
THE SPRINGBOK



Volume 4, No. 4 July/August, 1956

" THE SPRINGBOK "

TABLE OF CONTENTS.

The Editor's Chair.	Page 63.
South African Experimental Air Mail (cont.) - The Return Trip, by W.E. Hughes.	64.
Special Announcement - 1956 Society Annual General Meeting.	67.
News Flash!	68.
Union "Stereo" Officials, A Simplified Listing, by A. Lichtenstein.	69.
Air Crashes, by E.G. Kinsey.	72.
London Group Meeting.	74.
Snippets from the S.A.P. of 1948.	75.
Correspondence.	78, 80.
Picture Page.	79.
Membership Information.	80.

Hon. Editor.

C.E. Sherwood, 105 Marford Crescent, Sale, Cheshire, G.B.,

All communications to be addressed to the Editor who invites correspondence for publication but does not accept responsibility for any views so published.

Magazine available by subscription to the Society only
15/-d per annum.

<p><u>Chairman:</u> R.D. Allen, 82c Hackford Road, Brixton, London, S.W.9. <u>Committee:</u> F.C. Abell, 246 Stockwell Road, Brixton, London, S.W.9. E. Lauder, 1 Cairnhill Road, Bearsden, Glasgow. W.A. Page, 6 Barnes Cray Road, Crayford, Kent.</p>

" THE SPRINGBOK "

THE EDITOR'S CHAIR.

Dear Member,

In the last issue a most unfortunate error occurred in giving the address of Mr A.J. Brown as 17 Wimbledon Park Road instead of Wimbledon Park Court, London S.W.19. Should anybody have written to the first address and not received a reply this will be the reason and they should now write to the correct address and accept our humble apologies for any inconvenience so caused.

Incidentally Mr Brown won the Sloan Cup of the Wimbledon & District Philatelic Society, in April, with an entry of ten sheets of covers etc., of the Occupational Period of South-West Africa 1914-23.

Exchange Packet. It has been arranged that packets need not be registered PROVIDING a Certificate of Posting is obtained at the time. This Certificate must be forwarded to the Secretary AT THE TIME OF POSTING, whether purchases made or not. This is most important and it is hoped everyone will co-operate in this respect otherwise the Insurance Company will not hold themselves responsible for any claim. If packets are forwarded by hand then a receipt should be obtained. Regarding the Certificate of Posting the address to which the packet is consigned should be filled in - this point is made as such Certificates have been received without indication as to whom the packets have been posted and yet they bear the Post Office Stamp!!!

This new arrangement will involve a slight increase in the rate of insurance to $1\frac{1}{2}d$ in the £ with a minimum of 3d per sheet.

Our appreciation is expressed to the many readers who hoped we had a good holiday. The weather could have been better but at least the break in the routine of life was appreciated and we have returned ready to face the problems of publishing this magazine every other month. You are warned that the cupboard is just about bare of contributions and unless more readers are prepared to assist by submitting articles, information and correspondence, our next issue may well consist of 10 blank pages! Perhaps not quite as we know some of the readers will show their practical appreciation by sending in something but we wish more of those who say they like reading the magazine would co-operate in this respect.

" THE SPRINGBOK "

SOUTH AFRICAN EXPERIMENTAL AIR MAIL

The Return Trip

by W. E. Hughes.

Reprinted, with due acknowledgements, from the "Stamp Collectors' Fortnightly" of May 9th, 1925. (Continued through the good offices of member, (Mr L.H. Lomax.)

The outward journey from Capetwon to Durban had been a magnificent success reflecting the utmost credit on everyone, from Sir Pierre van Ryneveld, Director of Air Services, down to the mechanics whose good work on the ground kept the machines in the air. Nor were the postal authorities, under the enthusiastic leadership of the Hon. Thomas Boydell, Minister of Posts and Telegraphs, lacking in essential support. They provided cancellation chachets, stickers and pamphlets and engaged the ear of the Press in a manner which might well be initiated by postal administrations nearer home, some of which have not the first notion of publicity.

Still, the fact could not be blinked that the DH9 is a military machine and the temporary aerodromes on the rocky South African coasts are few and far between. Straight flight of $10\frac{1}{2}$ hours, even in relays could not be reckoned on as a regular thing, without serious risk to the lives and limbs of that small but wonderfully enthusiastic body, the South African Air Force. Therefore the flying schedule had to be altered.

It was originally intended that the mails for the return flight should close at Durban on Thursday evening and the planes would leave Durban aerodrome for East London on Friday at daybreak, reaching Capetown in the late afternoon. This programme left little margin, and would have put an unnecessary strain on the pilots. The authorities therefore altered the closing time of the air post at Durban to noon on Thursday and on the 5th March the two planes left the ground at 12.55 p.m. en route for East London. One engine gave trouble immediately after getting into the air, and the pilot managed to get back into the aerodrome. After some time had been spent on repairs it was decided to utilise a spare plane which was available so the mails were transferred and the flight restarted. The first machine (Lieut. Roos) reach East London at 3.30 p.m. and the other (Lieut. Joubert) an hour later.

 " THE SPRINGBOK "

At East London the mail closed overnight and at 6.40 a.m. on Friday, 6th March, the machines (Lieuts. Hiscocks and Caspenithas) left for Port Elizabeth.

Port Elizabeth was reached at 8.20 a.m. and after the change-over of the mails the fresh planes and pilots (Capt. Hannon and Lieut. Berger) left for Oudtshoorn at 8.33 a.m.

The plans reached Oudtshoorn at 11.12 a.m. and the relay machines (three this time) left the temporary aerodrome of that town at 11.16 a.m. for Wynberg (the Capetown aerodrome) which was reached at 1.57 a.m. an hour before time. The pilots for the last stretch were Capt. Daniels and Lieuts. Tasker and Schoeman, the last named in a spare machine not carrying mails.

The mails received at Capetown on 6th March by the aeroplanes consisted of:

	Capetown.	London.	Ocean Postmaster.
Durban to	5 bags	4 bags	1 packet
East London to	1 "	1 "	1 "
Port Elizabeth to	1 "	1 "	1 "
Oudtshoorn to	1 "	1 "	1 "
Total	8 bags	7 bags	4 packets
Weighing	140 lbs.	115 lbs.	-

The packets for the ocean postmaster were a few letters for passengers on board the s.s. "Armada Castle". Durban includes a considerable number of copies of the "Natal Mercury" and other papers. Oudtshoorn includes letters sent from Mossel Bay. According to the Oudtshoorn "Courant" the total mail loaded on the plains from Oudtshoorn on March 6th was 200 pieces. Some of the Durban newspapers were sent to London.

The mail from Durban on 5th March consisted of 15 bags and 1 packet, gross weight 265 lbs. Nine of the bags contained letters, postcards, etc., and six of them parcels. Details of the air mail from Durban are given as follows:

5 bags	2445	letters, postcards and parcels for overseas	
4 "	1586	pieces for Durban	
2 "	390	" "	East London
2 "	271	" "	Port Elizabeth
1 "	46	" "	Mossel Bay
1 "	24	" "	Oudtshoorn
1 packet	15	" "	Ocean Postmaster
			in all, 4777 pieces.

" THE SPRING BOK "

This takes no count of the mails put on board the planes at East London, Port Elizabeth and Oudtshoorn which probably were not considerable.

In the official pamphlet issued by the Union postal authorities, the saving by use of the air mail over ordinary methods is estimated from Capetown to

Mossel Bay	22	hours	10	minutes
Port Elizabeth	29		30	
East London	38		15	
Durban	39		58	

On the actual working, the time saved on the outward journey was appreciably more and on the return trip not quite so much but it must be remembered that letters which travelled by the Capetown - Durban air mail of 2nd March could have been replied to by the ordinary mail of 3rd March which hitherto had been impossible.

The postal authorities made one bad break. They ruled that the special air stamps were valid only for the air fee and not for the ordinary postal fees, even on air letters. This caused much trouble as hundreds of letters were stamped with air stamps to more than the requisite amount and the letters not only missed the first trip but many were sent by rail and surcharged at destination. It became so common that the Post Office people altered the regulation and accepted air stamps on air letters for the whole fee but not for the first trip in either direction. There were more letters and postcards carried on the return trip than on the outward journey to the extent of from 50% to 100%.

All together the experimental services had a good send off and this was due to the determination of all concerned to make the venture a success. Had each official thought only of his own special department this result could not have been achieved. As it was the effort proved the happy triumph of organisation and co-operation.

" THE SPRING BOK "

SPECIAL NOTICE!!!

1956 SOCIETY ANNUAL GENERAL MEETING.

All members are cordially invited to attend the Annual General Meeting of the South African Collectors' Society which will take place at the Cora Hotel, Upper Woburn Place, London, W.C.1. on Saturday, 29th September next.

The arrangements will be slightly different to the previous meetings and these alterations will benefit the visitors. In addition to the main Exhibition room there will be an additional room set aside exclusively for the use of the members for private exchange, and discussion with other members. There will also be a running bourse in operation during the day.

The exhibition, open to the public will this year give an almost complete study of the 1d. Ship stamp together with a varied selection of the wealth of other Philatelic material afforded by the Union and held in the Societies ranks. The exhibition is on a larger scale than before and the total exhibits will number over 400 sheets, so bring your friends along to see what will be one of the finest shows of South African stamps yet seen in London.

A new innovation has been introduced with the addition of several dealers stands which will be situated in the main exhibition room.

Lunch and tea will be available at the hotel, and as usual there will be the informal dinner party in the evening for those members desirous of staying. In this connection, those planning to stay are asked to be good enough to let the Secretary know so that necessary arrangements can be made.

The auction will be held as usual and the commission rated at 10% will be used to offset the days expenses. Any member may send lots to the Secretary to arrive not later than 25th August, when an auction catalogue will be compiled and distributed to all members. Those members unable to attend may of course then submit bids by post to the Secretary. Lots should be fully described and reserves if necessary, clearly stated.

The following timetable is for your enjoyment and it is hoped that you will be in attendance, when those regulars, will renew old acquaintances and meet new ones.

" THE SPRINGBOK "

Timetable:

Main Exhibition Hall

Exhibition 10 a.m. to 6 p.m.

Dealers Stalls open also until 5 p.m. with lunch break.

Official Opening of Exhibition 2 p.m.

Members Room. Open all day

Members Bourse during the day except for duration of A.G.M. and Auction.
Auction lots on view during afternoon.

2.30 p.m. Assemble for meeting
3.00 p.m. Annual General Meeting.
4.00 p.m. Break for Tea which will be served in
members room.
5.00 p.m. Members Auction.

Dining Room.

7.30 p.m. Informal Dinner Party.

DONT FORGET THE DATE - SATURDAY, 29th SEPTEMBER 1956.

PUT IT IN YOUR DIARY NOW

NEWS FLASH !!!

Members will be most interested to know that Mr W.N. Sheffield, who is over here from South Africa, has indicated that according to present intentions he will be able to attend our Exhibition in London on September 29th.

As is well known, Mr Sheffield, normally edits the "Union Notes" in "The South African Philatelist" but is enjoying a rest from the labours of work and love. This, therefore, is a most excellent opportunity to meet one of South Africa's prominent philatelists and we hope that as many as possible of our readers will seize this chance.

" THE SPRING BOK "

UNION "STEREO" OFFICIALS

A Simplified Listing

by A. Lichtenstein.

To the writer's mind, no other section of Union Philately presents such a fascinating field of study as our late (and lamented) "Officials", and it is with avowed purpose to win a wider circle of friends for these interesting issues that the following attempt is made to bring the "stereo" section into the orbit of better comprehension, and within the financial means of many more collectors than is at present the case.

Full credit must be given to the compilers of the "Officials" section in Part 2 of the Union Handbook/Catalog, for having recorded in detail and from the official records, every printing made during the last few years of life of the "Officials", - but however valuable such information may be to the serious student, it is felt that the allotment of main catalog numbers to each and every fresh printing of every value is complicating matters unduly when such fresh printing differs from the previous one by no other visible phenomenon than the changed position of a broken letter, or by some altogether minor difference in shade.

What exactly is the explanation of the "wandering broken C" of Official? Up to mid-1950 all "official" overprints were made from type-set formes, but from then onwards stereotyped process-blocks were employed, a plate (in the case of the $\frac{1}{2}$ d, 1d & 6d values) consisting of four quadrants, - each of which with six stereos across by ten down. These four quadrants combined make up the plate of 240 subjects used for overprinting. Apparently, when a job was finished, the 240-plate was broken, (for more convenient storing) into its four component sections of 60 each, and by the time another overprinting job was required, the four sections were re-assembled, - but not necessarily in the same order as before. E.g., the (originally) top left section might now be interchanged with the top right one, or the top right with the bottom left, and so on. It follows immediately that one cannot make a convincing display of these vagrant varieties without showing complete panes of 60 or other large and cumbersome blocks. Besides, only the privileged few living with reach of the "horse's mouth" (so to say) would have been able to assemble such a collection of panes (leave alone sheets).

I therefore propose, in the following simplified listing, to reduce the number of main Catalog numbers by about one half, and also relegate to sub-numbers any

 " THE SPRING BOK "

any shade variations. The fact that I am starting the "Stereo" section with an arbitrary number (O 100) may evoke some criticism, but we should bear in mind the need for a revised numbering of all pre-stereo "Official", - a telling example being the 1/- O 94A, which surely should be a main number in any future edition of the H/C. To start the "stereo" numbering with O 100 may therefore prove to be both convenient and appropriate.

Since the vast majority of "Officials" (whether mint or used) come by in collections consist of odd pairs or blocks, without Controls, Arrows, or other means of identification, it is of paramount importance to note such variations of colour (of basic stamps) or overprint as may afford a reliable guide to identification, - and where such differences exist they have been stressed with emphasis. I trust this will assist the less initiated to place the various printings correctly.

It will be observed that my entire listing has been compiled in the order of denominations rather than chronologically, but as ample cross references have been provided as regards H/C numbering there should be no difficulty in ascertaining such details as dates of issue etc., This also applies to varieties of the basic stamps, and/or varieties of over-print. Except where otherwise states, all values and printings have red cyclometer (sheet) numbers, and all have the "stereo" overprint in spacings of 10, 14 $\frac{1}{2}$ or 19 mm according to the format of the basic stamps.

In the following list, I have tabulated all items along the pattern of the H/C viz: New simplified number, followed by H/C basic No., -denomination with full description - and finally (in brackets) the H/C O-item covered by my listing.

Simplified List:

- | | | | | |
|-------|-----|-----------------|--|-----------------|
| O 100 | 44H | $\frac{1}{2}$ d | Cyl. 11A/B, Pl. 21. Arrows: right-hand criss crossed, others segmented. | |
| | | | a) black & blue-green | (O 111) |
| | | | b) greyish black & dark blue-green | (O 116 & O 117) |
| O 101 | 44J | $\frac{1}{2}$ d | Cyl. 31/70 Pl. 22. Arrows: left-hand segmented, others solid, olive-grey & dark blue-green | (O 122 & O 129) |
| O 102 | 45B | 1d | Cyl. 6A/B, Pl. 21, segmented arrows, heavy overprint. pale brownish black & pink-magenta | (O 97) |
| O 103 | 45C | 1d | Cyl. 76/14, Pl. 22, solid arrows. Heavy, shiny overprint. pale grey-black & carmine-pink | (O 103) |
| O 104 | 45C | 1d | Cyl. 70/14, Pl. 24, solid arrows, thin overprint. black & deep carmine | (O 112) |
| O 105 | 45D | 1d | Cyl. 6925/36, Pl. 25, white rays, solid arrows. | |
| | | | a) slate-black & pale carmine | (O 118 & O 119) |
| | | | b) bluish black & carmine-pink, broad right-hand margin | (O 120) |

 " THE SPRING BOOK "

		c) black & deep carmine	(0 123)
		d) black & carmine-red, on toned paper	(----)
0 106	45E 1d	Cyl. 54/53 Pl. 26, white rays, solid arrows.	
		a) blue-black & carmine	(0 130)
		b) blue-black & deep carmine	(---)
0 107	46E 1½d	Cyl. 6931 A/B, Pl. 10, shuttered arrows	
		a) yellow-buff & greenish slate, smudgy margins	(0 104)
		b) orange-buff & bluish slate, clean margins	(0 113)
0 108	47E 2d	Cyl. 6927/50, Pl. 9, solid arrows.	
		a) dull slate-blue & dull purple	(0 98)
		b) pale slate-blue & bright purple	(0 105)
		c) slate-blue & reddish purple	(0 114)
0 109	47F 2d	Cyl. 30/18, Pl. 10, solid arrows.	
		deep slate-blue & dark brown-purple	(0 124)
0 110	49C 6d	Cyl. 6930/6, Pl. 6, solid arrows.	
		a) dark green & orange-vermilion	(0 99)
		b) pale dark green & orange (shades)	(0 106, 115, 121)
		c) dark green & chestnut (shades)	(0 125, 0 131)
0 111	50B 1/-	Cyl. 6926/6935, Pl. 5, smudgy arrows.	
		a) sepia & violet-blue	(0 100)
		Variety: wide right-hand margin	---
		b) sepia-black & deep violet-blue	(0 107)
		c) sepia & milky blue, black sheet Nos.	(0 126)
0 112	50C 1/-	Cyl. 66/3, Pl. 6, solid arrows, black sheet numbers	
		deep purple-brown & deep violet-blue	(0 132)
0 113	51 2/6	Cyl. 6919/17, Pl. 2, solid arrows,	
		dull slate-green & yellow-brown (shades)	(0 101, 108)
0 114	51A 2/6	Cyl. 3/51, solid arrows, Pl. 3, deep blue-green	
		& brown	(0 127)
0 115	51B 2/6	Cyl. 5/51, Pl. 4, solid arrows.	
		pale blue-green & pale brown	(0 133)
0 116	52 5/-	Cyl. 6929/41, Pl. 1, no arrows, black & dull grey-green	(0 109)
0 117	52A 5/-	Cyl. 36/6925, Pl. 2, segmented arrows	
		grey-black & pale slate	(0 128)
0 118	52B 5/-	Cyl. 8/72, Pl. 3, solid arrows	
		grey-black & bright yellow-green	(0 134)
0 119	53 10/-	Cyl. 6918/6934, Pl. 1, no arrows	
		bright ultramarine & black (shades)	(0 102, 0 110)

Full acknowledgement is made to the compilers of the Union Handbook/Catalog, for the use of their findings which have been drawn upon heavily for the purposes of this article.

" THE SPRINGBOK "

AIR CRASHES

by

E.G. Kinsey

Some time ago I had an opportunity to inspect a cover addressed to South Africa which had been salvaged from the flying boat "Challenger" which crashed at Mozambique in 1939. This led me into a research for similar wrecks. I thought that the notes below might be of interest to aero-philatelists and postal historians among others, as I cannot trace that this data has been collected together previously. The notes relate only to regular air services and to those crashes in respect of mail addressed to or sent from South Africa where cachets have been applied or the mail forwarded under an official communication indicating that it has been salvaged from an air-crash. In many cases, e.g., the first Cape-London service in January 1932 where the mail survived two crashes, the mail was sent on undamaged without any notification and these have been ignored. Most of the data has been taken from the "South African Philatelist", the "Airposts of South Africa" by L.A. Wyndham and "Imperial Airways" by N.C. Baldwin to all three of which I am indebted.

13th November, 1931.

A mail plane en route from Port Elizabeth to Capetown crashed at Sir Lowry's Pass near Capetown. Most of the mail was completely destroyed but some charred items were sent on in an O.H.M.S. envelope and a post office intimation of regret at damage and delay reading "The Department of Posts and Telegraphs of the Union of South Africa tenders regret for the damage to the enclosed letter caused through the crash and destruction by fire of the aeroplane carrying the air mail between Port Elizabeth and Capetown on Friday, November 13th, 1931. Enclosure....."

25th September, 1936.

Imperial Airways aeroplane "Boadicea" crashed in the English Channel en route to Paris carrying a portion of the England to South Africa mail. Mail bags were washed up on both sides of the Channel. Where possible the mail was sent on, cachets being applied in both England and France, e.g.,

- (i) Unframed "Delayed Salvaged/from Boadicea" in two lines in violet by the British P.O.
- (ii) Unframed "Service Postale Francais/Correspondence retardee par suite/du Naufrage d'un Avion/Reconstitue par le Service Francais/Ne Pas Taxer" in five lines in red by the French postal authorities.

" THE SPRINGBOK "

14th June, 1937.

A South African Airways JU53 on the Rand-Durban service crashed shortly after taking off from Germiston Airport and was completely wrecked. 112 letters addressed to Durban were found in the charred wreckage and were sent on to the addressees on the 15th June under O.H.M.S. cover with a roneod notification from the Postmaster at Johannesburg.

15th March, 1939.

Imperial Airways flying boat "Corsair" which left Durban on 12th March, 1939 made a forced landing at Faradje on the borders of Belgian Congo on the 15th March.

Cachets known from this crash

- (i) "Avion Accidente" unframed in black on cover addressed to Paris.
- (ii) "Damaged by sea water" framed in black in one line on cover to England.
- (iii) "Damaged by Water when the Imperial Airways Aircraft forced landed near Juba, Sudan" unframed in black on cover to Sudan.

1st May, 1939.

Imperial Airways flying boat "Challenger" carrying mails posted in Great Britain (posted 21st-25th April to South Africa and other African countries) crashed whilst landing at Mozambique. Mails usually handled at Durban received a boxed two compartment violet cachet reading "Flying boat correspondence damaged by Seawater/Vliegboot Korrespondensie deur seewater beskadig" (A) Port Elizabeth mail received a cachet "Damaged by Sea Water/Seaplane "Challenger" (B) Capetown, Johannesburg and East London received no cachet.

The cover mentioned at the beginning from this wreck seen by the writer bears cachet (A). It was posted at Ryde (Isle of Wight) on 24th April and although there is a space in the wavy lines of the machine cancellation where the stamp has been washed off, it has been taxed 3d and bears 1d and 2d Union postage dues, a trifle harsh on the recipient although the cover now must be of value.

15th October, 1951.

A Skymaster plane crashed at Kokstad on 15th October. A cover posted at Capetown 14th October, addressed to Durban bears violet cachet "Salvaged crashed

" THE SPRING BOK "

plane 15-10-51" in one line 94 mm long in 3mm block letters; applied at Durban (?).

I cannot trace that any mail from or to South Africa was carried by the two BOAC Comet jetliners which crashed off Italy.

In some cases salvaged mail where the addressees were indecipherable, has been returned where possible with a polite note of regret. In the case of the "Boadicea" crash some letters were returned with a duplicated slip reading "The accompanying packet, washed ashore on the coast of France, was apparently conveyed by the Imperial Airways aeroplane "Boadicea" which left Croydon on September 25th and failed to arrive at Paris. The inconvenience occasioned is regretted". A similar notice, with the substitution of "England" for "France" was used by the British Post Office on returned letters.

It is not claimed that this list is complete either so far as crashes having identifiable covers or cachets from the accidents above are concerned. If any member can add to the list in respect of mail to or from the Union, perhaps he will be good enough to send details to the Editor.

LONDON GROUP MEETING.

The proceedings at the London Group A.G.M. held at Brixton on the 8th May, were exceedingly brief. The minutes of the last A.G.M. were taken as read on a proposition by Mr E. G. Kinsey supported by Mr G. M. Whitten. Similarly the Officers and Committee were re-elected "en bloc" by a proposal from Mr E. W. Merriam supported by Mr G. Bini. It was very heartening to note that this meeting had the record attendance of 24 members - highest since the Group's formation, on the 8th December, 1953. Even with the 21, there were several "regulars" missing.

The meeting concluded with the sale by auction of 52 various lots with a reasonably high percentage of sale.

W. A. P.

" THE SPRINGBOK "

SNIPPETS FROM THE S.A.P. OF 1948.

Paragraphs of interesting information culled from a perusal of the volume for the year stated, reproduced with grateful acknowledgement to the S.A.P. for kind permission.

The Union in Antarctica. (January)

Rhodes' statue in Capetown looks and points North, with his famous saying "Your Hinterland lies there". Now we have faced about and expanded Southward, for in the last week of 1947, the Union flag, under agreement with Britain, was hoisted on Prince Edward and Marion Islands. These islands, about 12 miles apart, lie about 1250 miles S.S.E. of Durban. This annexation occurred almost simultaneously with the Australian occupation of Heard Is., lying further eastwards.

Tristan da Cunha. (February)

A mail left Capetown for the island by H.M.S.A.S. "Good Hope" on 5th January, 1948, and mail was brought back by that frigate to Cape Town on 18th January.

Some of the mail bore an interesting "sticker" prepared by Mr A.B. Crawford before he left for Tristan a year ago as part of his campaign for obtaining an issue of postage of stamps for that island. Some day, therefore, these stickers may rank as Tristan Essays, although at present the word "Postage" is carefully omitted from them. These stickers were printed in sheets of 35, seven vertical rows by five across, the value "Local Value - 4 Potatoes".

Roll Stamps in Sheet Form. (March)

A correspondent enquires whether the blocks of 4 of the $\frac{1}{2}$ d and 1d roll stamps shown in the Government exhibit at East London were the bicoloured or the mono-coloured stamps. They were both denominations of both varieties. Of these only the 1d bicoloured was ever purchaseable in sheet form from which a block of 4 could be obtained.

Dubious Union Stamps. (April)

At the recent East London Congress, it was noted with regret and deplored, the number and variety of dubious Union stamps being offered for sale. Collectors are warned against.

1. Freaks of various kinds which normally are picked out by the printer's checkers and are destroyed as "printer's waste" but which have somehow or other escaped destruction and have come on the market.

" THE SPRINGBOK "

2. Similar items which have escaped the checker's notice have been distributed through the post-office and sold over the counter.

These must be accepted as genuine but their recognition and separation from Group 1 is often very difficult. Their identification usually rests on the word of one individual, the one lucky enough to buy them at some post office and when he parts with them their separation from Group 1 may be impossible.

3. Stamps on abnormal paper not definitely listed in the Federation Union catalogue should be regarded with grave suspicion.

4. Stamps which may be perfectly genuine so far as their printing is concerned but which have never been on sale to the public at any post office. Certain tete-beche varieties shown in the Postal Administration's exhibit at East London may fall into this Group.

As some of these tete-beches appear to have got into private hands we wonder if the Postal Authorities would not consider putting them on sale; this procedure has been followed in other countries.

5. Overprints, double and inverted, some of which may be forgeries.

Philatelic Federation Executive Committee.

Control Numbers. (June)

Collectors have had great difficulty in identifying printings with their corresponding cylinders, especially when several new cylinders of combinations of cylinder were employed within a very short period, as has been the case recently with one $\frac{1}{2}$ d stamp in particular.

To get over this, a request was put forward from the recent Federation Congress that certified sheets of each printing where a new cylinder is involved might be made available to the Federation and the characters of each printing could then have been publicised by us.

An official reply to this request has been received. The post office administration regrets that they are unable to arrange for this sale of certified sheets but instead they have arranged with the Government Printer for a marginal imprint of cylinder numbers to be made on sheets in future.

New Stamps for Old. (September)

The first move towards getting a new general issue of stamps has been taken. Their designing is being thrown open to world-wide competition and £1200 has been authorised as prize money for accepted designs.

A committee has been appointed to draw up the rules for competition and to act as judges on designs submitted, the details to be gazetted shortly. The

" THE SPRINGBOK "

committee consists of two representatives of the Post Office, one of the Government Printer, Prof. E. Roworth, Director of the National Art Gallery, Cape Town, Mr P. A. Hendricks of the Municipal Art Gallery, Johannesburg, and Dr J. H. Harvey Pirie, representing the Philatelic Federation of Southern Africa.

The new issue will consist of 12 denominations, a 9d stamp being added to the present series of eleven. The $\frac{1}{2}$ d and 1d will be of the present size, others will be the size of the present 2d. The $\frac{1}{2}$ d, 1d and 3d must be predominantly green, red and blue in colour respectively, to meet the U.P.U. regulations; in the case of the other denominations no prescribed colour or colours are laid down.

Union $\frac{1}{2}$ d Commemorative. (October)

We are very pleased to have heard again from Mr Lancelot A. B. Sharpe, writing:

"Lobdell, in his book on the Union Georgian stamps, remarks on p.15 on the rarity of the $\frac{1}{2}$ d on covers from Natal dated 4th November 1910 (day of issue), and states that only one such cover has been reported. I am lucky enough to have another, with a pair of stamps, registered at Durban on that date. I also have a fine used block of four from the same place on that date."

(Editor's Note: It would be interesting to compile a list of f.d.cs. from the four States, in the possession of our readers. Will you co-operate in this, please?)

Pretoria Printing Twisted Headplate Variety. (December)

A letter received from Mr A. H. Sydow of Cape Town gives some interesting particulars concerning the 1d twisted Headplate (ship tilted) variety recorded under the number 35 Vg on page 31 of the South African Standard Catalogue.

The item, he notes, is given in the Catalogue as in Row 16, No. 9 but its correct position is in Row 19, No. 9 and the ship appears on the stamp in a slanting position as a result of having been printed from a "SUBSTITUTED ELECTRO". The original cliché cracked and was removed by cutting out and another cliché, cut from a booklet plate, was welded into the position. The electrotyped 1d plate was made by the Royal Mint in England but the stamps were printed at the Government Printing Works in Pretoria.

" THE SPRINGBOK "

CORRESPONDENCE

The Editor.

Dear Sir,

I had a spare evening recently and devoted some time to re-reading Mr Haigh's articles on the Ha'penny Springbok in Volume 1 of your magazine. I was astonished to find what a lot I had missed by not previously giving to these excellent works the attention they deserve. They provide the only clue I have ever discovered in that labyrinth in which the springbok takes the place of the muistaur.

I am afraid it is rather late to offer any information on the points raised by Mr Haigh, but in case it is still of use, I do so now.

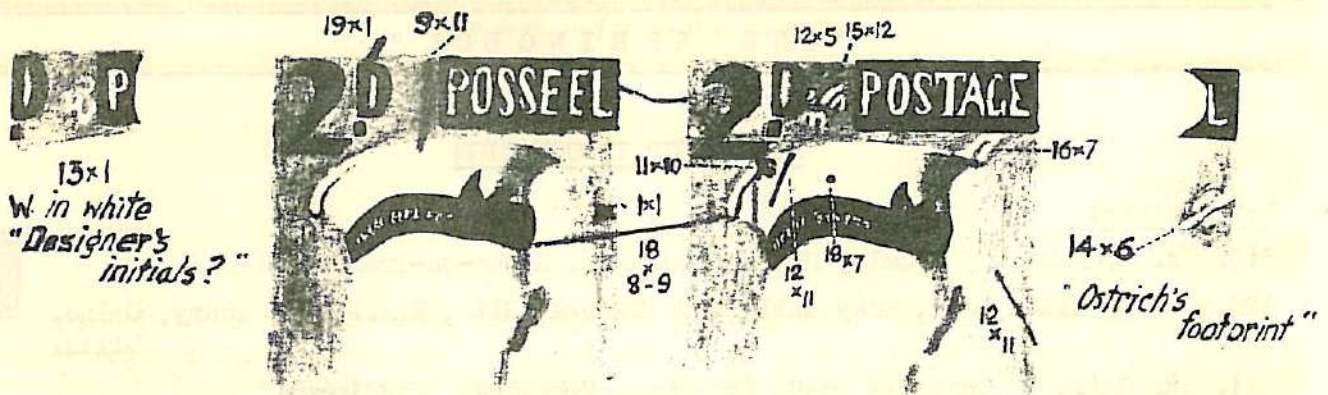
1. Typographed issue. I agree that the inverted watermark are elusive. I have only one single ha'penny with this feature. It is of the London printing and the bottom edge looks suspiciously smooth. Perhaps the stamp is from a booklet.
2. Typographed issue. I have a single stamp (London printing) with what appears to be a join. The sides are clearly cut and not torn. I think therefore that the strips were not separated by hand for these coils. The join is interesting as though the perforations at the top of the stamp are in excellent register, yet there is one hole at each side which has not penetrated the join. The join therefore was presumably made after the sheets had been perforated.
3. Rotogravure issue. Can anybody tell me the date of issue of the plates of the $\frac{1}{2}$ d? The Handbook indicates January 1931 apparently for the whole set. This is certainly wrong at least for the 1d. The old Handbook indicates 1931 as the date for plate I. I have a vertical pair plainly postmarked "August 1930". Am I right in identifying this as a coil pair?

Is the "dollar" variety peculiar to Plate II in its various states?

4. First Hyphenated Issue. Coils. In my collection I have several single stamps with inverted watermark. So far as my experience goes the inverted watermark is just as common as the upright.

Newcastle.

R. J. Clayton.



1x1 "Star" on R edge opp. cap	X	X	16x7 The "White Cockade" - on N.E. corner of cap	X	-
6x11 B for O in POSTAGE	X	-	18x7 Button in centre of cap	-	X
9x11 Plume in cap	-	X	18x ⁸ / ₉ The "Practical Joke" (caps tied together)	-	X
11x10 "Stained cap" (leaking 2) or "Pom-pom on cap"	X	X	19x1 2/6 ^d	X	-
12x5 Strong dot R of D at top	X	X	White diagonal scratch in N.W. corner (E)	-	X
13x1 W in white between D and POSSEEL	X	-	Tear in N.W. corner of cap (E)	X	-
14x6 "Ostrich spoor" - white scratches in same place as "Star"	X	-	Horizontal stroke in margin opposite top of 2	-	X
15x12 A "Disturbance between D and POSTAGE (white)"	X	-	White spot L of base of 2 (E)	X	-
12x11 Scratch R of sailor's ear	X	-			
12x11 Tassel on cap	-	X			

CONSTANT FLAWS OF 2^d BANTAMS

Scale :- 4 times natural

Note

The greater part of the above information was supplied by Mr. A. Lichtenstein of Bloemfontein, S. Africa.

Caeculus

Maiae ides
MCMLVI

" THE SPRINGBOK "

MEMBERSHIP INFORMATION

New Members:

319. E. B. Marks, 5 Bromley Hough, Penkhull, Stoke-on-Trent. Staffs.
320. R. D. Allen, Jnr, Grey Gables, 24 Caravan Site, R.A.F. Yatesbury, Calne.
Wilts.
321. E. Gair, 18 Copthall Road, Ickenham, Uxbridge. Middlesex.

Membership Renewed.

85. F. D. M. Lowry, Lygon, Priory Road, West Kirby. Cheshire,
206. J. Joseph, P.O. Box 569, East London, South Africa.

CORRESPONDENCE

The Editor.

Dear Sir,

My attention has been drawn to page 33 of the March/April issue of "The Springbok" under the heading "Glasgow Group Meeting".

The third paragraph refers to the tabling of "original artists' drawings for the 6d value of the Pretoria Centenary stamps showing a portrait of President M. W. Pretorius". I do not know what drawings were shown at the meeting, but I would like to mention that the drawing made by the Government Printer's artist which is the only one used for the stamp in question, is still in the custody of the Post Office here and has not been released for display. No other drawings were made by the Government Printer in connection with the production of this particular stamp.

I trust that this information will be of interest to you.

Pretoria.

Publicity Officer.