

# THE SPRINGBOK

SOUTH AFRICAN COLLECTORS'  
SOCIETY QUARTERLY

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**Interprovincial period cover described in this month's South West corner**

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*The Springbok* is published

quarterly for the benefit of Members of the South African Collectors Society.

It is not available to non-members.

Contributions in the form of letters, notes, reports of SA related activities, articles, etc., are always welcome and should be sent to the

Hon. Editor.

All correspondence including a SAE will be acknowledged.

*The Springbok was awarded a large vermeil medal at Stampex 2017*

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## Editorial

For my second issue (and the last of 2019) I find I have received a fascinating mixture of articles. We have a very interesting paper from Chris Board about the competition to chose the Kings Head design, part 2 of Tony's fascinating series - this part focuses purely on the Unhyphenated 1d Ship, a RSA article (hooray) from Otto Meyer on the Philatelic Foundation Souvenir sheets which I am sure most of you will enjoy, some more examples of numbers in the left margin from Mike Tonking (with additions from Tony H-G) and three papers I have included in the South West African corner— from Otto, Nick Arrow and Tony H-G. Thank you to all of them.

I hope you all enjoy this issue as much as I have enjoyed compiling it and please keep these articles coming, and remember I am still calling for more RSA related material.

Tony Johnson

## Membership

Welcome to new members Stephen Fitch from Northampton, UK and Paul DeAbreu, from Llanelli, UK.

## Subscriptions for 2020

At the 2019 AGM the role of Membership Secretary passed to me, Simon Peetoom. We also agreed to hold membership charges for 2020 at 2019 levels, this being £18 for UK members, £22 for members in Europe, £25 for overseas members. If you receive *The Springbok* electronically, then membership remains at £10. per annum

It is my wish to simplify the collection of subscriptions, so for UK members, please pay by cheque, electronic bank transfer (if you use online banking), standing order, or if you see me, you can pay by cash. Under no circumstances give your payment to anyone other than me. Your payment may not be recorded and your membership lapse. For members who pay via Standing Order, please ensure your payment is at the correct, current rate.

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Renewal forms will be emailed or posted later this year.



No. 38

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# . Union of South Africa: results of the 1911 competition for King George V definitive postage stamps: new evidence

Chris Board

Rushing to complete the issue of the Union Commemoration stamp by 4 November 1910 must have distracted the newly merged Post Office from an important task - the preparation of a definitive set of postage stamps to replace the colonial issues still in use. While the stocks of provincial (ex-colonial) stamps were being centralised in Pretoria under the watchful eye of H.S. Wilkinson who was now Distributor of Stamps for the Union, the Postmaster-General in Cape Town began to prepare for the new definitive stamp series. Meanwhile De La Rue were asked by Wilkinson to reprint certain values of the Transvaal postage series to replenish stocks to last until Union designs could replace them.

Even with the death of Mr Hoal, the Acting Postmaster General would have been aware of the strongly held and often contested views on matters of stamp design in South Africa. These had delayed the decision on the design of the Union Commemoration stamp issued in November 1910. Plans were laid to establish a public consultation in the form of an open competition for such a set of stamps. Details were published in the Union *Government Gazette* of 17 January 1911, quoted in detail by Lobdell (1944)<sup>i</sup>.

In essence, eleven separate designs, one for each of following denominations: ½d, 1d, 2d, 2½d, 3d, 4d, 6d, 1s, 2s6d, 5s and 10s were sought. A premium of £10 was offered for the design selected as being the best for each of these denominations. All designs were to be for an upright stamp, drawn or reduced to about the size of of present stamps of provinces. They had to show:

1. The King's head and crown;
2. the words 'Union of South Africa' and 'Unie van Zuid-Afrika'
3. the denomination in figures, and
4. the words 'Postage' and 'Postzegel'

Any characteristic figures or features specially suitable to represent some aspect of South Africa could be included. The designs submitted need not be in colours, but those for the ½d, 1d and 2½d must be suitable for reproduction in green, red and blue.

The Government's decision would be final as regards the selection of designs and the award of prizes under the competition. Competitors were permitted to compete for one or more designs. The designs selected as best for each denomination would become the property of the Government. Any design for which a prize had not been awarded "on the same condition" could be purchased at an agreed price not to exceed £10. The competition closed on 31st March 1911 and designs had to be sent in sealed covers addressed to the Postmaster-General of the Union of South Africa at Cape Town, marked outside "Competitive Designs for new Union Postage Stamps".

A total of 145 entries were received, the last four all came from the Cape Times from different individuals<sup>ii</sup>. Adjudication was by E.A. Sturman and Major Sydney Couper, CMG respectively nominees from the Post Office and Treasury, who began their scrutiny of the entries on 24 April 1911. Among the entries there is a letter from Miss Edith Cock to the PMG dated 20 March 1911 and the Secretary's reply, assuring her that the packet containing her entry would remain closed until opened by a designated officer who will number the designs removing the name of the sender before handing them to the judges. Hers (shown in Figures 1 and 2) was one purchased from the government having failed to win a prize. It came onto the market and was then sold as part of the E.C.S. Lauder collection in 1972<sup>iii</sup>.

The judges first eliminated all entries which did not follow the rules and were unremarkable. A second examination of the remaining 27 entries which had some merit - all are listed in Table 1 (overleaf). Having completed their work they wrote an argued case for the prize winners and those whose designs could be

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<sup>i</sup> Lobdell, H.E. 1944. *The De La Rue Georgians of South Africa*. New York (Collectors Club, Inc.) pp.22-24. See Government Notice, No. 100 of 13 January 1911, p.219.

<sup>ii</sup> National Archives of South Africa, Pretoria. Post Office File No. 57973/10. This was originally a GPO file transferred from Cape Town in the 1950s.

<sup>iii</sup> Stanley Gibbons Auctions, London. 1972. All-World including the 'E.S.C. Lauder' collection of South Africa. Lots 785, 796. The two items sold for £460 and £270 more than four times the estimate.



Figure 1. Edith Cock's rejected entry No. 90.



Figure 2. Edith Cock's rejected entry, supplementary designs, also No.90

adapted for denominations for which a successful design was lacking. By directing competitors to design for specific denominations they presumably expected each stamp to be distinctive both in ornament and colour. Edith Cock's entry may be typical of this taken to extremes. From Table 1 it will be seen that yet more entries were rejected.

**Table 1. Second Examination of Entries to the Design Competition**

<i>Competitor's No.</i>	<i>Remarks</i>	<i>Competitor's No.</i>	<i>Remarks</i>
2	Rejected	113	Rejected
6	Rejected	116	Rejected
8	Further consideration	118	Further consideration
36	Rejected	120	Rejected
37	Further consideration	124	Rejected
41	Rejected	132	Further consideration
44	Further consideration	136	Rejected
53	Further consideration	139	Rejected
58	Rejected	141	Further consideration
83	Further consideration	142 No.2 O.K.	Rejected
84	Rejected	142 No.3 M	1/- for further consideration others rejected
89	Further consideration	142 No.1 H.L.	Further consideration
99	Rejected	142 No.4 A	Further consideration
107	Rejected		

*Source: Extract from Judges' Report*

A further fifteen entries were rejected, leaving both prize winners and designs which could be employed for denominations for which there were no satisfactory entries. The judges first determined a list of prize winners in the order of the denominations from a half-penny to 10/-. These were announced in the Government Gazette of 30th May 1911 by which date the PMG, other officials and Ministers had been fully briefed.

Government expenditure however small had to have political approval before prizes were awarded. Twelve were actively considered:- 8, 37, 44, 53, 83, 89, 118, 132, 141, and 142.

**Prize winners**

For the	denomination		
½d		118	Donald Mackay
1d	“	44	Donald Mackay
2d	“	89	Karl Greger
2½d	“	37	E.A.Nicolay
3d	“	53	Mrs Guy Brunton
4d	“	No award	
6d	“	8	C.P.Immelman
1/-	“	142HL	Cape Times Ltd
2/6	“	No award	
5/-	“	118	Donald Mackay
10/-	“	No award	

Names of designers were added in pencil to the copy of the judges' report in the file. Having decided which entries would receive prizes, the judges turned to the value of the designs for a new set of definitives, rather than the subjective view of the designs in themselves. They returned to the merits of appropriate entries in Table 1. In cases where no award was made -

“for the 4d we recommend the adoption of the 3d value designed by No.44, for the 2/6 we suggest the use of the 5/- value submitted by No. 83 and for the 10/- we cannot do better than repeat the very excellent design for 5/- denomination of No. 118.” As they failed to win a prize, the judges asked for their purchase by government. In recommending the designs sent in by competitors 44 and 118 “for general adoption for all denominations of the new series of stamps for the Union”. They stated that these two were “obviously the same artist”.

With this recommendation they next turned to details of individual submissions, such as No. 83 having sent in some picturesque designs illustrative of South Africa but omitting the King's Head<sup>iv</sup>. No. 89 had sent in a very artistic design for the shilling value but had introduced winged cherubs for no apparent reason.

No. 142.3. M.'s design was not reduced to stamp size though preferable to that of 142.1.H.L. which was awarded the prize. The Cape Times indicated individual employees who had sent in designs at the last moment in the same cover<sup>v</sup>. Thus by the second round of elimination there remained only twelve to be reconsidered. The judges agreed that "the best of the designs [were] above the usual standard of merit". But the designs for the 4d, 2/6 and 10/- "did not come up to the requisite standard".

The judges thought the designs from Nos. 44 and 118 "so far superior to any others, feeling that that they will hold their own with any other current philatelic productions"<sup>vi</sup>. They were unaware that Mackay had also entered a competition, in which he was joint winner of the second award, for the first definitive stamp of the Commonwealth of Australia. A resident of Finchley in north London, he was, according to the 1911 census, a die engraver who worked for a wholesale stationer. The judges also took into account the ability of designs to be reproduced when printed. In praising the government for calling for an open competition, they ventured to suggest that the best designs should be exhibited to the public. (This was not acted upon then, but as will be seen, some of the Post Office's essays were displayed in 1964.)

Having settled the choice of designs worthy of prizes, the PMG renumbered them from 1 to 10 taking into account the adjustments to the list of prize winners. First the PMG asked the Government Printer (Knightly) and the Distributor of Stamps (Wilkinson), both in Pretoria to comment on the judges' report. Knightly replied on 11 May 1911 drawing attention to the cost of producing a set of stamps which was increased by the adoption of separate designs for each denomination. Taking into account the cost of the original die, working dies and plates for eleven different designs, as opposed to a single charge for the original and working dies would be £3,685 against £1,185. They disagreed with the judges on their rating of designs 44 and 118 as suitable for all denominations. These were marked 6 and 8 on their accompanying mounts. Knightly thought that "in surface printing they will give as good results as the designs which I have marked as No. 3 and No. 9. These designs in my opinion are best suited for reproduction; they are simple, well balanced, bold, devoid of small detail,....." This shows that the PMG had renumbered the designs and had added another two not in the list of prize winners.

**Table 2**

Judges' No.	Entry No.	Artist	Denomination	
			Intended	Recommended
1	53	Brunton	3d	3d
2	8	Immelman	6d	6d
3	89	Greger	2d	2d
4	142	Cape Times	1s	1s
5	37	Nicolay	2½d	2½d
6	118	Mackay	½d	½d
7	118	Mackay	5s	10s repeated
8	44	Mackay	1d	1d
9	141	Anonymous	3d	4d
10	83	De La Rue	5s	2s6d
-	44	Mackay	3d	4d not used

The Postmaster General then invited Ministers to comment on the reports and their conclusions. In this exercise the PMG used the numbering used on the file cover and this is usually found circled in red on the

<sup>iv</sup> see Raubenheimer, H.J. 1966. The Early Union Essays in the Post Office Archives. *Africana Notes and News*, Vol.17(1) pp.3-29; essays 145:118, 146:117 and 147:119

<sup>v</sup> Counting the four designs from employees of the Cape Times raises the total to 145 as they are identified by initials and Nos. 1 to 4.

<sup>vi</sup> Australian Post Office. Australian Postage Stamps. *The Early Commonwealth Period and the Kangaroo and Map Series*. No date of publication. Price 50c. See Figure 4, p.5. This design reveals a versatility but in a similar style to his South African essays.

back of the mount. Two other designs were given numbers 9 and 10. The PMG was authorised to award eight prizes of £10. They also said that numbers 3 [Greger] and 9 [Cape Times 3.M] were best suited for reproduction. Mr Hull (Minister of Finance) was in favour of adopting number 7 for the whole series. Overall the judges thought numbers 6, 7 and 8 were the most artistic and number 7 was a possible design for all denominations.

Although the archive file does not contain any of the original essays, it has been possible to identify the designs by linking the reports with surviving examples. A cash payment of £5 was made to those successful artists who were not already winners. Re-use of one of Mackay's designs did not warrant a further payment, saving the Post Office £5. Care must be taken to distinguish entry numbers in blue and judges' numbers usually in red on new mounts. Other rejected designs have appeared on the market, but so far they are very rare, and should carry their blue entry number to authenticate them. Any satisfactory analysis of this design competition and the material it produced must identify the images of all the ten designs finally considered. Apart from those associated with Mackay and Immelman, we are forced to consider all the evidence including surviving artwork. Both of these two had supplemented their original artwork with images, respectively five denominations printed in four colours, or, as a series of black photographs. Two of Mackay's designs and all six of Immelman's were published in 1911 and 1912<sup>vii</sup>. As such they featured in the *Handbook Catalogues* produced by the Philatelic Federation of Southern Africa. But by far the most significant contribution to this task was a paper published in South Africa and Great Britain in 1983 by S. Naylor and D. Morrison<sup>viii</sup>. They stated that Stanley Gibbons (Pty) Johannesburg had "acquired an assortment of proof material" including original essays submitted by the winning competitors. The comprehensive descriptions are believed to have been made by Morrison. It would appear that the then owner of the proof material had inherited it from a high official of the Post Office who had been given permission to take with him in retirement a keepsake from the archives. The essays were sold separately to collectors. Naylor and Morrison were careful to describe all the associated marks on the mounts aiding their identification. Their revelation was the last comprehensive attempt to reconstitute the material from the 1911 competition.

Much of this material had been acquired by J.W.P. Meintjes whose collection was sold by Peter Vogenbeck at auction in April 1989. The auction catalogue yields the earliest attempt to reproduce in colour a range of archival material originating from the Post Office archive and now linked with the reports about the Design Competition. Not all of the 1911 items were sold at the time, but better known items did sell. The following lots are relevant:

Lots 127, 128 and 129 the only examples known of their kind. None sold.

Lots 132, 133, 134 and 135, the 20 coloured Mackay essays. None sold.

Lots 130 photographic copies of Immelman's assemblage, here in black. Sold.

Lot 131 a Mackay design for 5/- the model put forward by De La Rue in black, probably the basis for the definitive stamps prepared during 1912. Sold.

Lot 127 is a photographic essay for a 2½d said to be a winning entry by E.A.Nicolai (sic) numbered 37 and 5 on the back of the mount (see Figure 3). No.128, an award winning design by Mrs Guy Brunton. is a photographic essay in sepia is numbered 53 in blue on the front (see Figure 4). On the back of the mount there are 1 in a circle in red ink; IE and 53/3d in pencil; with Guy Brunton in blue crayon. The third essay (lot 129) is also a design for a 3d value. On the reverse are 9/ in red ink and 141 advised as 4d (shown in Figure 5). The design was thought by the auctioneer to be by Waterlow & Sons. No evidence is advanced for this, and those attributed later to Waterlow are very different. In 1922 there is another anonymous essay with the identical frame, but a different vignette, an ostrich. Photographed in Raubenheimer and one of a small group all marked 83 and numbered 147:119.

Twenty printed designs in four different colours for five denominations by Donald Mackay are well known<sup>ix</sup> (see Figure 6). It is not by chance that essays 139:123 and 140:127 in the coloured version of the Post Office essays described by Raubenheimer is a 1d design with 8 in red and 44 in pencil on the reverse. In 1997

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<sup>vii</sup> Lobdell, 1944. op cit p.23

<sup>viii</sup> Naylor, S. & Morrison, D. 1983. History rewritten. *South African Philatelist*, 59(3) p.77-78. and as South African History Rewritten in *Gibbons Stamp Monthly* July 1983, p.49-50

<sup>ix</sup> Helmut Hagen's collection contained a black print, auctioned by Stephan Welz on 29 November 2005. Lot 317. This may have been a print from the master "plate".

the letter informing Mackay that the Government had awarded him “three prizes of £10 each in respect of ½d, 1d and 5/- denominations” was auctioned by Stephan Welz<sup>x</sup>.



Figure 3. E.A.Nicolay's prize-winning design for the 2½d denomination.  
Courtesy Peter Vogenbeck



Figure 4. Mrs Guy Brunton's prize-winning design for the 3d denomination.  
Courtesy Peter Vogenbeck



Figure 5. Anonymous entry No. 141 intended for the 3d, but recommended for the 4d denomination. Courtesy Peter Vogenbeck



Figure 6. D.Mackay's entries for five denominations, including ½d, 1d, 3d, 4d, 5/- in yellow; 1d in red

Immelman's winning 6d design was in dull gold and black (see Figure 7). It was one of six encountered as a group as seen in Vogenbeck's catalogue. The drawing pins attaching the designs to a card or board are the evidence of their being photographed. Annotation on the reverse, including entry number 8 in blue is noted in Naylor and Morrison. Vogenbeck illustrates the range of photographic copies. It is possible that examples of the other denominations by Immelman were returned to him and may exist unknown in other collections as single examples. Sets of six photographic essays are currently on the market.

In the Spink auction on 12 July 2018 Lot 1321 was a photographic essay of a similar photograph of the King for the 1911 competition for the 2d value (see Figure 8). The number 89 in blue crayon is also placed top right. On the reverse is 3/- in red and 89 and 2d in pencil with Karl Greger's name in blue. This is one of the eight prize-winners.

<sup>x</sup> Stephan Welz auction 22 October 1997. Lot 399.

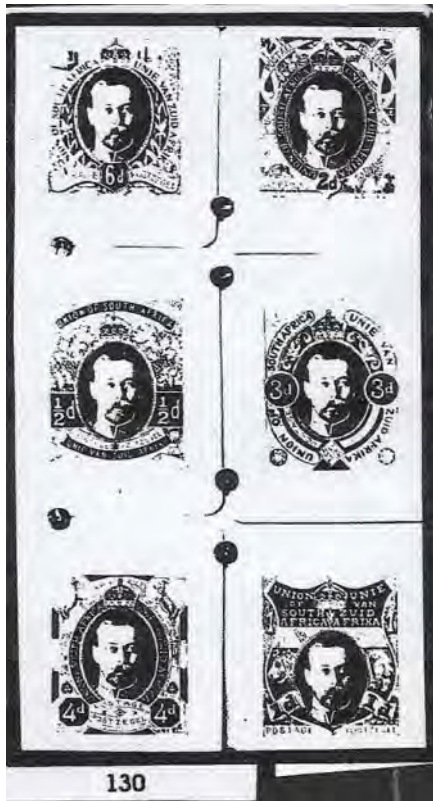


Figure 7. Group of six designs from C. P. Immelman, revealing lay-out of individuals pinned up for photography: 6d, 2d, 1/2d, 3d, 4d, 1d. Courtesy Peter Vogenbeck.



Figure 8. Karl Greger's prize-winning design for the 2d denomination

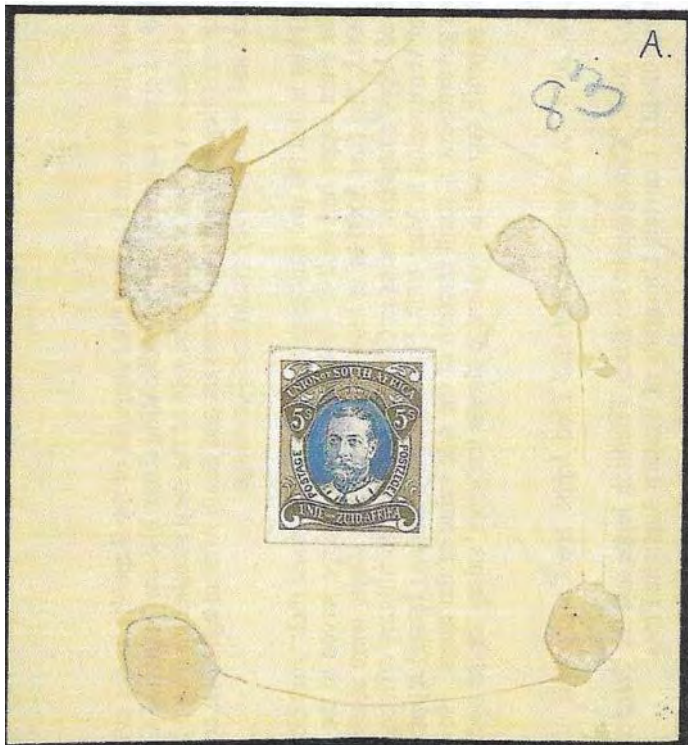


Figure 9. Although not a prize-winner, De La Rue's essay for 5/-, suggested for the 2/6d denomination. Courtesy of Spink.

In 1922 there is another anonymous essay with the identical frame, but a different vignette, an ostrich (shown in Figure 9). Photographed for Raubenheimer and one of a small group all marked 83 and numbered 147:119. Its clarity and simplicity suggest it is by a printer, probably De La Rue. The King's head is the one used for the Union stamp in 1910. The survival of De La Rue's copy sold in Spink's sale of the Bloom collection has a characteristic letter A top right with the blue 83. This must have been returned to the printers by the GPO in Cape Town as a duplicate.

Not on the open market between 1989 and 2012, but a clear prize winner is the 1s design, (shown in Figure 10). It was replaced by a Mackay essay, as the Cape Times design which conformed to the rules of the competition did not achieve the expected standard. This



was the only Cape Times design to have survived, unless all four were returned to the newspaper in Cape Town.

Figure 10. Cape Times Ltd No.142 H.L. Prize-winner for 1s denomination. Ex Jeff Fine auctioned by Stephan Welz, Johannesburg, 26 March 2003 Lot 705, Plate 18.

Lacking a design for the 4d denomination; and despite having suggested that the 3d designed by Mackay could be used, it was decided to employ the 3d of competitor 141. The 3d Mackay has a small King's head

and a map of Southern not South Africa. A 10 shilling essay in somewhat similar style to 141's anonymous design was included in the Stephan Welz sale of 27 March 1991.

The following Table 3 summarises knowledge about the ten designs reviewed by the GPO Cape Town and the appropriate ministers in 1911.

**Table 3**

Summary of final ten designs in the Design Competition January 1911

Entry Number	Denomination	Artist	Judges' No.	Notes
118	½d	DM	6	1
44	1d	DM	8	1
89	2d	KG	3	2
37	2½d	EAN	5	2
53	3d	GB	1	2
44	4d	DM		3
8	6d	CPI	2	
142	1s	CTNo1	4	2
118	5s	DM	7	4
83	5s	DLR	10	5
141	3d	Anon	9	6

DM (Mackay), KG (Greger), EAN (Nicolay), GB (Brunton), CPI (Immelman), CTNo1 (Cape Times No.1), DLR (De La Rue), Anon(ymous).

Entry Number usually top right in blue crayon allocated on receipt.

Judges' No. often in red on mounts indicating their final list for reports to authority

Note that Mackay sent in two entries, thought by the judges to be from one person

Notes.

1. Also in Raubenheimer, 1966. on p.23 140:127 P. illustrated with annotations and the ½d also in sepia illustrated as 139:123 Q. 2. Wrongly described in Naylor & Morrison, corrected in later catalogues

2. Straightforward choice

3. Use Mackay's 3d design for 4d denomination. No payment required, no award for 4d

4. To be used for 10s

5. Recommended for 2/6

6. No evidence presented for Waterlow, but a similar design denominated 10s has been seen by Stephan Welz 27 March 1991

Interest in stamp design had been enhanced by the publication of articles in *The London Philatelist* in 1964 devoted to essays and proofs of De La Rue's work for South Africa. Results of these discoveries were employed in the 1960 edition of *Handbook Catalogue Stamps of South Africa*, prompting relevant enquiries in Pretoria. Further support for the allocation of names and numbers is to be found in an accumulation of designs found in the archives of the Post Office. This was put on display at the philatelic exhibition in Pretoria in 1964. As Raubenheimer<sup>xi</sup> pointed out in a definitive article published in 1966, "the early Union gems stole the show". Those essays from British printers, and the Public Works Department of the Union, were photographed and made available for study and research by the National Film Board a government body. Together with descriptions of all markings and the use of standard colours created nothing less than a usable archive of what survived from earlier years of stamp production. The vast majority of about 200 items exhibited were published as black and white photographs with descriptions and arranged by their sources [design departments]. It was further decided to release two sets of the same photographs and captions: one in colour, the other in black and white to each society affiliated to the Federation and to students of South African philately. For convenience reference to this accumulation will be found in Raubenheimer and occasionally to the coloured set of some 186 images. The images do not normally include those essays from the 1911 design competition. They had been given away, but have mostly survived in private hands. Careful

<sup>xi</sup> Raubenheimer, H.J. 1966. See note 4 (on page 107)

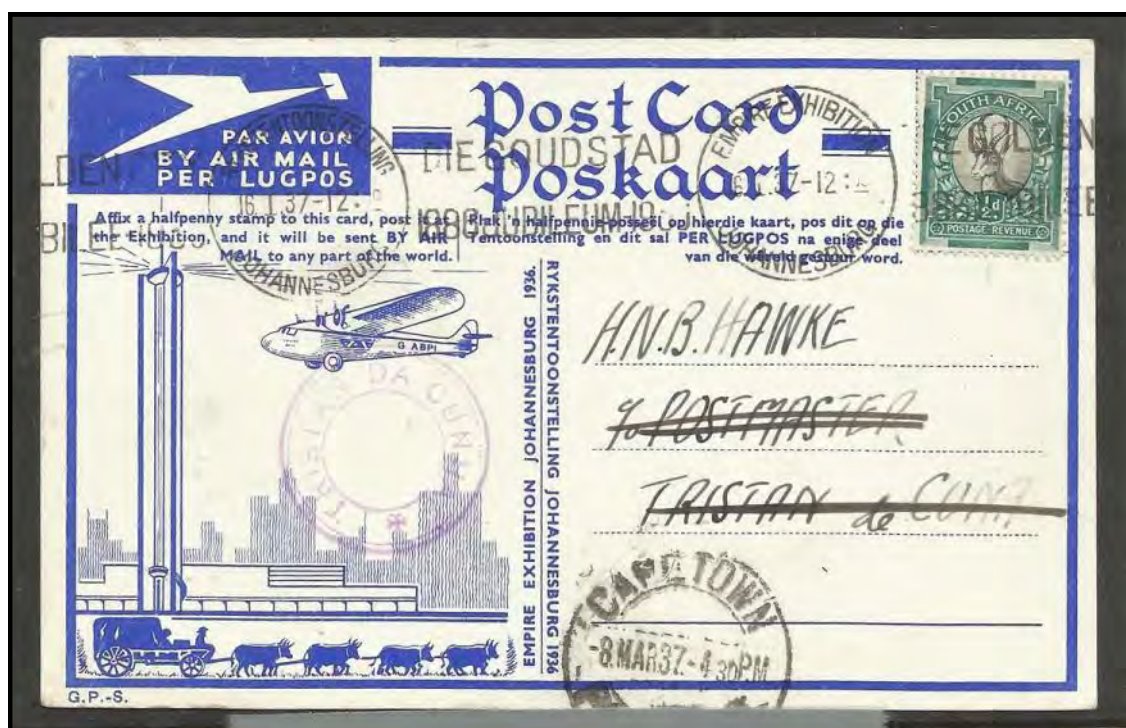
examination of the images do contain some that can be related to the 1911 competition, although the bulk refer to the 1922 design competition.

Among the anonymous essays number 140:127 P is a recognisable Mackay design for a 1d denomination with a factory and sea scene discreetly above the value panels, in sepia. Pasted on the back is a piece of white paper with the figure “8” in red ink and “44” in pencil. 8 is its judge’s number, but the 44 is pencilled rather than the expected blue. The rather larger design 139:123 for a ½d stamp is also in sepia, but is touched up in white.

In the case of the 5s. essay, sold from J.B.Bloom’s collection at Spink in 2013, the frame is printed, but the vignette appears to be hand-crafted. The King’s head apparently cut out of black image surrounded by blue crayon shows “83” in blue, on reverse is “10” and recommended 2/6s. The capital A is typical of De La Rue practice. In 1922, essay 147:119 shows a grey blue ostrich framed by the same, simple border in dark brown.

This article leaves the question of why the Government decided to ignore the results of the 1911 design competition; and set about inviting De La Rue to tender for a single design for all the definitives. It is hoped that it will have pointed future research in the direction of an explanation.

### Re 1936 JIPEX Postcards



In the August issue of The Springbok you published a brief paragraph from me and one from Hugh Amooore regarding the JIPEX postcards. I mentioned that it would be nice to get a card from Tristan for the Exhibit I was working on. Attached is a scan of the card that Hugh spotted at a dealer in South Africa, purchased,, and mailed to me. It is a case of bread cast on the water, and coming back as cake. Many thanks to both of you.

Kalman Illyefalvi

### HELP!

I'm just mounting up my 1R stelitziyas and just checked the watermark of an arrow block in the chalk surface wmk RSA section only to find it was watermarked Arms! - it is on much thicker apparently coated paper and by look and feel automatically goes into the RSA section - can any of our Republican specialists help?

Tony Howgrave-Graham



# RSA Philatelic Foundation Souvenir Sheets

Collated Otto Pectoom

## Introduction

From 1976 to 1985 non-postal souvenir sheetlets were printed by the Government Printer. Produced for the annual National Exhibitions by the Post Office on behalf of the *Philatelic Foundation of Southern Africa*.

## How the 'Foundation' came about

**May 1973 35<sup>th</sup> PFSA Congress in Durban**, in the July 1973 edition of *The South African Philatelist* (SAP) the following appeared...*Mr Gustav Bülbring, RDPSA, said that during his recent visit to Munich for the 'IBRA' International Stamp Exhibition, he learned of a fund which was set up in Germany in 1966 to further philately in all its aspects.*

*The fund was initiated by the Bund von Deutsche Philatelisten which approached the Post Office about certain premium stamp issues. The scheme depended on revenue derived from these premium issues and a large reserve - which inter alia made the Munich exhibition possible - had been built up. The system was administered by a committee consisting of four Bund and four PO representatives.*

*He believed that a similar organisation existed in Switzerland, and these two countries assisted each other with frames etc. Mr Bülbring suggested that the Federation should investigate the possibilities of founding a similar system in South Africa. The benefits could be immense in staging exhibitions, helping smaller societies, research of all kinds, publications, etc...*

**November 1973 Pretoria** - A meeting between the Minister of Posts and the Philatelic Federation...*The Post Office was agreeable to a proposal for the issue of miniature sheets sold at a premium for a special philatelic fund...Such a fund would be used to stimulate philately and assist in its development...Report December 1973 SAP.*

## Fund for philately (SAP January 1974)

From the Federation President...*After a special meeting with other leading office bearers of the Federation Mr Weinstein replied that organised philately was agreeable to the creation of such a trust fund, to be applied in the interests of philately...*

## October 1974 SAPHIL Pretoria Banquet

The Minister of Posts, Mr Viljoen, announced that as a first step towards a 'special fund' for philately the post Office would donate R5000 to it. (SAP November 1974)

## The Philatelic Foundation

Established on 9 June 1975 and Mr Herman Steyn, Manager of Philatelic Services, duly handed a cheque to the PFSA President Mr Robert Goldblatt. (SAP September 1975)

**Paarl 75** (September) During the exhibition the Foundation made its first distribution of funds that included two societies staging a National exhibition plus The SA Philatelist.

## The First Foundation sheet

Reported in the February 1976 SAP...*Mr Steyn reported that the Postmaster General and the Government Printer have approved a proposal for the reproduction of Union stamp essays in special souvenir sheets. These sheets would be issued by the Philatelic Foundation at the request of the philatelic society hosting the national exhibition in any year... The stamp essays would be imperforate, and details of the national stamp exhibition would be inscribed in the margin.*

*The selling price of the sheets would be R1 each and the host society would receive a share of the proceeds, from which it could help to meet exhibition expenses... the first souvenir sheet would be printed this year for the national exhibition at East London (in October) and that two of the designs for the first Union of South Africa stamp of 1910 would be used...the Paarl Society has contributed much towards meeting the printing costs of this first souvenir sheet.*

*The souvenir sheet would have no postal validity but it could, of course, be postmarked as a souvenir or curio...*

## ELPEX 1976

Illustrated in the August 1976 SAP and included a note...

*This sheet is being issued in a limited quantity and promises to become one of the most popular and sought after items of South African Philately...*



Foundation MS 1 - ELPEX

## Souvenir sheets pay for frames

This headline appeared in the December 1976 SAP and the report notes that the Philatelic Foundation Fund, fuelled by the sale of the ELPEX souvenir sheet, had paid for 400 new exhibition frames at a cost of R24,640.

It was announced that one such souvenir sheet would be issued each year and that the hosting society would receive 20% of the revenue on sales.

At the congress Mr Steyn did not wish to disclose the number of sheets printed and added...*we want to give the purchasers of sheet No 1 a pleasant surprise as regards its rarity, compared to the Thomas Baines miniature sheet for example...*



Foundation MS 2 - RAND 77

# RSA Philatelic Foundation Souvenir Sheets

## RAND 77 Souvenir sheet No 2

A note appeared in the February 1977 SAP...There will be no facility to accept standing orders for future issues of these souvenir sheets. The next sheet (No 2) is scheduled for issue in August 1977...prospective buyers are invited to communicate with the Secretary of 'RAND 77'.

Illustrated August 1977 SAP - See previous page.

## The Novelty soon Fades Away

After the 'hype' of the first Foundation sheet, it appears that the general interest in them faded away. I found no reference to the POTCH 78 sheetlet in the 1978 SAP.



Foundation MS 3 - POTCH 78

## 1979 MS 4 DISA 79 Cape Town

A press release includes a single line...*The Philatelic Federation's souvenir sheet No 4 at R1.05...*

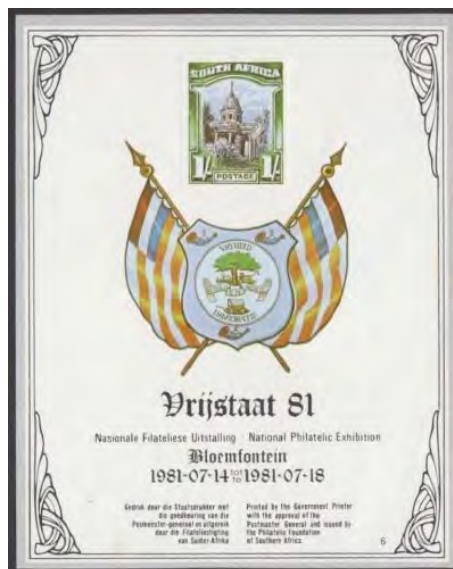
The May 1979 SAP includes a 20 line write up on the MS.

## An Impressive service record

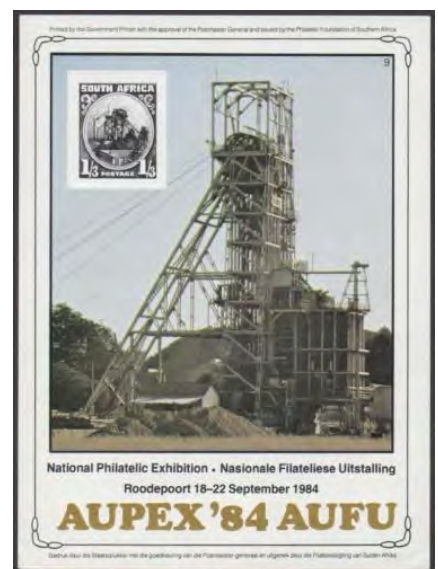
The above headline in the March 1980 SAP and opens with...*Philately in South Africa has benefitted by over R95,000 from the work of the 'Philatelic Foundation' since the establishment of the Foundation 5 years ago...The Foundation's main source of income is from the sale of official souvenir sheets issued for and sold during annual exhibitions...*



Foundation MS 4 - DISA 79



Foundation MS 6 - Vrijstaat 81



Foundation MS 9 - AUPEX 84

## Impressive service record continued

Donations had been received from ELPEX 76 (R1000), DISA 79 (R2500) and from the Post Office (R15,000)

Sales of collectables contributed by the Post Office, S.A.A. and the Government of Bophuthatswana plus the rental of frames amounting to R11,615.

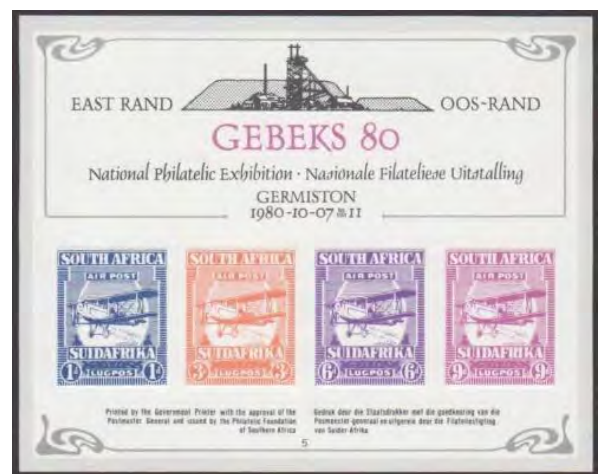
The cost of exhibition frames, maintenance, transport and storage amounted to R89,542.

Grants to various causes was R6075  
The Foundation started a reserve fund of R10,000 that would yield interest. The target in 5/6 years was R250,000 (SAP Nov. 1980)

**Sales of Souvenir sheets**  
ELPEX 76 R4000  
RAND 77 R4071  
POTCH 78 R4141  
DISA 79 R5457

## Foundation Souvenir Sheetlets continued

**1980 MS 5 GEBEKS 80** Germiston - This sheetlet received a five line 'plug' in the September 1980 SAP.



Foundation MS 5 - GEBEKS 80

**1981 MS 6 'Vrijstaat 81'** Bloemfontein - Sheetlet illustrated in SAP April 1981 and available for R1.05 (SAP July 1981)

**1982 MS 7 TELEPEX 82** Port Elizabeth - SAP April 1982 Available items...*a souvenir sheet of the Philatelic Foundation...* Illustration followed in SAP May 1982.

## RSA Philatelic Foundation Souvenir Sheets

**1982 Congress report** In the absence of Steyn, a Mr Rossouw presented...*A totally inadequate report on the Philatelic Foundation...did not mention any financial figures at all...*

### SAP Editor deploras the Post Office

He said...*the cost of major stamp collecting events and exhibitions cannot be borne by the hobbyists themselves...the Post Office has upped its annual contribution to the Philatelic Foundation from R2500 to R5000. This pittance represents a minute decimal fraction of the millions made by the Post Office from philatelic sales...*



Foundation MS 7 - TELEPEX 82

### 1983 MS 8 DURSA 83 Durban

The sheetlet is illustrated and described in the June 1983 SAP.

**Congress report** - The President of the Federation appealed to the PMG to create a 'house for philately' - Their own building. Herman Steyn reported matters concerning the Philatelic Foundation...80% of income on frames...they backed the first ever exhibition in SWA during 1982...the controversial Transkei 'Fishing Flies' project brought in R30,000...the DURSA MS virtually sold out in a few days...frames for the exhibition amounted to R45,000... (SAP October 1983)



Foundation MS 8 - DURSA 83

### 1984 MS 9 AUPEX 84 Roodepoort

Announced and illustrated SAP April 1984 (See previous page)

**The Congress report** SAP November 1984 Herman Steyn on the Philatelic Foundation ...spent on frames to date R191,183...he then outlined the proposed 'house of philately' and a suggestion to investigate its feasibility was approved...

The December 1984 SAP reported the appointment of four members of the board to carry out the proposed investigation.

### 1985 MS 10 ELPEX 85 East London

The only reference to the souvenir sheetlet appeared in the October 1985 SAP...*Ten years ago history was made at the then national exhibition in East London when the first souvenir sheet showing official stamp essays was issued by the Philatelic Foundation...*



Foundation MS 10 - ELPEX 85

A Congress report did not appear in the SAP. Foundation No 10 was the last 'non-postal' MS and in SAP December 1985 the following:

### New miniature sheets promote philately

At a Committee meeting of the Philatelic Federation, Herman Steyn...After 10 years of souvenir sheets...*Starting from May 1986 the six countries serviced by Philatelic Services - the RSA, SWA, Transkei, Bophuthatswana, Venda and Ciskei - will each have an official miniature sheet with a 30c commemorative stamp, and in the margin the emblem of the year's national stamp show...If it can be done without detracting from the stamp's design, the emblem will be on the stamp as well...*

*The miniature sheets will be marketed by the Philatelic Foundation...No other miniature sheets will be issued by the various countries.*

*The Foundation will pay for the production and marketing of the sheets and the proceeds of the issues will go to the foundation's funds for promoting philately...*

*Mr Steyn also touched on the plans for the 'house of philately', for which various studies were in progress. Plans had been made for the acquisition of suitable land, which would be paid off by the Foundation over a period of years...*

Considering that four 'stamp issuing' Homelands had come into being from 1976 to 1983 plus the management of SWA Philatelic Services by the South African Post Office. It provided the Philatelic Foundation the opportunity of selling six different Foundation sheets each year.

The 1986 - 1995 'Postal' Foundation sheets will appear in a future article.

# The Unhyphenated 1d Ship

Tony Howgrave-Graham

Group 1:- Issues 1 to 6 (May 1930 to early 1931). Watermark is upright except unusually in Issue 4a and rarely in Issues 4b & 5.



a) small break in oval at 8 o'clock  
all odd numbered "E" stamps



b) missing line of shading under "?"  
all odd numbered "A" stamps



c) thinning of frame under IN  
all even numbered "A" stamps



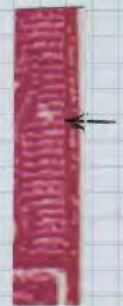
Group 2:- Issues 7 & 7a (June 1931 & July 1932). Watermark is always inverted.  
Issue 7 has small thin arrows and 7a large arrow etched over them



a) small white dot left base of "?"  
all odd numbered "A" stamps



b) break in shading low right  
all even numbered "A" stamps



Group 3:- Issues 8 & 9 (Aug 1932 to May 1934). Watermark upright or inverted.  
Redrawn with wider spacing of lines in side panels & 2mm between "Posseel-Inkomste"



a) small projection foot of "I"  
all odd numbered "E" stamps



b) tiny nick in oval under RI  
all even numbered "A" stamps



Figure 1

In the last *Springbok* I promised to have a look at the unhyphenated 1d for you. This is quite daunting as they're about as difficult as it gets! However, I'll have a stab at it and try to keep things as straightforward as possible. They do demonstrate that small constant flaws are more important than the big, attractive, collectable ones that find their way into catalogues.

These 1d's fall into three main groups defined by their design characteristics (*Fig.1*). A magnifier is necessary to separate the first two though the last is easy as it's the redrawn version with wider spaced lines of shading in the side panels (SG43d). A good start in separating groups one and two is to look at the watermark. Nearly all the first group have the watermark upright and all the second have it inverted. One does have to take into account that coil and booklets stamps from the first group may have it inverted as do a small number of Issue 4 and 5 from the first group.

Assuming you've managed to sort the groups by reference to Figure 1 you'll need to find cylinder varieties, or acquire control blocks, if you want to develop your collection further. Finding control blocks is quite difficult, too, as there are no cylinder numbers printed on the sheets and no marginal arrows until Issue 4a. There are shades, of course, particularly the maroon shades which started gently in Issue 5 and became intense in part of Issue 6.



Figure 2

In fact the 1d roll stamp was the first to be issued in April 1930. It bears the basic characteristics of the first group of stamps. The Printing Works managed the conversion of the cylinders to house 22 vertical images (rather than the usual 20 for sheet issues) without making the major mistake they later made for the ½d's. Interestingly it's been shown that rows 3 and 4 of the multipositives were reused to form rows 21 and 22 of the roll (*Fig.2 - which shows column 5*). The repeated flaws are generally miniscule. Rows 22 and 1 are most easily identified by an ever present difference in centring of the vignettes. Row 21 frames are a little bit left of row 20 and the gutter between them slightly wider whereas the gutter between 22 and 1 is a bit narrower. The most obvious flaws are caused by the vending machines with tooth marks being visible or, quite commonly, by faulty dispensing (*Fig.3*). Pre-printing paper creases aren't uncommon and paper joins can be found but are scarce.



Figure 3

The first group of the issued stamps appeared a month later in May 1930 and contains six "Issues" (an Issue relating to the cylinders used). The problem here is as mentioned above. There are no cylinder numbers printed on the sheets and no marginal arrows on the first 4½ issues. There are code letters, however, printed twice in the right margin by rows 5 and 16 above the serial numbers. The letters "A" to "F" (excluding "C") were used. It's not entirely clear what these letters referred to, or what their purpose was. The only other value printed using them was the 3d black and red and whatever the purpose was it clearly didn't work very

well as the system was abandoned during Issue 4. They are an aid to identifying the Issues as we'll see, but often recognising cylinder flaws is required as well.



Figure 4

Issue 1 uses the letter "A" but later printings have "B" (Fig.4). This block is from rows 16 & 17 and shows a small dot over the middle yardarm which is a Cyl (1) flaw and also V17, a large red smudge in the wreath above "REVENUE", which developed on Cyl (1x) on row 17/12 and is helpful later. The upper blocks from rows 5&6 don't have any decent cylinder flaws but this, by itself, is helpful for identification purposes. There is actually a small dot in the centre of the central sun's ray which is constant.

Issue 2 appeared in June 1930 from two new cylinders. The internal cylinder was characterised by having the important V19 "broken top of mast" on row 5/12

hence appearing on the control blocks and a big help in attributing them. The first printing was small and used the "B" control again (Fig.5). This is rated as the scarcest of these control blocks. The lower control block can be recognised by the absence of V17, the smudge across the wreath. Issue 2 then used the code letter "D" and unlike its predecessor these are the most common control blocks. Finally code "E" was used. Identifying the



Figure 5

top and bottom blocks is the same as for those with the "B" control.



Figure 6

Issue 3 was, reportedly, also issued in June 1930 and used the same interior as Issue 1 but the exterior cylinder of Issue 2. It used the code letter "E" again but with a different internal cylinder the "broken mast" variety is absent from the upper control block. The lower one has the interior cylinder flaw "dot over middle yardarm" on row 16/12 (as Issue 1) but not the frame cylinder V17 "smudge in wreath" on row 17/12 (Fig.6). It was a small issue and little except the control blocks are identifiable and even these are scarce.

Issue 4 was produced from two new cylinders from the same multipositives as previously. The serial numbers were sited one row lower than previously by rows 6&7 and 17&18. It was the last issue to use a control letter, in this case "F" (Fig.7) still by rows 5 and 16. In one printing the inkwell for the code letter and serial numbers ran dry causing these to appear partially printed or albino (Fig.8). The control letters were abandoned during this issue and marginal arrows introduced instead.



Figure 7

The first arrows were rather strange affairs consisting of fine, black, dotted lines in the centre of each margin. The 1/- Issue 4 with brown marginal arrows is often championed as the only example of arrows appearing in vignette colour but this is another. The right arrow block (Fig.9) is curious as it looks as if another arrow was started above it and this feature is constant. The handbook states that Issue 4 ended with half red arrows being printed over the black but that only three pairs are recorded that show this and all three only possess half the arrow. I've not seen any of them. Does anyone have an example they could produce a scan from?



Figure 8



Figure 9



Figure 10



Figure 11

Issue 5 was reportedly issued in "late 1930" again using two new cylinders from the same multipositives. It had rather roughly drawn small, red arrows (*Fig.10*) and Issue 6 in September 1930 from a further two new cylinders but with rather more neatly composed small red arrows (*Fig.11*). The left arrow from Issue 5 is neater than the other three so confusion could arise but the Issue 6 arrow is somewhat smaller and most of the stamps in the arrow block have a large number of tiny black dots especially to the left of the ship. The shade should help as well as the maroon colour became much more prevalent in Issue 6 which also always has the watermark upright whereas a few from Issue 5 have it inverted.

The last thing to look at from this group of stamps is the booklet printings. They appeared in both the 1930 Firestone 2/6 booklet (4 panes) and the 1931 Smiths Cooperage 3/- booklet (2 panes). The arrangement of the sheet in preparation for making booklet panes changed from the previous arrangement for the typographed booklets. It's not entirely clear why but was presumably due to a separation problem. Anyway it resulted in only 30 panes being produced per sheet rather than the previous 40. Rows 1, 5 and 12 were left blank and rows 5 to 8 entered inverted as per the diagram (*Fig.12*). Both margins, half of row 1 and all of

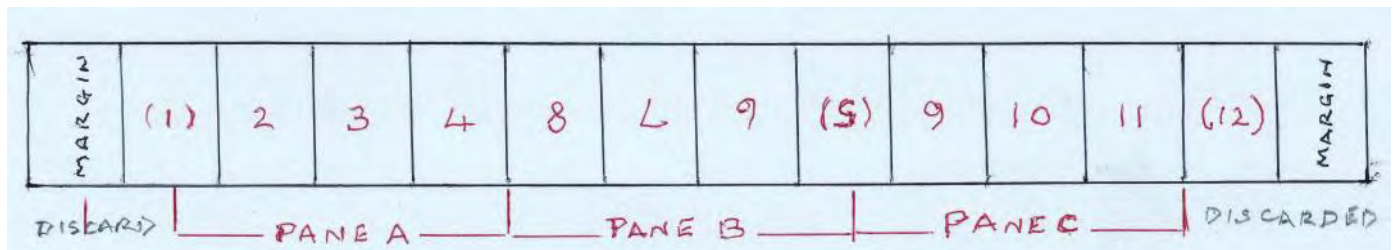


Figure 12

row 12 were discarded. The classic mistake they made when preparing the 1/2d inverted rows was avoided,



Figure 13

probably by good fortune as the 1d ship vignette is centred in the stamp whereas the 1/2d springbok is centred high! However, as with the typographed stamps, the inverting of the centre rows produces tête-bêche pairs between rows 4 and 8 (*Fig.13*) and tête-bêche across the gutter either side of row 5 (*Fig.14*). These were never officially sold but a number managed to find their way out of the Printing Works! Clearly they



Figure 14

are both of equal frequency. I haven't mentioned the multipositive or cylinder flaws much in this article unless they're important in assigning an item to a particular issue. However the "dragon" in sail flaw is particularly good so I show this (*Figs.15&15a*). It appears on row 17/9 and is a



Figure 15



Figure 15a  
(enlarged)

Figure 15a multipositive flaw appearing from Issue 4 but reducing in size so that in Issue 4 it's described as a "buckle", in Issue 5 as a "small white triangle" and in Issue 6 as a "black dot"! At least its position is easily described whereas positioning flaws from the inverted portion of the sheet can be confusing depending whether one locates its reference to its position on the regular sheet form or by its position on the booklet sheet. Having mentioned the



Figure 16  
(enlarged)

"dragon" I'm afraid I can't resist also showing the "white dolphin" (Fig.16) in the lower portion of the mainsail which occurs on row 10/1 of the first internal cylinder (so is present on Issues 1&3). Excess stamps from the booklet printings were, as with the other values, sold off over the counter as "economy strips" of 20 rows of 3 with a narrow margin on the left.



Figure 17

So, finally, we'll look at what went wrong with this group of stamps. Joined papers are scarce but not rare and don't illustrate well. The dry prints causing missing, or partly missing, frames are nice (Fig.17). They clearly affected more than one sheet. Occasionally the printing was blurred. This could affect the ship



Figure 18



Figure 19



Figure 20



Figure 21



Figure 22



Figure 23

Figure 24



(Fig.18) or the frame. Misperforation (Fig.19) is less common than one might expect. Pre-printing paper creases are the same (Fig.20) though vary a lot in how dramatic they are. The doctor blade caused a number of flaws. Incomplete wipes sometimes leave the margins with a rosy hue or black smudges. The classic flaw (Fig.21) can appear in red or black. If a bit of fluff got caught under the blade it could produce white flaws where the ink was swept aside (Fig.22) and finally a wonderful "handlebar moustache" flaw (Fig.23) is probably also a doctor blade flaw. The shades vary considerably but the dark maroon of Issue 6 (Fig.24) is the most desirable.

This is as far as I can go in this issue of the *Springbok* but I'll have a look at Issues 7 to 9 in the next. You may, or may not, be glad to hear they are a bit more straightforward!

## **BOOK REVIEW**

**Pioneer Postcards of South Africa, 1896-1900** *Bram Leeflang*  
A4 size, soft cover, 152 pages

Bram Leeflang has managed to put together a very useful catalogue of early picture postcards based on his gold medal winning collection. I was intrigued to know what a "pioneer" postcard was but it turns out the term refers to the designer and printer rather than the postcard itself! These are listed alphabetically and the "handful" of publishers turns out to be quite extensive. Bram must have huge hands! From the first recorded picture postcard dated 6 Feb 1896 to 1900 some 650 cards are listed with hundreds of illustrations. Boer War cards have been excluded. The cards are helpfully cross referenced to Higgins & Gage and Quik & Jonkers and given a scarcity rating based on the number recorded. The scope of the cards shown is huge ranging from black and white to the cyanotypes studied by Chris Board to the introduction of colour. These are mostly by chromolithography and mostly very attractive such as the fine and sought after Hubrich series which were printed by Ottmar Zieher in Munich or a fine 1898 "Greetings from Durban" card I hadn't seen before which is the earliest known Natal card and which was "Printed in Saxony". All in all the catalogue is presumably a must for the specialist collector but would also make a fascinating addition to any library with its general interest high especially from a social history or thematic point of view and highlights a manageable collecting area before the postcard boom of the early 20th century.

Tony Howgrave-Graham

copies can be ordered direct from Bram Leeflang at [bramleeflang@hotmail.com](mailto:bramleeflang@hotmail.com)  
price 40 euros which includes postage (he has a paypal account)

## **Philatelic Foundation Donates to Boston 2026**

Robert G. Rose, Chairman of the Board of The Philatelic Foundation, presented a \$25,000 check to Nancy B. Clark, President of Boston 2026 World Expo with Mark A. Butterline, Executive Director, and Yamil H. Kouri, Commissioner General, at APS StampShow/NTSS in Omaha on Friday, August 2.

The PF was founded almost 75 years ago by a group of dedicated philatelists who recognized the need to establish a not for profit educational organization dedicated to expertizing and authenticating stamps and covers. Today, with the experience gained from having issued over 555,000 certificates, the PF makes its knowledge available through its print and on-line resources, public programs, exhibits and access to its hi-tech analytical equipment.

Elaborating on the donation, Chairman Rose said, "The PF supports Boston 2026 because our Board believes that the future of organized philately requires the support of all organizations to make the show a success and to secure our hobby into the future."

President Clark followed up saying, "Boston 2026 is grateful for the support of the Philatelic Foundation, helping to make this country's next international philatelic exhibition a major success. Boston 2026 hopes to secure the future of the hobby not only nationally but internationally. It takes a group effort, and the Philatelic Foundation's sponsorship is a significant step in making this happen."

America's twelfth international philatelic exhibition takes place in late May 2026 at the Boston Convention and Exposition Center. Find out more online at [boston2026.org](http://boston2026.org).

# UNION SHEET NUMBERS PRINTED ON THE LEFT SHEET MARGIN

I can now add a further three examples of Union sheet numbers printed in the left margin. Two were brought to my attention by Tony Howgrave-Graham. They are the 3d. Animals with the sheet number in the top margin instead of the usual bottom margin and the 6d. Animals with the number in the left margin. In addition I have noted the 1d. Animals with the number in the left margin.

Thus so far there are eight known examples of this unusual feature.

M.J.H. Tonking  
10.8.2019

Sixth Example  
1d. Animals July 1959



Seventh Example  
3d. Animals Sixth Printing June 1958  
Number in top instead of bottom margin



Eighth Example  
6d. Animals September 1959



Tony Howgrave-Graham has sent in scans from his collection of the left hand numbering examples described by Mike Tonking on the previous page and the previous issue of the Springbok (one of these - the 1d - is shown below and two overleaf).

A single printing in July '59 had the serial Nos in the left margin. (paper inserted wrong way round so cylinder reversed to prevent inverted watermarks)

In addition he has added 1 more - the 1/3d Animals. He also added the following query and attached a scan (overleaf) showing an example of the issue he is querying.

### The Sterling 1954-60 Animals - a Query

I've just finished mounting my 1954-60 animals after many years of them sitting in a cupboard gathering dust and couldn't help noticing that there were more items with serial numbers in the left or top margin than indicated by Mike Tonking in his article in the last *Springbok*. I know Mike is going to correct this so will leave that to him (see previous page).

I came across a query I had many years ago and seem to remember getting a zero response when asking it then. Undeterred I'll try again. The 2/6, 5/- and 10/- were printed in a different format to the other values. The sheets were in two panes each of 60 stamps (6 rows of 10) separated by a central gutter. This was guillotined in half before distribution to post offices as single panes. The cylinder numbers were the same on each pane though the cylinder varieties were different. Wisdom has it that the frame cylinder number is considerably darker on the "B" or left hand pane and lighter on the "A" or right hand pane. With the 10/-'s, illustrated overleaf, there is a large blue blob by the arrow portions which appears to have been guillotined through but in this case the arrow is attached to the cylinder block of the B pane which would put this on the right. If the panes were separated before distribution I wonder who decided which panes were left and right and on what evidence. Does anyone know?

It would also be very useful if you could all send in scans (or even photocopies) of any arrow blocks you may have as it would be good to know if the blob and another blue dot higher in the B pane margin are constant. They look as if they should be.

Note: regarding Issue 4a with black arrows and the brown arrow 1/- I've since noticed that having the arrow in vignette colour became the norm with the 1954-60 animals.



Wmk Springboks Head





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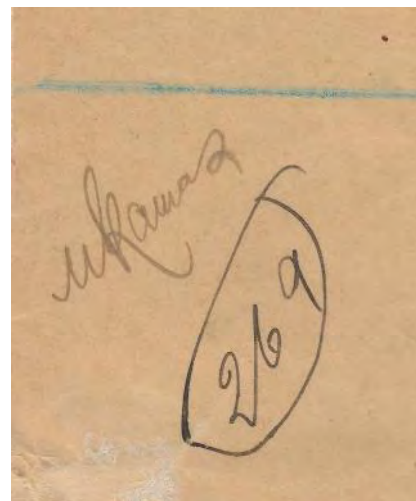
## SOUTH WEST CORNER

Tony Howgrave-Graham

I can't say there's been a huge response to the new SWA corner other than several comments that it's a good idea! So, come on - let's have some more contributions! (*We now have 2 more, see pages 126—131. Ed.*)



Regarding the Ukamas manuscript cancels I have managed to find another. This time it's dated 13 March 1926 cancelling a 4d triangular. It is again on a registered envelope and to the same address and almost certainly from the same sender. It also has a nice "found open" label on the reverse applied at Keetmanshoop with a signed note saying "Contents checked". The postage



(rather than registration fee) is paid by a 2d which has been cancelled at Kalkfontein South (This appeared as a back-stamp on the previous example). I think all the manuscript is

in the same hand despite obvious differences but have yet to see the early January hand reported by Putzel. The registration number has gone up by 32 to 269 so there should be another 30 or so other examples around somewhere! It also extends the period of use by some 6 weeks. Does anyone have any examples of the Ukamas cds being used during, or after, this time? It would be good to know if manuscript was only used on registered items.

Moving on to the use of coil stamps and interprovincials in SWA during the occupation period the former are scarce, the latter rare. The ½d and 1d coil stamps can be found from various sources and the only example of the 1½d I have on cover is cancelled by a scarce negative seal. The chances of two such scarce events happening at the same time seem unlikely but the cover has an authentic look and the cancel is so heavy that one has to look quite closely to see it's a coil stamp. If you have examples, particularly of the 1½d or 2d on cover please send them in.

I know of three sources of the interprovincials. Charles Hand was a postal employee in Pretoria - he adorned envelopes with exotic combinations of stamps and sent them to the postmasters of small offices asking for them to be packaged and sent back to him after cancelling. They didn't travel through the post individually and have no transit or receipt marks. They really are of no interest and my advice would be to throw them away! The only covers of his I like are when the postmaster, irritated by the extra unpaid work, has written a rude note on them! They do, I suspect, form most of the off paper examples seen in collections making the collection of these a bit dubious, too. The second is our friend Herbert Busch who is responsible for a vast amount of philatelic mail, much of which he addressed to himself and sent to small offices to have it returned. These did travel through the post and he was more interested in getting examples of scarce cancels than creating exotic combinations of stamps. I have seen him use a number of 1d coil stamps and a very occasional interprovincial. The third source is Arthur Gries. He comes a close second to Busch as a creator of philatelic mail. Most of his use of coil or interprovincial stamps is to family members in Germany so I guess he was thinking he could reclaim them when the war ended. They are still scarce, however, but they do carry the right postage and travelled through the post. The example shown on the front cover, and again overleaf, is typical and bears not only a 1d coil stamp but an 1897 Cape 2d and Natal 3d. Quite an exotic combination but it has to be assessed in context.

Please send in any examples you have that may be of interest.



## Two interesting covers

Nicholas Arrow

The last Springbok referred to my small display on the Sunday morning of the last Meriden Meeting, and I hope that a slight amplification of the report might be of interest to the Society. Hence this short article.

I was of course very interested in the Spink Auction of Neville Pokalow's collection of South African Airmails, and I was able to acquire Lot 2150, which was described as "Later flights incoming section (6) with mail from Germany to Wilhelmstal, etc...." and the estimate was £150. At the auction, there had been no postal bids and I was able to acquire the lot at its reserve, £75 - 6 covers all flown to South West Africa can't be bad at £12.50 each hammer price! When it arrived, I discovered (rather as I had anticipated) most of the pieces were items from various first flights of new services, but two were apparently not.

The piece that had attracted me from the lot description was the commercial cover from Germany - see facing page.

It was clearly taken by train to Vienna, flown to Athens and transferred to flight AS287, and on checking Peter Wingent's listing of "Movements of Aircraft on Imperial Airways' African Route 1931 - 1939", I immediately noted that there had been a delay in Athens.

However, what was even more exciting was that the aircraft had crashed on taking off at Kisumu. The plane (AW-15 'Atalanta') had taken off down a flarepath at Kisumu at 4am, failed to gain enough height, and struck a tree with its port wing, effectively tearing it off the plane, which came to rest roughly 2-300 yards further on when it ran into some bush. The pilot and flight engineer were ejected through the front of the plane and suffered comparatively minor injuries, everyone else being unhurt. There was an immediate problem, however, because no-one had bothered to tell the starboard engines that things were not quite as they should have been, and they were still roaring away, set at maximum power for take-off! Exiting the plane, apparently through the windows, must have been a frightening and noisy experience for the cabin crew and passengers.

I could not recall anything about this crash, and on checking my book, it was there all right, but, bliss upon



bliss, the entry was in italics, which meant “No South African mail recorded”! There is now! Which makes the hammer price of £12.50 an even better bargain!

The other cover provided some problems less easy to solve. I show a copy of the front of the cover below and the reverse overleaf.



The envelope was one issued by Imperial Airways to commemorate mail carried on the inaugural flights of the extension of their service east, from Rangoon to Singapore, the return flight of which left Singapore on the 31<sup>st</sup> December 1933. My cover was posted in Bandon, Siam, on the 5<sup>th</sup> January 1934, and so

clearly missed the flight - never mind, interesting enough - and was taken to Bangkok, I suspect, by surface mail, arriving on the 6<sup>th</sup> January. The only other mark is a Windhoek arrival mark of the 9<sup>th</sup> February 1934,



over a month later. Why on earth had it taken so long to arrive? Peter Wingent kindly pointed me in the right direction - floods. Between January and March 1934, communications with South West Africa were completely washed out. Yes, so they were, but the SWA Feeder Service from Kimberley still functioned, so what had gone wrong affecting my cover.

The only solution that I can come up with (and I would welcome any other suggestions) is that, almost certainly through inexperience, and a lack of knowledge as to the precise geography of Southern Africa, the postal clerk in Bangkok did not know where

Windhoek was. He did know, however, that Cape Town was in the South West part of South Africa and may have assumed that mail for Windhoek should be routed through Cape Town, and bagged the letter appropriately. Consequently, the item missed the feeder service and ended up in Cape Town.

Which of course presented the Cape Town postal officials with a substantial headache, because they had no means at all of sending it on to South West Africa - the roads were impassable, the railway lines had been washed away and the then postal regulations did not permit mail from South of Kimberley to be accepted for the Feeder Service.

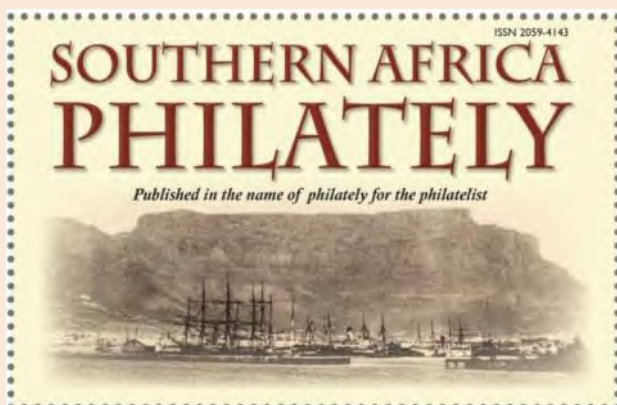
This particular problem was solved when Gordon Store of Aero Services (Pty) Ltd of Cape Town, who was carrying out some survey work in South West Africa, came to an arrangement that, if there was any available space on his plane during any of his trips to SWA, he would take some mail bags with him. And so he did, and I believe that my cover must have benefited from this arrangement.

The only thing that slightly concerns me (and which I cannot account for) is that the Windhoek arrival mark is a normal Post Office mark, and not the thimble sized postmark of Windhoek airport as would be expected.

My cup of happiness was still not full, however, as Siamese mail was not accepted for the first return flight of Imperial Airways service from Singapore, but the second. Both Stern and Burrell make this claim, although they disagree as to the precise method. Stern refers to a "First Flight from Bandon (Thailand)" [which Peter Wingent has explained is wrong - see Imperial Airways Gazette Issue 55], whereas Burrell claims that, on the second flight, leaving on the 5<sup>th</sup> January 1934, "letters from Thailand were sent to Singapore for a connecting flight with the IA and regular" service to South Africa. I think my cover proves them both wrong, in that the IA service stopped at Bangkok, where the cover was waiting to be collected.

So the use of the special cover is justified, and not someone trying to use up a spare cover, or a simple case of missing the boat (or rather the plane)! It IS a first acceptance cover, and I suspect, being addressed to South Africa, a fairly rare one at that - certainly worth the second lot of £12.50 in the hammer price!

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# SWA 'RAIL' Offices since the 1915 Occupation

By Otto Peetoom

**Introduction** - Louis Simenhoff serialized an article *The Occupational Postmarks of the Mandated territory of South West Africa* starting in the September 1938 edition of *The South African Philatelist*, volume 14 No's 9 to 12, volume 15 No's 1, 3, 5, 7 to 10 and finally completed in the March 1941 edition.

Ralph Putzel published his first book on SWA postmarks in 1977 which was updated in 1991 by *The Postmarks of GSWA - SWA - Namibia*. Under his A to Z Post Office section the author included information on places with the word RAIL after the name. He also included a separate railway cancellation section and wrote...*Railway Stations...also Train Guards in SWA were authorized to accept letters and packets under their Rail Letter P.O. scheme and were allowed to sell the necessary postage stamps and to cancel these with their normal Station cancellers available.*

Putzel's introduction is confusing as several of the railway cancels listed are not connected with the Railway Letter Post (RLP). In order to build up a clearer picture of the SWA railway system it is logical to start at the beginning of WWI.

## Railway Priorities at the outbreak of WWI

When war commenced, the line of rail from De Aar had reached Prieska and an extension to Upington was a priority. Work commenced on 31 August and at a rate of from 2¼ to 3¼ miles of track per day it reached Upington on 20 November 1914. The next stage was to cross the Orange and Molopo rivers which slowed progress. Finally on 25 June 1915 the Union and GSWA Railway systems were linked together at Kalkfontein - The Germans surrendered on 9 July 1915.

**SWA Railways** - With one exception the railways were controlled by the Union (SAR&H) - **The Northern section**, Karibib 134 miles to Walvis Bay, Usakos 250 miles to Tsumeb. Before the war, the Germans had laid 16 out of 46 miles from Otjiwarongo towards Outjo and only completed in 1921. Another branch is 57 miles east from Otavi to Grootfontein.

**The Southern section** - From the Union border, near Nakop, 656 miles to Karibib and at Seeheim a 197 mile branch line to Luderitz. After the war, from Windhuk to Gobabis, an easterly 142 mile branch line was completed in 1930.

**A private 2ft narrow gauge line** runs along the coast from Kolmanskop near Luderitz to Elizabeth Bay, Pomona and Bogenfels and serves a number of diamond mines by means of short branches, its total length being 74 miles.

**'RAIL' offices** - After the 1915 occupation of GSWA several places that had the word *RAIL* added after their name were initially designated as Field Post Offices. These are either railway works, without a date stamp. Railway stations and siding with or without facilities such as telegraph, telephone, postal order and/or postal agencies.

## Railway Offices without a Postal connection

**Sources quoted are** (P) = Putzel & (S) = Simenhoff

**GROOTFONTEIN RAIL** Open from 1916 for internal railway use and first cancel seen is a converted German date stamp dated 28.5.21 (P). 1916-20 Rail works only and in 1921 was a telegraph office (S).

**HAALENBERG RAIL** Open August 1916, date of closure not known. Used a large oval SOUTH AFRICAN RAILWAYS cancel, two examples known dated 21 AUG 1916(P). 1916 postal order and telegraph agency (S).

**KEETMANSHOOP RAIL** Opened 23.5.1916 (P). Telephone office only during 1916 and no date stamp (S).

**LÜDERITZ RAIL** From 1916 for railway works only (P). Confirmed with a note...*No postmark* (S).

**OKAHANDJA RAIL** From 1916 Railway works only, no postmark (P). Simenhoff intimated 1916-17 post, telegraph and telephone office which clashes totally with later information.

**OTJIWARONGO RAIL** 1916-18 railway works only (P)&(S)

**SWAKOPMUND RAIL** 1916 Telegraph office (P) & (S).

**TSUMEB RAIL** 1916-20 Telegraph office (P) & (S).

**USAKOS RAIL** From 1916 railway works only (P) & (S).

**WALVIS RAIL** From 1916 railway works only (P) & (S).

**WINDHUK RAIL** 1915 Telegraph office (P) or 1916 (S).

## Railway Stations with a Postal Connection

**ALBRECHTS RAIL** Office open before 1 June 1916 and by 1918 name without rail and no cancel including the word rail known (P). In 1916 was a postal order and telegraph agency Interned German officers from Swakopmund were kept there until repatriation in 1919 (S).

**ARANDIS RAIL** Opened as FPO 25 on 9 April 1915, closed 1.3.18 (P). From July 1916 to March 1918 postal order and telegraph agency (S).



ARANDIS RAIL



BRACKWASSER RAIL

**AUS RAIL** Estimated open August 1915 and from 1923 railway works only (P). 1916-17 post and telegraph agency and from 1918-20 post, telegraph and telephone agency (S). *A similar type of cancel as Arandis known for this office.*

**BRACKWASSER RAIL** Opened 11 March 1916 and officially listed as above - renamed Konkiep in 1926 (P). 1916-17 post and telegraph agency and from 1918-21 a postal order, telegraph and telephone agency (S).

**GARUB RAIL** Postal agency opened 23 February 1915 and estimated closed late 1916. A large rectangular GARUB STATION date stamp is recorded and is exceptionally rare (P). Occupied 22 February 1915, in July 1915 was a postal order, telegraph and telephone agency and mails sent via Lüderitzbucht (S).

## SWA 'RAIL' Offices since the 1915 Occupation

**GIBEON RAIL** Opened 1916 - closed 27.3.31, a manuscript cancel seen from 12.9.16 and several circular datestamps on record (P). 1916-23 post and telegraph agency (S).

### HAM RIVER RAIL

Postal agency, opened late 1916 - closed 8.2.1918, reopened in 1923 as Ham River (P).



HAM RIVER RAIL      LEUTWEIN RAIL      OKASISE RAIL

**KALKFELD RAIL** Opened 28.6.15 as FPO 56 and June 1916 as...RAIL and named KALKFELD in 1922. Has a similar type cancel as the one illustrated at left (P). 1916-23 postal order and telegraph agency. From 1916-19 mails sent via Windhuk and from 1920-23 via Omaruru (S).

**KALKFONTEIN RAIL** Estimated open mid 1916 and a postal agency 1916-18, thereafter from 1921 Railway works only (P).

1916-23 postal order and telegraph agency. 1916 to 1918. Mails sent via Keetmanshoop and from 1919 to 1923 via Kalkfontein South (S).

**KALKRAND RAIL** Estimated open mid 1916 and closed circa April/May 1917. Reopened in 1922 as Kalkrand and initially used a similar type of cancel as Ham River Rail (P). Open from 1916 to May 1917 as a post and telegraph agency and mails sent via Gibeon (S).

**KLEIN KARRAS RAIL** Opened 1915 and listed as such until 1932, no postmark including *rail* seen (P).

1916-22 post and telegraph agency and in January 1923 became a postal order, telegraph and telephone agency. From 1916 to 1918 mails sent via Keetmanshoop and from 1919 to 1922 via Kalkfontein South. In 1922 spelling modified from *Karras* to *Karas* (S).

**KOLMANSKOP RAIL** Postal agency 1916-24 and the word rail not used on any datestamp. Initially used a SA



engineering Corps datestamp inscribed in German *Kolmannskuppe* and in 1918 converted to read

KOLMANSKOP STATION (P) - Illustrated above. 1916-17 postal order and telegraph agency and 1918-23 postal order, telegraph and telephone agency (S).

**KUIBIS RAIL** Opened as a Military office on 14.5.1915 and became a civil post office in December 1915. Closed 30.5.1918 and reopened as Kuibis (P).

1916-23 post and telegraph agency, 1919-23 and 1919-23 mails via Keetmanshoop and via Windhuk during 1918 (S).

**LEUTWEIN RAIL** Postal agency opened 22.6.1916 and closed 16.8.1918. Used a manuscript cancel from 22.7.16 followed by the illustrated example (P). 1916-18 post and telegraph agency. Mails via Windhuk (S).

**MARIENTAL RAIL** Opened in 1915 as a Military post office and it is suggested that it opened as FPO 38 on 2.6.1915. Became a postal agency from 1916 to 1920 (P). 1916-20 post and telegraph agency (S).

**NAKOB RAIL** Opened 1916, closed 1918, reopened circa 1919 as Nakop (P). 1916-20 post and telegraph agency and from October 1921 to 1922 was a postal order and telegraph agency (S).

**OKASISE RAIL** Opened on 19.6.1915 as FPO 53, the telegraph office closed on 26.7.15 and it is suggested the FPO closed around the same time. Postal agency opened circa 1916 and manuscript cancels seen up to June 1916 (P). 1916-17 post and telegraph agency and from 1918 to 1923 was a post, telegraph and telephone agency (S).

**OMARURU RAIL** From 1916 railway works only (P) & (S).

**OTAVI RAIL** In 1915, initially an FPO, by 1916 a postal agency and in 1918 as a post office called Otavi (P). To November 1916 it was a post and telegraph agency (S).

**REHOBOTH RAIL** Open before 17.4.1916 (P). 1916 post and telegraph agency (S).

**ROTKUPPE RAIL** Open April 1916, closed late 1916 (P). Postal agency July to September 1916, mail via Lüderitz (S).

**SEEHEIM RAIL** FPO 49 (15.6 to 17.7.15) Post office open August 1915 and listed as Seeheim rail from 1916 (P). 1916-17 postal order and telegraph agency (S).

**TSES RAIL** Listed as such 1916-18 (P) or 1916-20 (S).

**WALDEU RAIL** 28.6.1915 FPO 55...during 1916 was Waldeu Rail postal agency (P) & (S).



NAKOB RAIL      REHOBOTH RAIL      WINDHOEK RAIL

**Postscript** - The railway cancels seen during the Occupation period are invariably on low values that suggest that the Rail Letter Post scheme had at that time not been adopted in SWA.

Kolmannskuppe  
Station  
S.A.      E.C.  
9 DEC 1915



# SWA Road and Railway Letter Post

## 1915 to 1921

After the surrender of the Germans on 9 July 1915 the administration of the country was taken over by the Union of South Africa who established a military régime. On 12 September 1919 the Union House of Assembly formally accepted a mandate from the League of Nations to administer the country as a Protectorate and it became an integral portion of the Union. During a visit from Lord Buxton during October 1919 he stated...*In no circumstances will the country be handed back to Germany.* On 17 December 1920 the League of Nations Mandate took effect and by the end of the year all troops had been withdrawn and travel permits and censorship was abolished. On 1 January 1921 Civil Administration of South West Africa commenced.

## Railway motor services

By December 1932 there were six railway motor services that covered 561 miles which included carrying mail. Communication between outlying districts was practical by motor, but not in a very advanced state and many tracks became impassable in wet weather.

The only record of the foregoing activity is recorded by Putzel in *The Postmarks of GSWA - SWA - Namibia* (1991) from AROAB, the author wrote...*1928 - 1934 Goetze reports manuscript cancellations and a violet cachet on letters of the SAR&H Road Motor Service.*

## Railway Letter Post (RLP)

Putzel's *Railway Cancellations* section is somewhat vague as he stated in his introduction...*Railway Stations...also Train Guards in SWA were authorized to accept letters and packets under their Rail Letter P.O. scheme and were allowed to sell the necessary postage stamps and to cancel these with their normal Station cancellers available.* He points out that certain railway cancellations have nothing to do with post office date stamps. There appears to be no available information that indicates when the RLP scheme was introduced in SWA.

I suspect that until military rule ceased at the end of 1920 that no such service existed in SWA, yet it was operated by SAR&H since 1910 Union in South Africa. In a modern collection (1977-81) of RLP covers there are notes that the scheme (presumably in the Union) enjoyed three phases:-

- First Period - 1910 to 22 September 1921
- Second Period - 23 September 1921 to 30 November 1934
- Third Period - 1 December 1934 to 31 March 1994

The above intimates that SWA may have had a RLP scheme introduced by September 1921 and the earliest cover that I am aware of is cancelled by an oval SAR&H KEETMANSHOOP 29 AUG 1924 and has a T. 110 white label as illustrated.



Putzel suggests that Pre-1939 covers are extremely difficult to find and most of the author's illustrations tend to confirm this. Putzel noted that the Railway Letter Post (RLP) service was regarded as a *Late Fee* with the acceptance of letters shortly before a train arrived at a particular station.

Given that the RLP fee was more or less double the postage rate, it is understandable why such covers are elusive. Putzel commented...*Little research has been done...The purple or black Railway cancellers are usually badly applied and as a result little Train Mail has survived.*

## Philatelic covers from ARIAMSVLEI Station 1001

Numerous early philatelic covers were created and all sent from the first RLP station just across the Union border. All such items are endorsed in manuscript *Rail Post* and either addressed to Friedmann in Green Point or Simenhoff in Sea Point, Cape Town. Friedmann covers seen cancelled by an oval SAR&H ARIAMSVLEI (Putzel type R1) 17 MAR, 2 MAY or 2 JUN 1926 in violet. Simenhoff covers dated 20 JUN, 25 JUL or 25 AUG 1926. It appears that the correct rate was 1d postage plus 2d RLP fee, but many are franked with a 4d triangle or in some cases with 4d triangular pairs.



ARIAMSVLEI (Putzel type R2 - 1928) A smaller oval seen struck in a slight bluish black and in black (1929). A series of covers to Simenhoff franked either 3d or 4d dated 27 AUG 28 and a registered cover with two pairs of triangles (Eng. & Afr.) to J. Robertson in Johannesburg dated 18 MAR 29.



## Mid - 1970's Listed Stations that accept Rail Letter Post

In my opinion 44 stations participated in the RLP scheme.

Station	Station	Station
Arandis	Kalkrand	Otavi
Ariamsvlei	Karasburg	Otjiwarongo
Aris	Karibib	Outjo
Asab	Keetmanshoop	Rehoboth
Aus	Klein Karas	Seeheim
Bergland	Kombat	Seeheim North
Chamieites	Kranzberg	Swakopmund
Gariganus	Luderitz	Tses
Gibeon	Mariental	Tsumeb
Goageb	Okahandja	Tsumis Park
Gobabis	Okaputa	Usakos
Grootfontein	Okazize	Walvis Bay
Grunau	Omaruru	Windhoek
Hamab	Omitara	Windhoek North
Kalkfeld	<i>44 RLP out of 183 stations</i>	
		Witveit

On 15 May 1989 the Rail Letter Post scheme was abolished in South West Africa.

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