this stamp are known.

Additionally, Takao Ono has supplied a copy of a page from a 1979 issue of *The Private Post*, published by the Cinderella Stamp Club, which lists this Bicycle Post as one of the entries.



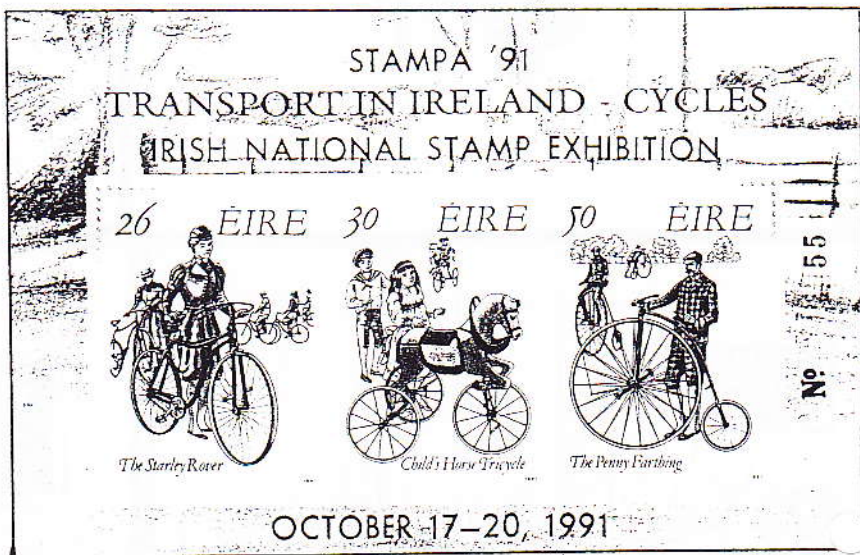
LONDON BICYCLE POST:  
INFORMATION WANTED



off in black ↗

off in red ↘

individually numbered.



Douglas Marchant has noted two errors on the 16 July 1991 Ghana issue.

1. The 100c value stamp is described as "Mafeking Local Post Stamp of Boy Scout Sgt. Maj. Goodyear." Goodyear's rank was "Cadet Sgt. Major" not "Boy Scout Sgt. Maj."
2. The 600c value stamp is described as "Mafeking Local Post Stamp of Baden-Powell. Boy Scout Founder" yet it's the Cadet Sgt. Maj. Goodyear stamp shown. The wrong stamp was used for the "Stamp" on stamp.

From Douglas Marchant comes word of a two page article titled 'On Your Bike!' that appeared in the June issue of *Stamp Magazine*. The article is about collecting bicycle related stamps and is directed to the young collector.

The article contained enough errors to discourage reprinting it in *Bicycle Stamps*. However, I can supply a copy of the article, at cost, to any member who requests it.

The newly published *Cycling History: Myths and Queries* by Derek Roberts, and reviewed at the right by Douglas Marchant will reveal many of the historical errors contained in 'On Your Bike!'.

This book is essential reading for each and every member of the Bicycle Stamps Club. 167 myths and queries are tackled by the man who probably knows more about the history of cycling than anyone else in the world today. He was Editor of 'The Boneshaker', the magazine of the Veteran-Cycle Club which started under the name Southern Veteran-Cycle Club in 1955. "He was Editor" might sound impressive enough, but it is the length of his tenure that strongly suggests that Derek Roberts really knows what he is talking about. No less than TWENTY-ONE YEARS; Under his guidance, the Veteran-Cycle Club has grown to become an international club of over a thousand members with a reputation for accuracy second to none.

Why should we bicycle stamp collectors be interested in such a book? The answer is simple. We aren't just collectors of sticky bits of paper. We are bicycle stamp collectors and we have a duty to be as accurate as we can be in presenting our collections either to friends or as exhibition entries. It really is a question of pride. No one can be proud of winning a prize at a stamp exhibition if their entry blandly perpetuates myths as facts.

Of course many Bicycle Stamp Club members know some of the myths of cycling history as myths. In the last issue of 'Bicycle Stamps' produced under my Editorship, the idea that a horse-drawn Celerifere had something to do with the history of the bicycle, was tackled. See page 7 of 'BS' No. 7 of the Autumn of 1989. But that was just one myth. Derek Roberts's book deals with no less than 167 and has 158 illustrations. Derek has kindly agreed to personally autograph copies for members. Such copies will have a special presentation bookplate. Price is £13.95 plus postage of 66p (to UK addresses) or £1.20 (surface mail elsewhere) or £2.92 (air mail elsewhere). Send cheques made payable to me at 1, Popes Grove, Shirley, Croydon, Surrey, CR0 8AX, England.

Douglas Marchant.



A National Postal Museum card - NPM 91/1  
from Douglas Marchant



CINDERELLA UPDATE

In BS10B century-old container labels were pictured. These two are labels of the present. Several BSC members collect labels. If you have spares advertise.

WIE DE DEPOSIT - NU DEPOSITI ELSEWHERE

EXTRA ENERGY! EXTRA TASTE!  
THE CUTTING-EDGE SPORTS DRINK  
WITH THE WINNING TASTE!

Snap-Up Thirst Quencher is in a league of its own. Created for the sports minded enthusiast, Snap-Up has the delicious, go-for-it taste you'll find irresistible. And since Snap-Up was developed to be on the cutting-edge of energy fuel-fluid replacement drinks, it contains the optimum blend of Fructose, Glucose Polymers and important minerals to replace the electrolytes you lose when working out. What Snap-Up doesn't contain is harmful fats, cholesterol and artificial flavors. The result? Snap-Up fuels the body for superior performance and provides a quick energy source to sustain athletic prowess. If you're the type of physically active individual who doesn't play games with sports, you'll love delicious, refreshing Snap-Up Thirst Quencher.

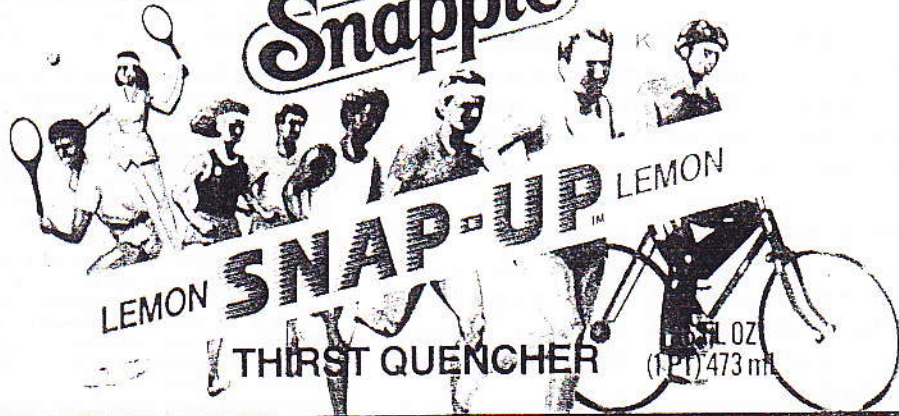
DIST. BY SNAPPLE NATURAL BEVERAGE CO.  
VALLEY STREAM, NY 11580 U.S.A.

© SNAPPLE NATURAL BEVERAGE CO. 1991

REFRIGERATE AFTER OPENING - SHAKE WELL BEFORE USING  
BECAUSE ONLY PURE PRODUCTS ARE USED,  
TASTE, COLOR AND BODY MAY VARY.

NO  
ARTIFICIAL COLOR

NATURAL FLAVOR  
**Snapple**



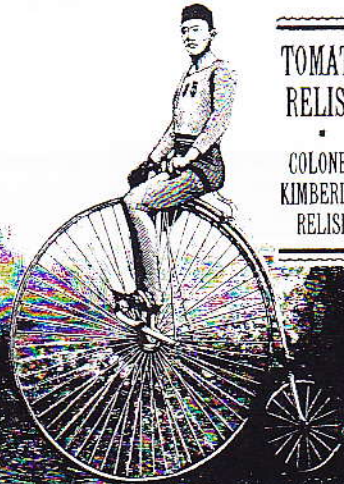
LEMON SNAP-UP LEMON  
THIRST QUENCHER (12) 473 ml

ENGLISH · PROVENDER · COMPANY

Ingredients: Tomatoes, Onions,  
Vinegar, Sugar,  
Mustard, Salt,  
Pepper.

Made in England  
English Provender Company,  
Aldreth, Cambridgeshire.

NET WT.  
7oz. 200g e



TOMATO  
RELISH  
·  
COLONEL  
KIMBERLY'S  
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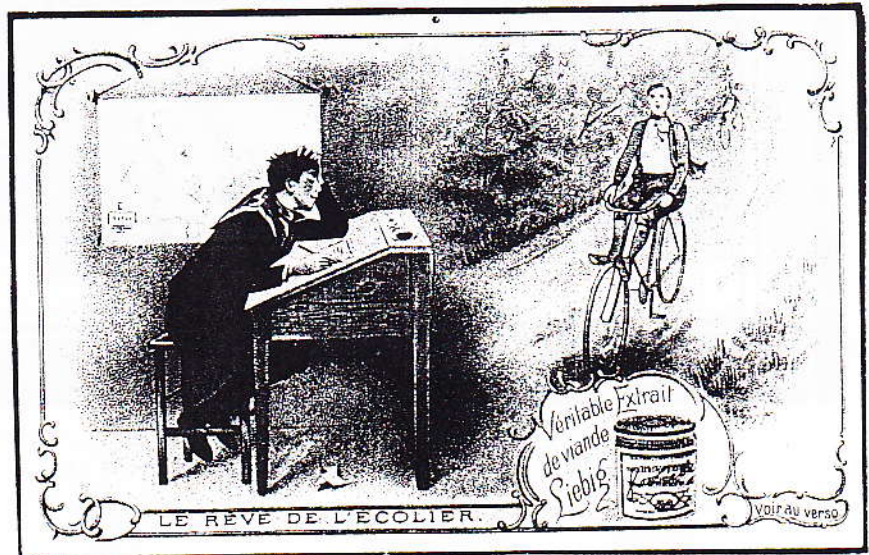
GREAT BRITISH ECCENTRICS

Colonel Kimberley was renowned throughout the Army for appearing at the head of his native irregular infantry regiment on a machine in preference to a horse.

For this he was blackballed by several gentlemen's clubs and passed over for promotion by his seniors, but his troops thought it to be splendid behaviour and made him a special pickle named in his honour.

One of a series, supplied by Douglas Marchant

For those of you who collect Liebig cards F-1165 issued in 1925 is a new discovery.



LE RÊVE DE L'ÉCOLIER.

Véritable Extrait  
de viande  
Liebig

Voir au verso

LAST MINUTE  
NEWS AND PHOTOS

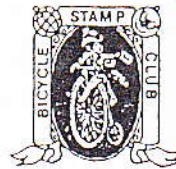
This year we show the label of 'the Society for Parcel Post of Paris' 1886

and here is today's first day issue from the Netherlands.



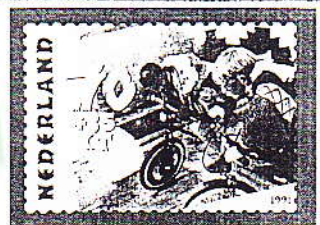
President: Douglas Marchant • Vice President: Graham Wade • Secretary: Benoit Carrier • Treasurer: Fiona Hayes • Editor: Norman Stone

# Bicycle Stamp Club Membership 1991



Graham Wade

Douglas Marchant President



Graham Wade, our Vice President from Australia, has prepared this new membership card, and with the help of Piet Hein Hilarides, Netherlands, most members will receive one with a First Day Cancel, using the 6.11.91, Netherlands, bicycle stamp pictured. The sheet issued with this set has the entire bicycle stamp in its selvage, piecemeal. (below right) #19 p.4

РАДОСТ ЕВРОПЕ

JUGOSLAVIJA

РАДОСТ ЕВРОПЕ



РАДОСТ ЕВРОПЕ

19 85

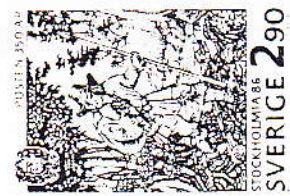
РАДОСТ НА ЕВРОПА



Paul Broman has discovered this 2.10.85  
Jugoslavia set was also issued in sheetlets of 9

= Freude / Lust (nichts mit Rad)



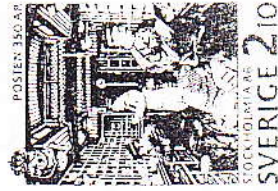


STOCKHOLMIA 86  
SVERIGE 2,90

POST  
KORT  
CARTI POSTALI



Nr 21137

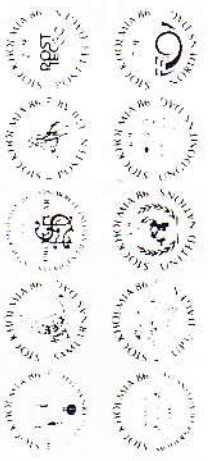


POSTEN 3,50 AR  
STOCKHOLMIA 86  
SVERIGE 2,10

POST  
KORT  
CARTI POSTALI

21137

Sveden issued these two postal cards for Stockholm 86, the World Philatelic Exhibition held 28/8 - 7/9 1986. Photos from Tore Josefsson



STOCKHOLMIA 86  
Philatelic Exhibition  
World Philatelic Exhibition  
Stockholm 86  
28.8 - 7.9.1986

