

THE SPRINGBOK



Volume 1 No. 4. July/August, 1953

" THE SPRINGBOK "

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All communications to the Editor, who does not accept responsibility for views published, but invites correspondence for publication.

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The Editor's Chair

Another lengthy list of new members brings the total over 200, and it is rather interesting to note the growth of the overseas collectors. There are 39 in South Africa, 17 in the U.S.A., 2 in Canada, 1 each France, Australia, New Zealand and Hawaii. I imagine most members would like to see Mr Congden's collection in far-off Honolulu! Our French member, Mr A. Delbarre, is most anxious to find a correspondent in South Africa who writes French, and I hope someone over there will be able to fill the breach. The O.F.S. & Basutoland Philatelic Society, joining as a member, gives publicity to our magazine in their monthly circular and we acknowledge two very nice write-ups in the American paper "Stamps". The R.A.F. has suffered a shattering blow by the resignation (?) of our great traveller F/Sgt A.W.Cousins, who now becomes Mr Cousins. How will the Royal Air Force carry on!

Mr H. J. Burkin hopes to have some South Africa sheets on show at a one day exhibition to be held by his local Society in the Christ Church Hall, Woking, and assures any member of a warm welcome. A letter from Mr R. Axer records the passing of Mr A. A. Jurgens, who compiled what was said to be the finest collection of S.A. Postal history in the world and tried unsuccessfully to give it away to his nation on certain conditions of housing which it appeared could not be met. We are promised an article on "Screens and their easy identification" by that prolific writer, Mr A. H. Sydow, which should be something to which we may look forward. Many more contributions are needed so more pens to the paper, please.

Regarding the Exchange Packet, I am pleased to announce that it has been possible to extend the insurance cover to include Eire which I know will please our three Irish members. Could we have many more books for circulation please - in the last four weeks, I have received less than twelve - not many for circulation amongst more than 120! Do please check your purchases carefully and send off the advice card promptly.

It will be a great help if members will renew their subscriptions promptly avoiding the necessity for reminders.

Copies of the picture page in the last issue and this current one are available at a cost of 1/- for the flat printed illustrations, and 1/6 for photographic illustrations postage and packing included at which rates future copies will be supplied.

The coming Centenary stamps on September 1st hold promise of being attractive designs and it is satisfactory to note that they will be bilingual. They should have a good sale.

Shall I have the pleasure of meeting you in London?

AIRMAILS

To the general collector of these adhesive postage labels known as "stamps", it may appear incongruous to include such things as airmail covers or postal stationery.

To the specialist - or the collector of a single country such as South Africa, however, there is no doubt that the introduction of appropriate covers can add very greatly to the general interest of the collection.

Airmail covers especially may convey information as to the special use of certain stamps which would not be self-evident from the stamps themselves.

I personally have gained a lot of interesting knowledge from the comparatively few South African Airmails which have come my way.

Just as in the case of postage stamps of the Union, early airmail covers are still obtainable at reasonable cost, and I am sure that the inclusion of a few of them would enhance the value and interest of any collection of South Africa.

The careful examination of a stamp may reveal certain unusual features of perforation, watermark, or printing, and similarly with an airmail cover there may be an underlying story which is not immediately self-evident but which can be pieced together from the study of postmarks or other cachets. These may sometimes be found on the back of the cover.

As an example, in fig. (1) is shown a cover from Johannesburg to Mpika. It appears at first sight to be a normal nicely stamped airmail, and as such is quite attractive. Fig. (2) however shows a series of postmarks on the back. They read as follows:-

Johannesburg,	27 Jan. 32,	13.20 p.m.
Salisbury,	27 Jan. 32.	
Broken Hill,	4 Feb. A 32.	
Mpika,	5 Feb. H 32.	

An immediate query is why the five days delay between Salisbury and Broken Hill - a flight which should not exceed a few hours? For full details of this and other similar flights, I am indebted to Wyndham's "The Air Posts of South Africa". I recommend it strongly to anyone seeking information on South African Airmails. This rather scarce book forms part of Mr Sherwood's library for use of the Society and it can be obtained on loan from him.

Briefly, the fact underlying this cover are as follows:- The first regular air mail service to Britain started on 27th January, 1932. Mails were carried by "City of Karachi" from Capetown to Germiston and then by "City of Basra" to Salisbury, mails being picked up also at Johannesburg. When taking off from Salisbury, the plane was damaged, and mails were transferred to "City of Delhi". The latter encountered a violent storm, and crash landed in a bog near Broken Hill on 29th January. The crew were marooned until 1st February. The mails were then transported by natives to Broken Hill on 4th February, and were carried by "City of Baghdad" to Mpika, where the cover was postmarked with the cancellation of 5th February, 1932. Mails to Britain were carried on by "City of Baghdad" to Kisumu on Lake Victoria, and from there to Cairo. The link between Cairo and Alexandria was broken, after which the mails were flown to Brindisi. They were then taken by rail to Paris and flown to Croydon which was reached on 16th February, 1932, having taken three days longer than by Surface Mail. Not a very propitious start for the service!

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I have referred somewhat fully to this first day cover as it is representative of many others to be found among South African airmails, and shows how interesting details can sometimes be learned from the study of a cover.

With regard to the start of aerial postage in South Africa, it is of interest to recall that following the successful pioneering flights between Hendon and Windsor in October, 1911, one of the pilots undertook similar aerial postal flights between Capetown and Muizenberg in December, 1911, the first flight being on 27.12.1911.

It was not until 1925 however that steps were taken to test out an experimental Air mail between Capetown and Durban to connect with the mail-boats leaving or arriving at Cape Town. This service was in operation from March 2nd to June 15th. The well known set of Airmail stamps issued for this service, incidentally, were the first definitive Air mail stamps of the British Empire. The etiquettes used were orange in colour and printing in English and Afrikaans only. Since then, there have been several types of etiquettes. In 1929 the orange label was changed to blue, while in 1932 a third language was added - French, to comply with U.P.U. regulations. These labels were black on greenish blue and black on purple blue. The Etiquette of 1935 was printed white on blue, and had a "Speedbird" symbol. Three shades, Blue, Saxe blue and Light Navy Blue were used. In 1950, the speed bird design gave way to the "Flying Springbok".

Although the experimental air service was short-lived, it paved the way for the introduction of a regular Air Service between Port Elizabeth and Cape Town which was introduced on 29.8.29. In Fig. (3) is shown a first day cover which has certain interesting features. The oval marking was applied at Durban Post Office because the cover is underfranked, 1d being the ordinary surface rate postage to Britain, (plus internal Air fee of 4d). This is confirmed by the "INSUFFICIENTLY PAID" cachet applied at the same time, and the British 2d. marking and Postage Due stamps.

It is interesting to note that while underfranked covers, normally, were not sent by Air, this letter was actually flown on the first day of the Service from Durban to Capetown to meet the outgoing mail boat the "Carnarvon Castle." For this service two new air stamps were issued.

The next important step in the history of air mails of S.A. were the Christmas flights between London and Capetown which started in 9th December, 1931 and were completed on 21st December. A special cover showing a Springbok was issued for these flights. The official cover was endorsed "The First Air Mail between ENGLAND AND SOUTH AFRICA". A similar Springbok cover was printed in S.A., but can be identified by the incorrect endorsement of "FIRST RETURN FLIGHT." The Christmas flights were made by Imperial Airways, who continued with a regular weekly service between Britain and South Africa which commenced on 20th January, 1932 but reached Capetown on 2nd February - two days late.

Reference has already been made to the accidents which marred the first flight to Britain which commenced on 27th January, 1932.

During the flight from Britain, also, appalling weather conditions were encountered in Northern Rhodesia, causing the "City of Baghdad" to turn back and make a forced landing about 50 miles from MPIKA on 29th January. A runway was cleared by a party of natives and next day the plane took off and flew to Broken Hill. It was there learned that the "City of Delhi" on the first flight from South Africa to London, had crashed in the same storm on the 29th, and it was decided to keep the

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"City of Baghdad" to search for the lost liner. The mails were therefore transferred to another plane which carried them on to Capetown.

An interesting cover is shown in Fig. 4 in connection with the attempt on April 19th, 1932 by Mr Oscar Garden, to break the record between Capetown and London. Unfortunately, due to engine trouble, he crashed at Abercorn on April 22nd. He carried a mail of 20 letters only, which were postmarked immediately after the accident, and sent on to London by ordinary surface transport. The aviator himself came home by sea with pieces of the machine.

So far, airmails to or from Britain were not flown all the way, but over certain sections, as Brindisi to Paris, they were conveyed by train. The first "All-air" Service from Capetown to London was on May 7th, 1935, which connected at Brindisi with the first air service from there to Britain on 15th May. The return flight from London left on 16th May and carried mails direct to Brindisi.

Although this article is not intended to cover all the steps in the progress of South African Air mails, reference may be made to the unique service from the Empire Exhibition at Johannesburg in 1936. Special postcards could be despatched to any part of the world by air mail for one halfpenny! This is undoubtedly the world's cheapest Air-mail up to date.

In April, 1937 the British and Dominion Governments agreed that all first class mails would be carried over the Empire Air routes at 1½d per half ounce unit. The now well known "Gold-mine" stamp was issued by the Union Postal Authorities for use on these Air mails and it was practically an air mail stamp. This 1½d air mail service between South Africa and Great Britain was inaugurated on 1st July, 1937.

The first flight to New Zealand under this scheme was made on 22.7.38. The cover shown in Fig. 5 reached Napier on 18.8.38, but the "Poste Restante" address resulted in the application of various cachets. After being retained in the dead letter office it was eventually returned to the sender in Pretoria - surely good value for a 1½d stamp! The finger points to the sender's address on the back.

It is of interest to compare the marked decrease in the time of flight between Britain and South Africa since the inauguration of a regular Postal Air mail service in 1932. In his article of 31st October, 1952, in "Stamp Collecting", Mr John C. W. Field referred to this and the following is a brief summary:-

Jan. 20th, 1932	13 days.	June 2nd, 1937	6 days.
Apr. 26th, 1933	10 days.	Nov. 10th, 1945	2½ days.
Apr. 11th, 1934	9 days.	May 11th, 1948	4½ days.
May 16th, 1935	8 days.	Nov. 7th, 1950	30 hours.
Mar. 24th, 1936	7 days.	May 2nd, 1952	23½ hours.

The last item, of course, refers to the "Comet" Jet Service.

Another important flight made last year was by Qantas Empire Airways when a direct Air Service between Sydney and Johannesburg was opened on 1st September, via Cocos Islands and Mauritius. It arrived at Johannesburg on 4th September, having taken 3½ days for the 8,500 mile flight. The return flight left Johannesburg on 6th Sept., 7 a.m. and reached Sydney on 9th September, 12 noon. The two cachets illustrated in Fig. 6 were applied on the respective flights. It will be noticed that the route reads from left to right and Springbok and Kangaroo change places accordingly, to suit the country of origin.

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May I conclude this brief reference to Airmails on the same note as I commenced it. As with the postage stamps of the Union of South Africa, there are many unusual features in the history of its Air mails. Covers with interesting features can be found fairly easily and will provide a suitable background to stamp collection itself.

WORLD WAR II PHILATELY OF SOUTHERN AND EASTERN AFRICA

by
J. H. HARVEY PIRIE, F.R.P.S.L.

A REVIEW

Unfortunately this new publication came to hand too late for the inclusion of a review in our last issue. It is published by the Africana Museum of Johannesburg at the modest price of 5/- and has been compiled as a short guide to a collection of "World War II Philately of Southern and Eastern Africa" made by the author and presented by him to the museum.

Much has been published in the philatelic press over the last few years on the subject of war time philately and it is good to have a handbook which collates so much of the known information. Geographically, the book embraces all regions where forces from south or east Africa were engaged on active service and thus includes many countries outside Africa itself.

The scope of the book is wide in that it covers not only postmarks, but also both military and civil censor markings, patriotic slogans, maritime markings and prisoner of war mail to mention only a few. The whole is clearly set out on fine art paper and the text is accompanied by ample illustrations. It is perhaps a pity that it was not found possible to list the E.A. - A.P.O. cancellations with the same amount of detail as the A.P.O. - U. - M.P.K. marks, especially as considerable information on this subject has recently been published in the U.K. philatelic press. It is surprising too, to find on page 13 the statement that no registered labels seem to have been used in the A.P.O.'s. They were certainly used at the base office in Nairobi (E.A. - A.P.O. - 2) as well as by some F.P.O.'s in the Middle East. Perhaps the most noticeable omission is the lack of information on the South African units engaged in the conflict with particulars as to where the various units were employed. It certainly adds interest to the collection of war time markings if one can state the name of the unit using them. This, however, is not a serious omission as compared with the wealth of detail which the book includes, and it can confidently be recommended to all members who include examples of the war time markings in their collection.

E.L.

(Note: Members wishing a more complete listing of the E.A. - A.P.O.'s are referred to the files of "Stamp Collecting", for 25th March, 24th June and 26th August, 1950.)

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THE HA'PENNY STAMPS (cont).

by P. D. HAIGH.

Hyphenated - Redrawn (Reduced size);

Sheets.

There is only one Plate in this design and size (Plate XIV), issued in August, 1947, but there are two very distinctive shades. These are as listed in the catalogue, namely, frames in grey-green and bright green. The grey-green shade was overprinted "Official".

Although these stamps are smaller in size than the preceding group, the frame Cylinder appears to have been produced via the same Master Negative as those of the larger size stamps. This is indicated by the Master Negative flaw which appears on the English-inscribed stamps of each alternate row, consisting of a minute white break in the third horizontal line up from the bottom left corner of the frame, and about one millimetre in from the left-hand edge. This flaw appears in all the Plates of the previous issue, and again, although less pronounced, in these stamps.

Coils.

One Plate (Coil Plate VI) is given in the Handbook/Catalogue for this issue and this appeared much earlier than the sheet printing; in 1941 in fact. There is a suspicion that the coil stamps are just very slightly larger than the sheet issue, although the difference is barely capable of measurement.

The Cylinder numbers given for this Plate are 7020 (vignette) and 5 (frame), and these numbers are the same as those given for Coil Plate V (the last of the three Coil Plates in the larger design). The same question arises here as that asked earlier for the designation of the various Cylinders of the sheet, booklet and coil issues of the first type hyphenated series. Were the same two Cylinders really used for each of these two issues, and if so, how does this arise?

The catalogue description of stamps from Coil Plate VI ("heavy white bars above 'Postage-Revenue', and the prominent oblique hatching in the top and bottom bars") is a clear guide to recognition of this issue, though the prominence of these features varies to some extent. A surplus quantity of these stamps was issued by Post Offices in sheet form in 1941, and may be recognised by the size of the stamps with postmarks dated in that year or shortly after (horizontal pairs being necessary in this case.)

Was there a second Coil Plate in this size and design? This is asked as the writer has a mint vertical pair with guillotined perforation teeth at each side (indicating a coil issue), in a much bluer-green frame and softer grey centre, and without any trace of the two identification features of Plate VI. It has already been stated that these features vary to some extent, but this pair shows absolutely no trace of the white diagonal "doctor-blade" rests in the solid panels. The "heavy white bars" above "Postage-Revenue" (and also "Posseel-Inkomste") caused by the absence of the usual green shading between the leafy ornament and those words, are also entirely absent, there being only the normal, completely straight and regular, white line.

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Cross-hatched Issue;

Sheets.

This well-known issue is given in the Handbook/Catalogue as Plate XV. The frame has been entirely redrawn, with cross-hatched white lines in all the solid portions of the design, and with a distinct white gap at each end of the upper and lower solid panels. The old Master Negative flaw previously described naturally disappears with this issue. In its place, and again on English-inscribed stamps of alternate rows, there is a triple Master Negative flaw which appears on this and all subsequent issues. This consists of (a) an oblique white break in the solid line under "VE" of "REVENUE", (b) a similar break under the "E" of the same word, and (c) a minute white flaw in the extreme bottom right corner. The first two have been more or less eliminated in the succeeding issues (does this indicate that either the Master Negative itself, or the Diapositive, was touched up before preparing the screened-frame Cylinders?) though there are signs of where they have been, but the third flaw persists in the same form throughout.

There is a wide diversity of impression in this issue, the differences being most noticeable in the vignettes. Firstly, there is a very "soft" centre (in the photographic sense of that word) in which there is little contrast, and the outlines of the horizontal lines of shading are indistinct and appear to run into each other. The frames of these stamps also have this "soft" appearance to a smaller degree. Secondly, there is a group of stamps with a deeper grey centre, still with traces of the "soft" feature, though not so pronounced, and a much deeper green frame with no trace of "softness". This printing is often on more or less toned paper. Lastly, there is a group with deep coloured centres, very "hard" (as opposed to the previous "soft") and deep green frames.

Coils.

Coil Plate VII is in the unscreened cross-hatched design. From the single used specimen in the writer's possession (recognisable by the guillotined side perforation teeth) this appears to come within the last of the three groups described above for the sheet issues, but with only one copy it is naturally not possible to tell if there is any variation in the impression of the coil stamps.

Issue No. 3 contained a query regarding the postmark "Briti Assn" used on a Cape K.E.VII 3d stamp and Mr J. Robertson writes to point out that such a postmark was used in S.A. and Rhodesia during the tour of the British Association in 1905, a special set of "Victoria Falls" stamps being issued for the occasion by Rhodesia. Mr R. Axer adds that the Association visited Johannesburg on September 1st, 1905.

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PRODUCTION OF UNION OF SOUTH AFRICA STAMPS

by W. A. Page.

It is interesting to note that until the recent introduction of the use of a screen, the Union of South Africa was the only country producing stamps by Rotogravure method, without the use of a screen. Only line subjects may be used for unscreened stamps and any toned on solid portions of such subject matter must, therefore, have lines incorporated in the original drawing of the design. These lines, usually drawn in white ink, have the effect of breaking up the solid areas of colour and also form the all important "doctor blade" rests on the cylinder surface. If one examines the general issues of the Union, prior to screening these white lines often show up on the solid colour areas of the stamp, e.g., the top and bottom bars of colour on the 1/2d issues. These lines do vary in thickness and spacing and may be used as an aid to identification of a particular printing. This is the case with the "cross hatch" in which white "cross cross" lines were included in the original drawing, as opposed to diagonal white lines in the earlier issues. In some cases, however, the lines are not clearly visible due to over inking of the cylinders during printing.

Now let us examine the purpose of the doctor blade. It acts as a wiper or scraper, removing the surplus ink from the raised portions of the cylinder, leaving ink only in the wells of the design. The lines incorporated in the design stand out in relief from the etched portion of the face of the cylinder, thus forming rests for the doctor blade. The absence of these "ridges" or lines would render the doctor blade useless and the ink would blurr the design in printing.

The production of non-screened cylinders is carried out by direct photographic contact between the glass multopositive - a multiple of the original design to the desired number of units required for the sheet of stamps - and the carbon tissue from which the cylinder surface is actually produced. The effect of the light passing through these lines incorporated in the design, hardens lines of same style on the sensitized gelatine of the tissue, in the same manner as the white portions of the design. This renders these portions of the gelatine insoluble to the water and acid treatment of the actual etching of the cylinder. It will be seen, therefore, that the lines will stand out in relief from the etched portion of the surface of the cylinder.

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The act of screening has a similar effect, although this is brought about in a slightly different manner. It is possible to use the same artist's design as for the non-screened subjects although, of course, the inclusion of the white lines in the design is unnecessary. It is at the stage of transferring the units from the multopositive to the carbon tissue that the screen is brought into use. The usual type of screen is formed by the etching on glass of fine diagonal lines which are filled with black bitumen and placed together at right angles, thus forming a "cross lined" design. This is photographed directly on to the carbon tissue. The design is then also photographed by direct contact from the glass multopositive to the tissue, and, therefore, becomes "broken up" by the screen design already on the tissue. The effect on the finished cylinder surface is similar to the non-screened issues, although in this case the doctor blade rests are formed by a grid of very fine lines standing out in relief from the etched portion of the cylinder. This method gives a far better production than the un-screened printings, which is evident by examination of the current Union issues. In addition to cross lined screens, irregular grained and mosaic screens, can be found in some Union issues.

Bearing in mind the above production methods, let us now take a look at the Union 1/2d stamps from the latter part of 1947. Many shades will be found with or without white diagonal lines in the solid bars of colour at the top and bottom of the stamps, which is due to the over-linking described earlier. If the format of the designs themselves is measured, it will be found that they measure 18 1/4 to 18 1/2 mm. by 22 1/4 to 22 1/2 mm., and also the edges of the design if examined under a powerful glass will appear sharply defined. These stamps are produced from un-screened cylinders.

In November, 1947, the size of the format of the design was reduced to 18 x 22 mm. to give a wider perforation gutter and it is in this size only that the "cross hatch" is found - also produced from un-screened cylinders. As the first screened cylinders were introduced in the early part of 1948, the number of sheets delivered from the "cross hatch" type must be relatively small. An examination of the early printings from screened cylinders will show traces of the "cross hatch" due to the use of the same glass multopositive as in the previous printings. It is, however, quite simple to sort these issues out and if the edges of the design are examined under a strong glass they appear serrated - a feature of all screened stamps.

A query is posed concerning the 1d ship hyphenated un-screened as Mr G. M. Whitton wants information concerning a "split mast" variety in the form of a "v" into the top of the main mast. He has a single and a pair showing the flaw, but has searched unsuccessfully through many hundreds without finding further copies. And what have members to say about this?

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RESUME OF PHILATELIC JOURNALS FOR "SPRINGBOK" July-Aug., 1953.

STAMP COLLECTING:

May 8th: Dr Harvey Pirie brings up-to-date the chronicle of the posts on MARION ISLAND and TRISTAN DA CUNHA in the course of an article on Antarctic Posts.

May 29th: Would you like to buy the 1913 set to £1 mint for 50/-? Or the 1927 set complete in mint pairs for 55/-? You could have done so at the time of the last Coronation in 1937, according to E.F. Payne writing of Auction prices - Then and Now. Lost opportunities!

June 19th: Member A.C. Adams contributes "South African News" of recent printings and 2d Coronation varieties.

July 3rd: Further Coronation varieties are listed by B. Wasserstein.

GIBBONS STAMP MONTHLY: May. Member C.P. Rang describes the "Double Image" to be found on the current 2d Postage Due in the series "Through the Magnifying Glass".

PHILATELIC MAGAZINE: July 3rd. A. I. Mackenzie has a further word in the controversy over "screened" and "unscreened" printings.

THE PHILATELIST: June. The claim of the 1910 2¹/₂d to be the first stamp issued bearing the portrait of King George V, is discussed and upheld in an interesting article entitled "The King's Head."

SCOTTS MONTHLY JOURNAL: May. Little new information is to be culled from an article by Bertram W. H. Poole on the 2¹/₂d of 1910, but its inclusion presumably indicates that Union issues have journalistic interest on the other side of the Atlantic.

STAMP MAGAZINE: July. Further notes from Member W. A. Page bring up-to-date his recent tables of the printings of the Pictorial Issues published in the same journal in recent months.

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This query originates from Mr E. Breach-Smith. Any comments?

"I have a postcard issued in connection with JIPEX 1936 bearing on the reverse a photograph of the interior of the Post Office at Jo'burg. On the front, under an airmail label (printed) are these words - 'Affix a halfpenny stamp to this card, post it at the Exhibition and it will be sent by AIR MAIL to any part of the world.'

"I do not know the airmail rates in force at the time, but I assume that the stamp, cancelled with the JIPEX postmark, was a special cheap rate. Does anyone know if this was the case and if so, was the mail "subsidized" by the Post Office or the Exhibition funds.

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ANNUAL LONDON MEETING

There will be a meeting of the Society in London on Saturday, October 3rd, 1953, at 2.45 p.m. for the purpose of discussing any business which members may propose to raise. At the time of going to press, the venue has not been fixed, but will be notified to all interested members at the earliest opportunity. Notice of any proposals, etc. should be submitted to me so that an agenda may be drawn up.

It is expected to follow the meeting with a display.

In the evening, there will be a dinner at 7.30 p.m., in The Restaurant Frascati, Oxford Street, London, W.1.; where we shall have a private room. It is suggested that assembly should begin at 7 p.m., and members may invite a lady and/or a guest to accompany them. Dress will be informal.

The cost will be 22/6 per head, and early notification of proposed attendance will assist greatly in the final arrangements.

May I point out previous dinner-meetings have been so successful that only the fact that there is a limit to the time the public transport system will operate has broken up the meeting!!!

I do hope that as many as possible will take advantage of this opportunity which comes but once a year.

C. E. SHERWOOD.

2d CORONATION STAMP - JUNE 2nd.

And here's a "pretty kettle of fish!" Your Editor's supply of this issue showed two different cylinder printings in two shades. No.98 was blue, whilst 66 was violet-blue, distinctive enough to be noticeable. In each printing, certain varieties were noted. Then my attention was drawn to the fact that the number 66 printing existed with the varieties reversed, i.e. in the opposite panes. Next I found that the same thing had happened in number 98.

But the worst complication of all is that I found cylinder 98 printing exists in both colours! So a single stamp without variety is going to be very hard to place.

Summing up we have

- Cylinder 98 printing in blue,
- Cylinder 98 printing in violet-blue,
- Cylinder 98 with "mole below Queen's mouth - row 1 stamp I.
- Cylinder 98 with "mole below Queen's mouth - row 1, stamp II.
- Cylinder 66 printing in violet-blue,
- Cylinder 66 with "mole on Queen's upper lip" - row 1 stamp 2.
- Cylinder 66 with "mole on Queen's upper lip" - row 1 stamp II.

but so far I have not been able to decide whether cylinder 98 has varieties and reversed varieties in both shades. Certainly 98 in blue has "normal" and "reversed" varieties and 66 both in violet-blue. Can someone enlighten me? C.E.S.

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C O R R E S P O N D E N C E

To The Editor,

Dear Sir,

Reading thro' the "Springbok" this evening, it dawned upon me that the following will be interesting to insert therein:-

"How the 'Springboks' got their name"

When the 1906 South African Rugby team were practising on the Richmond ground, a reporter approached Paul Roos their Captain and asked what the team was called. He mentioned that the 1905 New Zealand Rugby Team had been called the "All Blacks", and that it was only fitting that the South Africans should have a distinctive name.

The team discussed the matter with their Captain until Mr Roos suggested "Springbok". It was enthusiastically taken by the reporter who used it in his articles and ever since then all South African International Rugby and soccer players, cricketers and athletes have been known as "Springboks".

The 1906 Rugby Team returned to South Africa in February 1907. At a reception given to the team on the famous Newlands Ground, a live Springbok was presented to Mr Paul Roos by my late father, G. G. Sydow, founder of the Maitland Rugby Club, now known as the Northerns Rugby Football Club. For about two hours before the presentation, I and the Springbok was coupled in a small kraal on the famous old ground. As the 'bok was a young one, I had to feed it by means of a baby's feeding bottle until Paul Roos took possession.

Is it a wonder that I am still interested in Springboks found on stamps and as watermarks?

Cape Town, S.A.

A. H. Sydow.

P.S. I knew Paul Roos personally. He told me years after that the said Springbok lived for about five years on his estate in Stellenbosch.

(Ed. This letter does explain a lot of things!!!)

Dear Sir,

Have other members noticed the following and can they confirm the chronological order?

1d value cylinders 36/6925.

- ? 1951. Early printings - carmine-toned paper - smooth gum.
- ? 1952 (Early) -- carmine-white paper - smooth gum.
- ? 1952 (Late) - carmine-toned paper - lined gum.
- ? 1953 (Jan.) - deep carmine-white paper - smooth gum.

Has any member been successful in getting the van Riebeck set on toned paper, and has any member a set to spare?

Crayford.

W. A. Page.

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" THE SPRINGBOK "

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Dear Sir,

I read with pleasure the very excellent article on the Production of the King's Head Coil Stamps of South Africa by J.A.V.Peters in the first issue of "The Springbok", and in response to the author's announcement that he will be glad to hear of any alternative explanation of the "uneven join" in the coil stamps, I would suggest:

1. That the $\frac{1}{2}$ d, 1d and 2d sheets were trimmed in a similar manner into panes.
2. That the panes which comprised the first issue of the $\frac{1}{2}$ d (Sep.1913) were cut into strips before being joined to form the 1200 stamp coil, whereas the panes comprising the $\frac{1}{2}$ d, 500 stamp coil; (issued August 1914), the 1d (issued February 1914), the $1\frac{1}{2}$ d (issued November 1920) and the 2d (issued October 1921), were firstly joined to form a web and then the web was split into strips to form the respective coils.

In other words, that the $\frac{1}{2}$ d coil containing 1200 stamps was the first and experimental issue; was prepared in a different manner to that of the other values and contained the "uneven" join variety.

I enclose a photograph of four strips of the $\frac{1}{2}$ d coil taken from my collection, all of which show the "uneven" join in a varying degree. I cannot find an uneven join in the 1d, $1\frac{1}{2}$ d and 2d values.

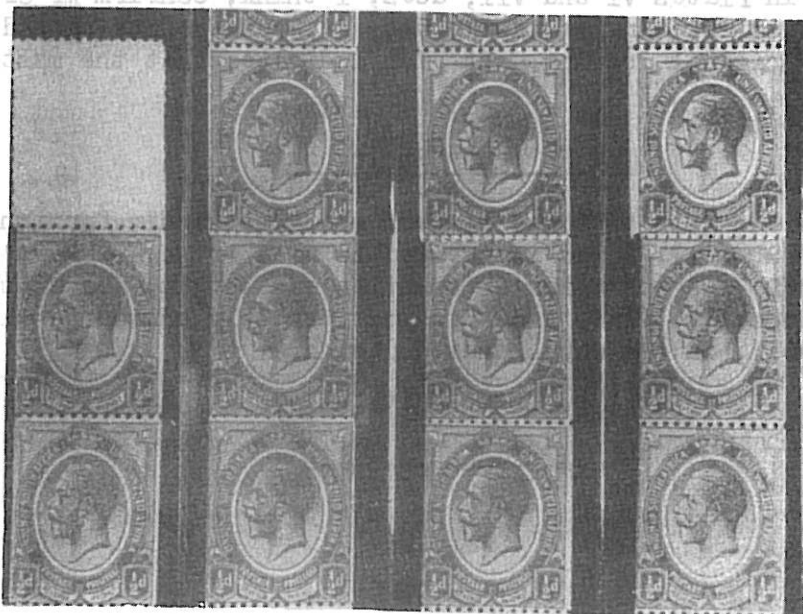
Regarding the suggestions made in Mr Peter's write-up (a) that the uneven join was caused by the repairing of a damaged coil by hand, I submit that the join should then appear as a "repair join" and not as a "paste up" join, and (b) "that the piece comes from the point at the end of a long ribbon" does not bear out my experience, for I found 3 or 4 uneven joins in a small portion of a $\frac{1}{2}$ d roll which I possessed.

The preparation of the current (1949) issue of the $\frac{1}{2}$ d and 1d coil stamps may be of comparative interest.

The stamps are printed by rotogravure in an endless sheet, twelve stamps wide and rolled. The roll is cut into strips at a subsequent operation by being passed through an independent machine which carries thirteen safety razor blades. As the strips emerge they are coiled into rolls of 506 and 1012 stamps respectively, and contain no joins except possibly a very rare "repair join".

P.O. Bryanston, S.A.

Dr T. B. Berry.



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" THE SPRINGBOK "

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Dear Sir,

The Redrawn 2d. (Plates V - VIII)

I was interested to read Mr K. A. Green's article on the above subject, and this led me to re-examine my own stamps from these Plates. As a result, I think I can confirm certain of his deductions.

The lower right corner blocks from Plates VII and VIII show certain features in common on row 20 stamp 6, which prove that the respective frame cylinders were derived from a common multipositive, namely:-

- (i) Fairly prominent dot in top margin above and very slightly to right of "D" of "SUID".
- (ii) Tiny dot in the colour of the frame to left of right hand dome. The exact position relative to the dome varies according to the centring of the vignette.

These features are admittedly very minor, but their presence on two different frame cylinders does at least indicate a common origin.

With regard to the "guide" dots, these do, as Mr Green states, appear on both sides of stamps from all four Plates. On Plate V they require a magnifier to detect, and even then do not always show up, while on Plate VIII they are visible to the unaided eye, almost equally prominently on both sides. On Plates VI and VII those at left of Afrikaans and right of English stamps are easily visible, while those on the opposite sides are faint and usually require a magnifier to detect. Furthermore, above every English-inscribed stamp of all four Plates (though difficult to detect on Plate V) is another "guide" dot in the margin above and between the "H" and "A" of "SOUTH AFRICA".

This latter feature, together with the constant repetition in pairs of the more prominent dots in Plates VI and VII, does, I think, confirm Mr Green's deduction that the dots originate in the master die, or, perhaps one should say, master negative, or in the original drawing. It also indicates that the master negative was two-set.

The Ha'penny Springbok

Grateful acknowledgments to those readers who have kindly furnished further information on this subject. I was interested to read Mr A. J. Brown's notes regarding the flaw 38D Vc about which information was sought, and which would appear to be a multipositive flaw, and thus most probably common to all cylinders, sheet, booklet and coil, in the unhyphenated design.

Boston.

Yours faithfully,

P. D. Haigh.

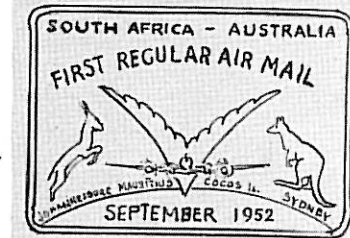
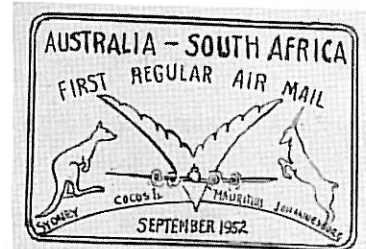
AIR MAILS



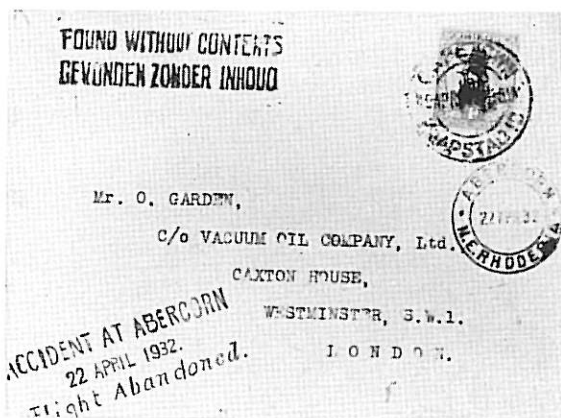
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" THE SPRINGBOK "

CENTENARY OF POSTAGE STAMPS

The following announcement is contained in the South African G.P.O. Bulletin No. 14, dated June, 1953:-

Special 1d and 4d postage stamps to commemorate the Centenary of the introduction of postage stamps in South Africa will be on sale at all post offices in the Union for a period of approximately three months from the 1st September, 1953. The stamps will be printed in horizontal format 21 by 37 millimetres and in sheets of 120. The central designs are replicas of the stamps which were issued on 1st September, 1853, and in the exterior frame appears the usual wording in Afrikaans and English. The background of the 1d is in the form of rays of light and that of the 4d shows a spray of silver-leaves (*leucadendron argenteum*). The colours are reddish-brown for the 1d and blue for the 4d.

FIRST-DAY COVERS

Envelopes for use as first-day or commemorative covers will not be provided by the Post Office or purchased from outside sources on behalf of applicants. Orders for the servicing of first-day covers which the public particularly desires should be treated at the Philatelic Agency, Publicity Section, G.P.O., Pretoria, and which will bear the postmark "Pretoria", must be accompanied by addressed envelopes, and a remittance to cover the value of the stamps which the sender desires should be affixed to the envelopes. Such orders must reach the above address not later than the 31st August, 1953. Cheques will not be accepted and orders will not be sent "C.O.D."

POSTAGE STAMP EXHIBITION

A Postage Stamp Exhibition is to be held at Johannesburg under the auspices of the Transvaal Philatelic Societies, the opening date of which will coincide with the date of issue of the stamps. A special date-stamp with the wording "Postage Stamp Centenary Exhibition - Posseleefeeststalling, Johannesburg" will be in use at the Exhibition from the 1st to the 12th September, 1953. Orders for the servicing of addressed envelopes on which it is desired to have an impression of this date-stamp on the first day of issue, namely the 1st September, 1953, may be sent to the Philatelic Agency, Publicity Section, G.P.O., Pretoria. Envelopes must be supplied by the applicant and a remittance to cover the cost of the stamps to be affixed must accompany the order.

POSTMARKS

Applicants must specify whether the "Pretoria" or the "Postage Stamp Centenary Exhibition" date-stamp should be used to postmark their envelopes. Request for both postmarks on one envelope will not be entertained.

ORDERS FROM APPLICANTS OUTSIDE THE UNION

Remittances in respect of orders from persons outside the Union must be made by means of International Money Order, Bank Draft or British Postal Order made payable to the Postmaster-General, Pretoria. Those in respect of orders for unused ("mint") postage stamps must include an amount for return postage and registration. Cheques, foreign bank notes, foreign coin and foreign postal orders will not be accepted and orders will not be sent "C.O.D."

DESPATCH OF ORDERS

Every effort will be made to despatch orders as soon as possible after the date of release of the stamps, but in view of the large number of orders expected and the

" THE SPRINGBOOK "

consequent volume of work involved, delay in some cases will be unavoidable. Applicants are therefore requested to withhold any enquiries or reminders relating to their orders until the end of October, 1953.

NEW MEMBERS, CHANGES OF ADDRESSES, RESIGNATIONS

New Members:

- No. 195. L. Feinstein, P.O. Box 7170, Johannesburg, South Africa.
196. Mrs W. Richardson, Springfield House, Herberton Road, Dublin, W.2.
197. H.O. Nouss, 405 N. Elizabeth Avenue, Ferguson 21, Miss., U.S.A.
198. H. W. Bond, P.O. Box 62, Stellenbosch, Cape, South Africa.
199. F. E. Hamilton, Philatelist, Marne, Michigan, U.S.A.
200. P. W. Blye, 463 West Street, New York 14, N.Y., U.S.A.
201. L. Hellman, P.O. Box 15, East London, South Africa.
202. Dr G. I. Faerber, 4 Second Avenue, Lambton, Germiston, South Africa.
203. Dr B. Wasserstein, P.O. Box 401, Pretoria, South Africa.
204. A. Delbarre, 27 Rue N.D. de Lorette, Avion (P.d.C.), France.
205. W. J. E. Holland, 38 Witham Bank, Boston, Lincs.
206. J. Joseph, 35 St Mark's Road, East London, South Africa.
207. R. G. Apps, Holmeleigh, Spitalfield Lane, New Romney, Kent.
208. F. H. Walker, Freeman Road Hostel, Newcastle-on-Tyne, 3.
209. R. J. Archer, 12 Whitemoss Avenue, Muirend, Glasgow, S.4.
210. C. Lee, 24 Priory Way, North Harrow, Middlesex.
211. Dr C. L. L. Murray, Kuils River, C.P., South Africa.
212. E. Hunt, 98 Houghton Drive, Johannesburg, South Africa.
213. O.F.S. & Basutoland Philatelic Society, P.O. Box 702, Bloemfontein, S.A.
214. C. F. Congden, University of Hawaii, Honolulu 14, Hawaii, U.S.A.
215. C. Maides, 28 Whippingham Street, Brighton 7, Sussex.
216. J. F. Hurter, 5A Vredefort Flats, 269 Beach Road, Sea Point, Cape, S.A.
217. E. S. Smith, 23 Caledon Street, Graaff-Reinet, South Africa.
218. W. G. Campbell-Paterson, P.O. Box 101, Stellenbosch, Western Province, S.A.
219. Miss M. J. Brick, 17 Brendan Road, Donnybrook, Dublin, Eire.
220. V. Zimmerman, 64-56 Ellwell Crescent, Rego Park, N.Y., U.S.A.
221. G. F. Hegardt, Royal Swedish Consulate, P.O. Box 640, Cape Town, S.A.
222. G. J. Crockett, 150 Sweetfield Circle, Yonkers 4, New York, U.S.A.
223. G. M. Harvey, P.O. Box 142, Madison, Maine, U.S.A.
224. J. Berman, B.Sc., 27 Shoot-up Hill, London, N.W.2.
225. Comdt. L. Simenhoff, E.D., P.O. Box 2195, Cape Town, South Africa.
226. J. Michelson, P.O. Box 9314, Johannesburg, South Africa.
227. J. F. Babb, 428 Dundas Street, Galt, Ont., Canada.
228. R. A. McClearmer, 1159 Putnam Avenue, Brooklyn 21, New York, U.S.A.
229. B. Ganek, P.O. Box 446, La Habra, Cal., U.S.A.

Change of Address:

84. A. W. Cousin, 30 Exford Avenue, Westcliff-on-Sea, Essex.
7. R. McDougall, c/o Reid, 25 West Princes Street, Glasgow, G.3.
107. S. Price, 55 Heathville Road, Gloucester.