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# THE SPRINGBOK

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Volume 5 No. 5 September/October 1957

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" THE SPRINGBOK "

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Hon. Editor:

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

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All correspondence to be addressed to the Editor, who, whilst inviting correspondence for publication, does not accept any responsibility for views so published.

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Magazine available by subscription to the Society only  
15/- (£2.00) per year.

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Chairman: R.D.Allen, Snr., 82c Hackford Road, Brixton, London, S.W.9.

Committee: F.C.Abell, 246 Stockwell Road, Brixton, London, S.W.9.  
Edw. Lauder, 1 Cairnshill Road, Bearsden, Glasgow.  
W.A. Page, 138 Chastilian Road, Dartford, Kent.

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THE EDITOR'S CHAIR

We see that in our corresponding number last year we stated that the lack of contributions could cause the magazine to lapse, but we have managed to carry on albeit only just, for the support by way of contributions is still very sparing, and we do much prefer to publish original articles rather than reprints from other magazines.

Now that the Scout Jamboree in this country is over, we wonder why South Africa could not have paid tribute to the Movement by way of a modest issue of commemoratives? Perhaps we can guess the answer, although in view of the rather poor efforts in honour of other occasions, maybe the issue would not have been an improvement to our album pages.

By the way, through the courtesy of Dr. T. B. Berry, we are holding available comprehensive listings of the flaws both multipositive and plate for the various printings of the 1d black wildbeest ex cylinder no.3 single and double bar sheet, cylinder 97 and cylinder 105 single and double bar. They are very full listings and will be loaned to any member making application and promising to return within a reasonable time, so that they are available for others, as we have only the one copy of each listing.

Would some member volunteer to undertake the not too difficult task of preparing the annual index for the magazine? The member who does this now is resigning, but will produce one for the current year and the volunteer will be required to start with the 1958 issue.

Well, it will not be very long before we are in London again for the annual pilgrimate, where, although we know we shall meet quite a number of regular old friends, there is always the pleasure of seeing new faces and adding to the personal knowledge of the membership. We hope, therefore, that as many members as possible will make the effort to be at the Bonnington Hotel on October 26th, for they will see a very fine exhibition of Union philately, they will have a room reserved in which to meet their friends, and relax and partake in the evening auction.

October 26th - Saturday date at the Bonnington!

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EARLY SOUTH AFRICAN POSTS AND STAMPS

A Short Survey (1652-1910)

by A. A. Jurgens

(This article is reprinted from "Philately in South Africa" for March 1951 issued for the occasion of the South African Tercentenary International Stamp Exhibition at Cape Town 1952, with due acknowledgement to the publishers.)

After the discovery of the Cape by Bartholomew Diaz in 1446, and the subsequent landing by Vasco Da Gama in 1498 ships of all nations on their way to India called at the Bay of Saldanha, as Table Bay was then called.

Post Office Stones. As these visits became regular events, it was felt that some interchange of message was needed, so ships outward bound left letters under stones to be taken by ships homeward bound and vice versa. It cannot be said that all the engraved stones found on the shores of Table Bay are Post Office Stones because the majority of them so far discovered are merely records of the visit of some ship. The only stones which make any reference to letters having been placed underneath are those of the English and the Dutch.

The earliest English inscribed stone referring to letters being placed underneath is that of "The Bull" dated 1619 and the earliest Dutch inscribed one is dated 1632.

First Decade: Van Riebeeck arrived in Table Bay on the 6th April 1652 and he landed the following day. The settlement at the Cape was commenced with the building of a mud fort approximately on the site now occupied by the O.K. Bazaars, in Adderley Street.

Although van Riebeeck remained at the Cape for ten years, nothing was done towards the establishment of a postal service between the Cape, Holland and the East. The settlers wishing to correspond with their relatives or friends had to depend solely upon the favour of the captains or members of the crew of visiting ships.

"Brief Stok". As the settlement became more populated and farms extended beyond the environs of the fort, those wishing to communicate with each other by letter had to engage the services of a Hottentot runner who carried the letter in a "Brief Stok" (cleft stick) or by any traveller who happened to be journeying in the desired direction.

Early Posts. For one hundred and forty years the inhabitants remained without any official postal service, but in 1788 the Directors of the Company, in Holland, communicated with the Council of Policy who were then the ruling body at the Cape, suggesting that enquiries be set afoot with the object of establishing

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a postal service between Holland, the Cape and the Dutch possessions in the East. But it was not until the 2nd March 1792 that at a meeting of the Council of Policy a postal system was instituted with the opening of a Post Office in the Castle and all letters (the postage having been paid) were impressed with a circular hand stamp in black, showing the initials "V.O.C.", the monogram of the Company.

The postage on letters to Holland was fixed at 6 Stuiivers per sheet (a Stuiver at that time being equal to 1d). No inland postal facilities were provided and residents still had to make their own arrangements for the conveyance of letters between farms.

In January 1795, the British occupied the Cape, but except that a postal service was arranged for the conveyance of letters to Europe and India instead of to Holland and the East only, nothing was done in the way of an inland post. Letters were charged for at 1 Skilling per sheet (a "Skilling" was equal to six pence.)

Inland Posts. In 1803, by the Treaty of Amiens, the British handed over the Cape to the Batavian Republic and General Jan Willem Janssens who was appointed Governor, established a post to Simonstown and Stellenbosch, the letters being carried by Hottentot runners; and on the 18th June 1803, a post to Algoa Bay, the letters and Government Despatches being carried by Military Dragons.

A Government notice in the Cape Gazette of this date invited the public to send their letters to collective centres along the postal route, but no mention is made of any charge being made for the service. A Post Wagon for the conveyance of passengers, parcels and letters was established by "De Raad Der Gemeente" (The Burgher Senate).

On the 10th January 1806, the Cape was for the second time occupied by the British, and the first Military Governor, Sir David Baird, for the time being, left most of the inland postal arrangements as fixed by the Batavian Government.

British P.O. A Post Office was again established within the Castle, and Hottentot runners carried the letters. This letter conveyance was later changed to mounted orderlies. The carrying of letters by the Post Wagon was prohibited, but parcels could still be conveyed by this means.

(to be continued)

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THE 6d ORANGE TREE

My wife - bless her - is the last person who could be accused of being a stamp collector, much less a philatelist, but if I should happen to be turning over a sheet of my very few 6d "Orange Tree" stamps, she invariably remarks "Are those my favourites?" and will put down the knitting or the partly darned socks while she gazes at my "fallen bough" or "phantom ladder". Any minute now one of our experts may be producing a "Study of the 6d Orange Tree Stamp" (we hope) or our London Group may be giving it pride of place in a later Annual Exhibition.

But it is in entirely different vein that I am reminded of it now.

Chancing across a copy of "Safety News", a monthly organ of the Royal Society for the Prevention of Accidents, I read the words "Outspan Road Safety Quiz"; the word Outspan immediately conjured up visions of lovely juicy oranges, and then as I read on, visions of the 6d Orange Tree stamps. (Stamp collectors' minds are very fanciful, they say). I quote from the journal for the information, or at least interest, I hope of some of our members, as I feel confident that any true Union Stamp fan is also interested in 'things pertaining thereto'.

"Road Safety Committees in many parts of Great Britain are already making plans to enter a team for the second national road safety quiz organised by the Society. Thousands of children are expected to take part. They will do so to improve their road safety knowledge: to bring honour to their own districts: and also in the hope of winning a trip to Madeira. The quiz will be known as The Outspan Road Safety Quiz, and will take almost a year to complete. How the first prize came to be offered is a fascinating story. It happens that a visitor from South Africa, when he recently arrived in this country for the first time, was greatly intrigued by the orange globes on black and white poles, a familiar sight in our streets, but quite unknown in South Africa. He was Mr D. Esselen, technical adviser to the South African Citrus Growers. The beacons attracted his attention because of his life-long association with the orange industry. When their purpose was explained to him, he was horrified to learn of the heavy toll of road accidents in Great Britain, and vowed the support of the growers for a special road safety campaign. Mr Esselen energetically pursued the matter. The result is that the South African Co-operative Citrus Exchange Ltd and the Union-Castle Mail Steamship Coy have generously agreed to provide prizes for the winners in the quiz. As already stated, the main prize will be a sea trip to Madeira for the winning team. The runners-up will each receive wrist watches, and 44 cases of oranges will be provided to supplement the prizes in the Divisional stages. Throughout the competition, all questions will be based on the HIGHWAY CODE and the booklet 'SAFE CYCLING'."

Lest I be accused of advertising - Yes, I am, but for ROAD SAFETY, which affects each and every one of us. Would it be stretching things too far to hope that when anyone of us is on the highway, with perhaps our thoughts on Union matters, especially of the 6d Orange Tree, that our minds will also turn towards the HIGHWAY CODE, and as a result be safer - to ourselves, or to others, as a result.

'Embryo'

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SPECIAL NOTICE

1957 Society Annual General Meeting  
and Exhibition

All members are cordially invited to attend the Annual General Meeting of the South African Collectors Society, which will take place at the Bomington Hotel, Southampton Row, London, W.C.1. on Saturday, 26th October, 1957. (Note change of Venue from last year).

As last year there will be a room set aside exclusively for the use of the members for private discussions, etc.

The exhibition, which will also be open to the public will this year have as its main theme a study of the 2d. Union Buildings issues. In addition there will be many other aspects of Union Philately in the large display, consisting of over 400 sheets. Bring your friends along to see this exhibition - those who came last year are sure to be back again!

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. Accommodation is available at the Hotel for those out of town members wishing to stay in town, although early booking is advisable as the demand is great. The London Secretary, Mr W. A. Page, 138 Chastilian Road, Dartford, Kent, will be pleased to make these bookings upon hearing from the members concerned.

At the close of the afternoon's business a members' Auction will be held and the commission - 10% will be used to offset the day's expenses.

The following time-table is for your pleasure and it is hoped to see many new faces, with those regulars, who will renew old acquaintances and meet new ones.

TIMETABLE:

Main Hall: Exhibition 10 a.m. to 6 p.m.

Dealers Stands throughout day.

Members' Room: - Open all day.

A. G. M. 2.45 p.m. for 3 p.m.

Members' Auction 4.30 p.m. for 4.45 p.m.

Dining Room: Informal Dinner Party.

DON'T FORGET THE DATE - SAT. 26th OCTOBER, 1957 - MAKE A SPECIAL NOTE NOW!

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SIX QUESTIONS

1. What S. A. penny 'plates' were over-printed for use in Kenya, etc.? I have identified only 14 and 15, were there any others?
2. What was the 'Liberty Cavalcade' which appears upon an obliterator on a 2d bantam stamp?
3. What postmark is this? Double circle enclosing the words ARMY BASE P.O. above and the figure 4 below. Within the inner circle SOUTH/28 DEC 14 8-PM/AFRICA in three lines, the date extending to the outer circle. Franked by the handstamp of the Defence Department Administration and censored. There is no indication of the town of origin but the envelope has apparently been looted from the German Luderitzbucht Electric Company. Can anyone say where this was used?
4. The small 2d has a stamp upon which the letter K of AFRIKA is partly closed above by a white flaw. Someone kindly told me the position and plate of this but I have lost the note I hope I made of it. I should like to know once more.
5. I have a curious flaw on a ship penny from one of the last three plates. There is a white 'crack' extending through the top frame above the letter I and down through the letter R to the tip of the right wreath. It is very evident to the naked eye but I cannot find it upon sheets of plates 25 and 26 nor upon the 220 stamps of plate 27 which I possess. Does anyone else possess a copy of this, please?
6. Examining the 'darkened sky' error on XXV,1,10 I find that the dark patch on the right is normal but the left is too light. Is this agreed? What name should it have?

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THE PROBLEMS OF A COLLECTOR IN KUWAIT

by

E. S. Jones.

It has been suggested to me that I might subscribe a few words to this magazine about the problems of stamp collecting here in Kuwait. One of the main problems in Kuwait and in fact, over most of the Persian Gulf, Bahrain, Qatar and Trucial Coast is the humidity. As one may well know, the heat here in summer is terrific, ranging from 100 to 130 in the shade with humidity approximately 85% to 95% of the temperature, varying from day to day. Night time brings little relief either, as the temperature drops very little excepting in the early morning when it tends to cool off a little. In fact, it is so hot here at the moment we are obliged to work at night and, as the work involves the installation of a new Power Station, it does bring some relief from the blazing sun.

Fortunately, I live in an air conditioned room, the temperature at the moment is 70 and, of course, the air is cleaned and dried. Under these circumstances it is possible to handle stamps without fear of their getting "stuck-up". It is almost impossible to have a collection out here unless one has permanent residence. I, myself, live in a hotel, not only due to the climatic conditions but also to the local situation here; it is rather tense at present after the Suez crisis and I would not like to risk a stamp collection here under these conditions. Another problem is getting a collection out here, either by air cost being prohibitive or by sea mail which is, to say the least, risky from the collector's point of view. I find it somewhat of a problem to know just what to take when going out overseas on a job like mine, so I have to think very carefully and bring only just what I need, but I always feel like the plumber's mate and discover that when I am here I have left something important behind. Therefore, I am unable to catch up with the study of S.A. as I should like to do.

So far I have been unable to contact anyone who is interested in stamps here, as most of the Europeans live out at the oil town of Ahmadi about 30 miles away. Whilst I was in the Gulf during 1954-55 I was fortunate to be able to join the Qatar Stamp Club, although to attend the meetings I had a return journey of 150 miles across the desert once getting lost and having to spend the night in the car until daylight only to find myself about 3 miles from 'home'.

Kuwait is a Moslem state and is very, very dry in more ways than one and there is very little to do, no clubs, etc.; one can only go swimming when it is not too hot and, of course, there is an open-air cinema, although the films shown have been seen by most people already.

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If the two issues with different controls have also different varieties there would seem to be no escaping the conclusion that they are not both 1 + 1 but are in fact from two different cylinder sets. Will some expert kindly guide the mere beginner in this matter. It may be that I have missed some simple explanation and I shall not mind if this is pointed out with glee and acerbity.

And, lastly, I am in trouble about the illustration on page 50 of the Supplement. It shows an "Inking deficiency caused by a momentary stoppage of the machine during printing." It also shows a queer flaw making AFRIKA read as AFRNKA - but perhaps that is peculiar to my copy of the Supplement. If the machine stopped, how did the complete ship get there? Since the white bar is ever so slightly diagonal, it might seem more likely that a short and sudden over-pressure by the doctor blade was enough to wipe out the background but not the ship itself.

Just one more query, please. It seems that Booklets 17 and 18 (vide Supplement, p.40) are now to be included under Plate XV. This should mean that they were printed from the same cylinders and this, I think, was not the case. Here we have a fundamental difficulty. Are we to re-number all our cylinders, or sets of cylinders, in order to bring in the booklet cylinders? Or shall we continue in the sad confusion caused by the word 'Plate'? If the latter, the Booklet plate for Nos. 17 and 18 should surely be Plate XVa and not a mere item in the life history of Plate XV.

I am not unaware of the enormous amount of work which goes into the preparation of Handbook and Supplement, and I am certainly not unappreciative of the labours of the authors - who have given us a far better handbook than any other special group possesses - but it does seem possible that the time is coming for a scientific classification, with a correct use of well-known terms, which would make it possible for the beginner to go ahead, reading without tears.

WAR EFFORT PORTRAITS

Earlier in the year, the Publicity Officer at Pretoria wrote to your Editor stating that he had received numerous enquiries in regard to the pictures of persons on the stamps. He further stated that the photographs or sketches did not portray any particular person, as far as was known to the Department but were used to provide the Government Printer's artists with material on which to base the original designs. For the information of our readers, the origins of the material, as stated by the Government Printer, were as follows:

- $\frac{1}{2}$ d An artist's sketch
- 1d,  $1\frac{1}{2}$ d, 2d. Sketches by a war-artist.
- 3d. A photograph
- 4d. 6d. Sketches provided by the Mobile Printing Unit of the Defence Force.
- 1/-d,  $1\frac{1}{3}$ d. Sketches by an artist.
- 4d. ("Bantam" size) A photograph.

In this instance, whether he will believe us or not we do not know, but it would seem that we are able to provide him with a little information for a change.

In the O.F.S. Philatelic Magazine of September 1955, your Editor noticed that Mr A. Lichtenstein stated that the 1d stamp depicted a South African Nurse by the name of Miss Parker, now Mrs Grinsberg of Durban North. A later edition of the same magazine corrected the name to a Miss Barbara Palmer of whom Dr. J. W. Harris said he had a photograph. It was further recorded that the portrait of Lieutenant (later Captain) R. H. C. Kershaw, D.S.O., another South African was that on the  $1\frac{1}{2}$ d value.

As it so happened, your Editor was already in possession of information giving the 2d portrait as that of a Leading Signaller C. Peters, No. 68020 S.A.N.F. (V.). As we have met a gentleman who says he served in H.M.S. "Neptune" with Signaller Peters.

All we have to discover now - who appears on the 3d stamp? Surely somebody, somewhere, knows this, so do not keep us in suspense!

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POST OFFICE BULLETIN

The following bulletin was circulated to your Editor by that very co-operative department, the Publicity Branch, G.P.O., Pretoria, on whom may the sun never set!

The old diamond mine at Kimberley is the biggest man-made crater in the world and is visited annually by many tourists.

The owners of the property, Messrs. De Beer's Consolidated Mines, have arranged for souvenir postcards to be sold at the "Big Hole" as it is popularly known. Such postcards, as well as ordinary letters, to which the necessary postage stamps have been affixed, may be posted in a special post office posting box at the site. This box will be cleared daily by the post office. All the letters or postcards posted therein will be postmarked with a special date-stamp bearing the words "The Big Hole - Die Groot Gat, Kimberley" and forwarded to their destination.

Mail intended for conveyance by air must have correct air mail postage affixed as well as an air mail label. Postage stamps and air mail labels are obtainable at the point where the postcards are sold.

The arrangement comes into operation on the 3rd September, 1957.

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(Editor's comment -

Are our Texan members going to let South Africa get away with the biggest man-made crater! Come to think of it though, have we any members in Texas?)

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SOUTH AFRICAN AIR POSTS

by

"Skipper"

An extract from the "South African Philatelist" volume 2 page 145 - the following information is not in the Handbook but I feel it is worth bringing go light again.

"South African Air Posts ..... Capetown-Johannesburg attempt of February 1920. The .... and .... air posts are fairly well known but we cannot say that for the last named ... (Here follows a photograph of an air mail envelope ....)

The following is a description of this air mail; the illustration being the then only known souvenir of it to the knowledge of the Editor.

The Handley-Page aeroplane "Pioneer" left Capetown at 6.20 a.m. on the 15th February, 1920 and was expected in Johannesburg at 6 p.m. the same day. She carried ten passengers (including one lady), mails and cargo.

The plane ran short of fuel and later developed engine trouble (this normally does happen) the flight being abandoned near Beaufort West, C.P. and the mails sent from that place to Johannesburg by rail.

The letters carried had stamps to the value of 2/1d which were cancelled with the ordinary postmark while on the envelope the words "Carried by aeroplane" (in two lines of capitals) and "Handley-Page South African Transports Ltd" in capitals within a circle were impressed by rubber stamps in violet. The majority of the letters carried were greetings from two Cape Town milling firms to their customers in Johannesburg.

The postmark is rather heavily impressed on the five stamps on the envelope but it appears to be "14 Feb 20 Anchor Bay". The ".or" is not too clear but another letter or letters may be in front of the "..anch".

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WANTED

Mr A. J. Penn, 5 St Mary's Avenue, Shortlands, Kent, is short of one or two of the 3/6d booklets to complete a collection and is willing to exchange or to pay double face value, i.e., 7/-d. each, the numbers being A6, 8, 9; B7, 8, 9, 10; C3, 4, 8, 9. All correspondence direct to Mr Penn, Please.

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INTERVIEW WITH THE POSTMASTER GENERAL

Reproduced from the "South African Philatelist" of August 1957, with the kind permission of the Editor.

"Arising out of a resolution submitted to Congress at Port Elizabeth in October 1956, the Executive Committee, in pursuing the matter further at its meetings in Johannesburg during January and June 1957, appointed a delegation to interview the Postmaster General.

This meeting took place at Pretoria on the 2nd July when matters pertaining to the philatelic aspect of the stamps of the Union were discussed under four headings each of which was presented in the form of a request, viz:-

1. That greater consideration be exercised in the final determination of the design and colours used for the printing of the Union's stamps.
2. That an advisory committee, including two or three philatelists competent to discuss the design of stamps, be consulted concerning the preparation of future stamps.
3. That the re-introduction of Cylinder Numbers on sheets of stamps be considered by the Postal Authorities.
4. The provision be made for establishing a Philatelic Museum by the department in future Postal developments and that during the intervening period, the preservation of current and of obsolete philatelic material in existence, be undertaken.

We understand that the deputation received a cordial reception. The discussion which ensued was of a particularly frank and encouraging nature, both sides ventilating all aspects of the particular matter under consideration.

As is the nature of meetings of this description, no immediate decision is usually given, but we have every confidence that Federation will pursue the matter to a satisfactory and happy conclusion."

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LONDON AUCTION: On October 30th. this year, Messrs Roberson Lowe, Ltd. will be disposing of some 84 lots of Union of South African material and their catalogue for the sale is quite interesting. Starting with Interprovincials these are followed by 13 lots of Essays, Die Proofs and Colour Trials all of the G.V. series. Then come the ordinary issued stamps of the 1913 set and 6 lots of Essays, Proofs, Specimens of the Bradbury Wilkinson set. Later there are 3 lots of Proofs for the 1927 Pretoria stamps interspersed with lots containing stamps of the definitive sets. The sale concludes with 4 lots of S.A. used in South West Africa.

We can see there will be some keen competition for a number of the items and a list of the prices realised should provide useful information though we would not necessarily say such prices will be market values - they may well be artificial prices due to competitive bidding.

The auction catalogue priced 2/6d. may be obtained from Messrs Robson Lowe Ltd., 50 Pall Mall, London, S.W.1.

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PRESS CUTTINGS: Once upon a time, members used to submit items of information gleaned from their favourite reading matter which were published for the benefit of all concerned. Alas, it is a long time since any such items were submitted and of course, we cannot read every magazine, paper, journal, book etc. which might have useful information.

However, we have taken steps to overcome this point by joining a "Press Cutting Service" which extracts information from 55 journals and it is hoped it will prove most useful for we, personally, have long felt the desire for such a scheme.

The first and only item received so far is a cutting from "The Aero Field" of Aug-Sept. 1957, giving a detailed list of The Airposts of South Africa from 1939 to 1944 and is to be continued. The list from 1937 onwards was compiled by Captain M. F. Stern, A.R.I.B.A., F.R.G.S.

Nine flights in 1939 are noted, 4 in 1940, 3 in 1941, 6 in 1942, 6 in 1943 and 4 in 1944.

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LORD BADEN-POWELL: The O.F.S. Philatelic Magazine for August 1957 carries a most interesting account by Dr. K. Freund of the formation of the Boy Scout Movement in the Siege of Mafeking. There is also quite a comprehensive extract of the official biography of Lord Baden-Powell of Gilwell O.M., G.C.M.G., G.C.V.O., K.C.B. by E. E. Reynolds.

To complete the Scout issue there is a complete listing of issued Scout stamps right up to date literally.

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CORRESPONDENCE

Dear Sir,

Your query about the "1047" cancellation in the May-June "Springbok" can be answered.

"1047" was one of the old Cape four figure numeral cancellors - they ran up into the 1300's although so far as we know there was not a continuous series above 1000.

They dropped out of use very largely before Union but some of them must have been kept hanging around in various offices.

During World War II years "1047" was inspanned for use as a hand cancellor in Cape Town on stamps that had missed being cancelled by machine cancellors.

I have specimens of the mark on loose specimens of a Cape 1d - pre Edwardian and also on a Royal Visit 1947 1d which, of course, is slightly post-war.

Mine being on loose stamp I cannot give the dates but yours being on cover may be dateable by some other means.

Johannesburg.

J. H. Harvey-Pirie, Editor, "S.A.P."

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Dear Sir,

In the May/June 1957 issue of the "Springbok" you ask for information about the oval barred cancellor number 1047. This was issued in 1896 and after many years of use found its way into the private box section of the Cape Town Post Office where it was used in more recent years to deface stamps which had missed cancellation in the machine-cancellor or by hand. An impression of the stamp, which was recovered to this office in 1948, is attached for comparison.

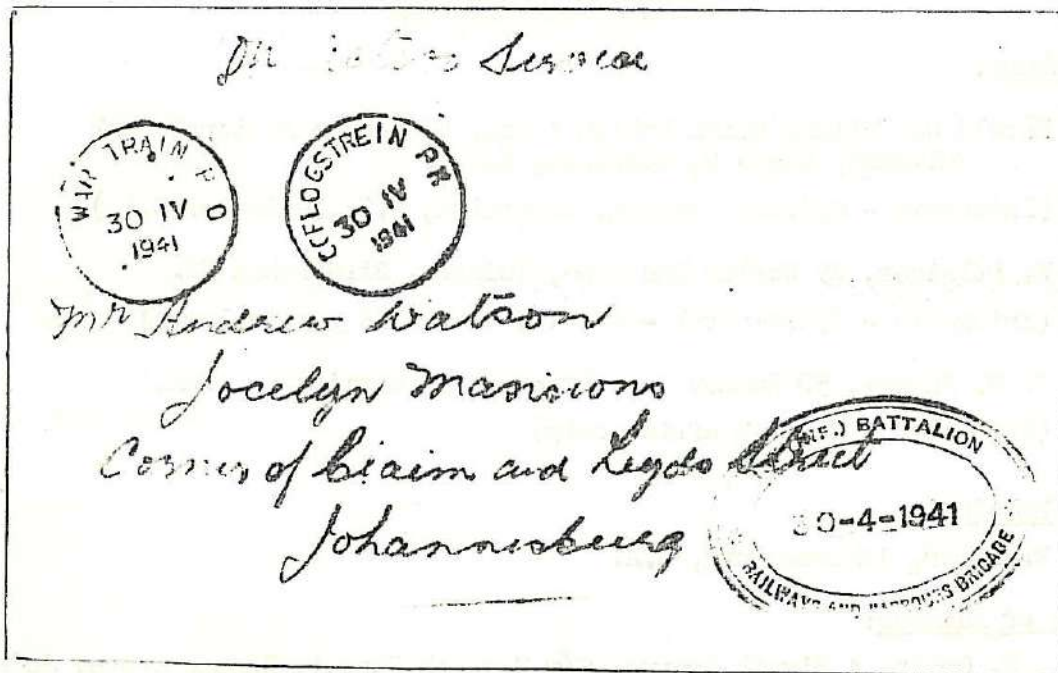
You might wish to mention that the latest edition of the "List of Post Offices in the Union of South Africa and Neighbouring Territories" is now available from this office at 2/-d post free.

Pretoria.

Publicity Officer, G.P.O.

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(Your Editor is grateful to the above gentlemen both for the information itself and their thoughtfulness in writing, neither being in the Society but willing pass on their knowledge so that we may learn.)



Can some member give details about this War Train P.O. ?



The above flaw has been observed on the small 2d pictorial issue i.e., the white ball in the angle of the letter "K" whilst there is also the small nick on the outer end of the top margin.

Three copies were found from amongst considerably less than 200 copies which makes it seem possible the above may be a multipositive flaw. Can anyone throw any light on this please ?



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MEMBERSHIP INFORMATION

New Members:

341. Harold O. Polian, Smith Poilan & Co., 424 Omaha National Bank Building, Omaha 2, Nebraska, U.S.A.  
(Interests - U.S.A., Canada, Australia, N.Z., Union of S.A.)
342. W. Balsiger, 39 Worlds End Lane, Quinton, Birmingham 32.  
(Interests - S.A.General -  $\frac{1}{2}$ d, 1d, 6d values particularly)
343. T. S. Barney, 50 Romney Way, Great Barr, Birmingham, 22A.  
(Interests - British Africa only)

Member Rejoined:

244. R. Kuper, Johannesburg, S.A.

Changes of Address:

190. L. E. Ordin, 1 Eighth Avenue, C/r Seventh Street, Orange Grove, Jo'burg, S.A.
259. J. H. Baker, 4 Sandown Lodge, Esher, Surrey.
334. D. G. Purcell, 242 Hornchurch Rd., Hornchurch, Essex.

Resignation:

295. J. Keenan, Dublin.      298. V. Lalande, High Wycombe.

Membership Lapsed:

4. Dr. H. M. Georgeson, Salford.      321. E. Gair, Uxbridge, Middlesex.

SPECIAL NOTICE

At the A.G.M. and Exhibition to be held at the Bonnington Hotel, Southampton Row, London, W.C.1., on Saturday, October 26th., a members' auction will be held. ALL members are invited to contribute lots for this auction but they should be sent to Mr C. E. Sherwood, 106 Marford Crescent, Sale, Cheshire.

Additional late material may be added in the Committee rooms prior to the Auction.

(N.B. It was hoped that a list of auction lots could be compiled and circulated to all members but as only two members answered the earlier call a list cannot be prepared - most unfortunate for our overseas members, but that is the position.)