
THE SPRINGBOK



Volume 6. No. 3

May/June 1958

" THE SPRINGBOK "

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" T H E S P R I N G B O K "

The Editor's Chair

Quite suddenly, there seems to be a spate of activity in the South African Post Office beginning with the release of a 2d postage due, as last but the frame is in rather a lighter mauve shade. This was followed quickly by a 4d postage due in dark green and emerald green and a 1/-d postage due in dark brown and light red-brown.

A few days ago we heard of a new printing of the 2d zebra stamp but rather differently this time for once again the cylinder numbers appear on the sheets. Printed in two panes each of 240 stamps the left pane shows the cylinder number 116B whilst the right pane shows 116A. The coloured broken single line appears top and bottom of both panes so it is what one might say a combination of the old and the new.

On July 1st there is to be a special 2d commemorative stamp about which there are details on another page of the magazine.

Also, of course, there was the special date-stamp applied to covers posted from Marion Island earlier in the year commemorating the International Geophysical Year. We should have thought a special stamp for what is a very notable event would not have gone amiss but it would seem all efforts were concentrated on what looks like being a very unimaginative "German" stamp on July 1st.

Recently we submitted to Messrs Harrison & Son, Ltd., specimens of the "Harrison" essay in red with the caduceus type of watermark to ascertain whether they were in fact responsible and if we were right in thinking of this as a South African essay. Alas their information was very meagre for they say the written records contain almost no information. They do say that the size is rather larger than what we know as the accepted Harrison essays and that the perforation is different. In their opinion this essay must have been made from the same design or a very close copy, the quality of the printing being below the standard of the "accepted" essays although the difference between the papers could possibly account for that. As their Managers responsible for handling this sort of work in the 1920's have both died it would seem that this may be a mystery never to be solved unless somebody somewhere has the key. If they have and they read this will they please write so that we may publish their information for the benefit of all.

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The Retouches on Cylinder-Set 20 of the
Ship Penny.

Gordon Ward, M.D.

The Handbook/catalogue gives but scanty notice to these, since it lacks space for any fuller account. It brings to the reader's attention the existence of retouches which may be collected as singles or in pairs and says that "a second printing appearing in June 1948, showed signs of frequent retouching". The original issue was in May 1948. Cylinder Set 20 is the only one to be issued in sheets of 180.

To encounter a genuine retouch made after defective sheets had already been issued is always rather exciting - and a photogravure (sub-variety, Roto-gravure) retouch is quite exceptional. We naturally wish to know why retouches were needed, how many there were, etc.

If the positions of the retouches are plotted on a chart (see diagram) it is at once apparent that they tend to follow a definite pattern and this gives us a clue. It is known that the cylinder was prepared from a multipositive on which the impressions had been laid down in blocks of four. We know also that the bottom right impression, all through this group, shows a weakness of the shading around the top of the ship. It is precisely the same impression which is so often retouched in cylinder-set 20. We may deduce properly that the retouches were intended to improve this weakness but since no other interior cylinder in this series is similarly retouched, we are bound to assume that there was not only an original weakness but also an added defect due to under etching of this particular cylinder.

It must be admitted that if one examines copies printed before the retouch there is not so much weakness to be seen as would seem to make retouching in any way essential.

The retouches themselves consist for the most part of short curved lines quite unlike the normal shading of the sky. There may be only one or two such lines or there may be a mess of these fine retouches on either side of the upper part of the ship. Stamps showing the former slight retouches number 14 and the firmer sort 26. It is not always easy to be sure that retouching is present and others might wish to vary these numbers but they are correct for all practical purposes.

The collector will be fortunate if he gets three retouched impression in a row. There are three cases in which really good retouches occur in this way. They may be identified as follows:

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Row 6. Nos 2, 3, 4. The centre stamp has a small black dot about half way between the two main yards, a little inwards from their ends. A smaller dot on right in the sun rays.

Row 6. Nos. 6, 7, 8. The centre stamp has a black dot at about two o'clock on the right side of the oval and close to its edge. It has also the sea-gull flaw.

Row 8. Nos. 4, 5, 6. The middle stamp has a black dot just N.E. of the main furl of the top pennant.

There are also the sequences of three with much less retouching i.e. -

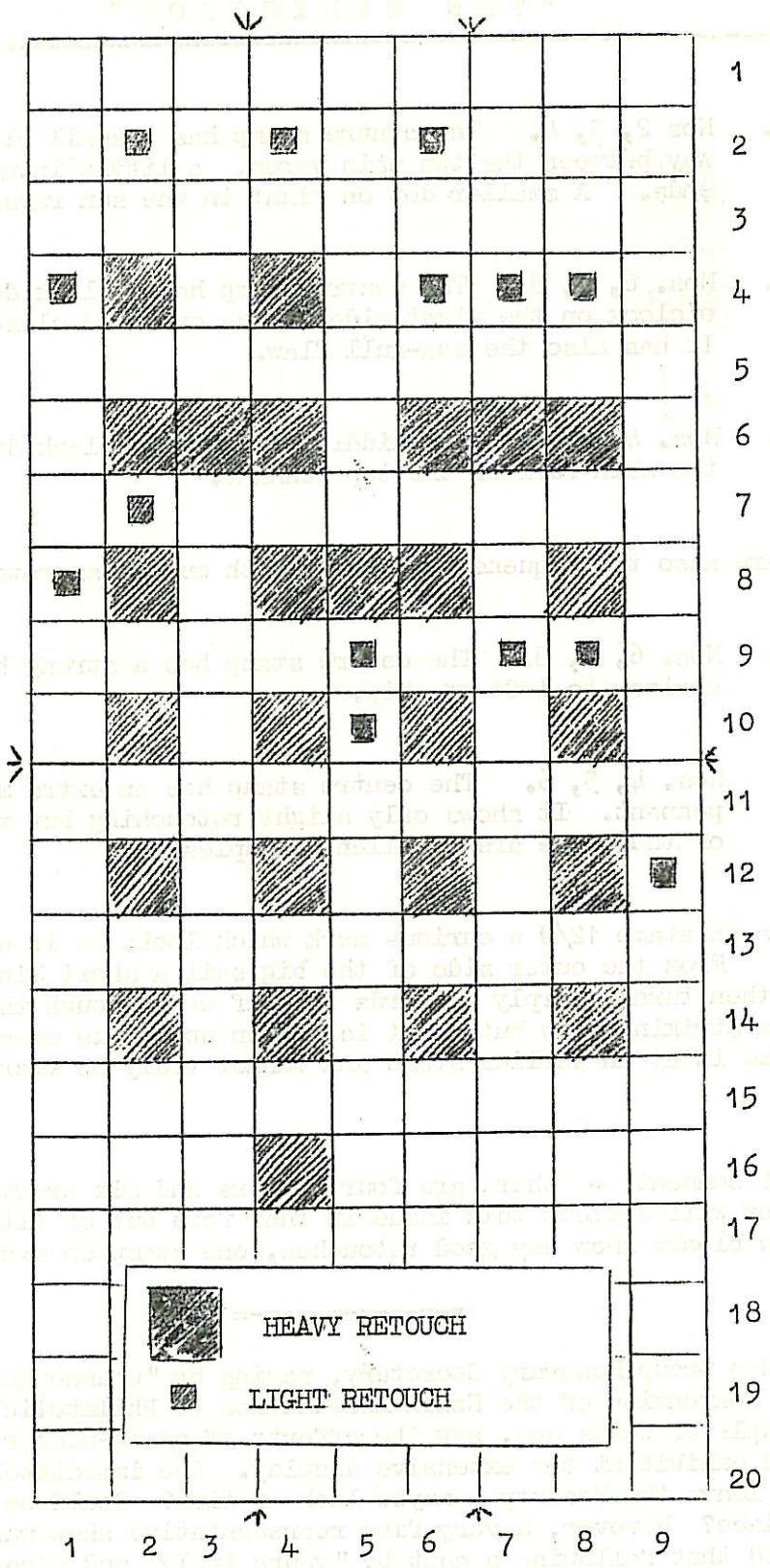
Row 4. Nos. 6, 7, 8. The centre stamp has a strong black dot on the horizon to left of ship.

Row 10. Nos. 4, 5, 6. The centre stamp has an extra mast top above the pennant. It shows only slight retouching but the other stamps of the three are excellent examples.

There is on stamp 12/9 a curious mark which looks as if a graver's tool had slipped. From the outer side of the big sail a short line tends directly upwards and then turns sharply outwards to half way through the sun's rays. It is quite a striking flaw but as it is broken up by the mosaic screen it must have come in at an earlier stage and cannot truly be ascribed to the retoucher.

One last comment - there are four corners and six arrow blocks per sheet and many will collect this issue in that form but of all these only the lateral arrow blocks show any good retouches, one stamp on each block.

The London Group Honorary Secretary, paying an "unannounced and uninvited" visit to the Convention of the Essex Association of Philatelic Societies at Clacton a couple of weeks ago, saw the efforts of an ex-member of the Society in an invited exhibit at the extensive display. One immediately wonders why such members leave the Society - maybe lack of time? Could be other interests take first place? However, a very fine representative show was put on and it is to be hoped that following a chat by "yours truly" and also another regular of the London Group this member will re-join us in the near future.



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A Shipping Postmaster Mark

Four shipping postmaster marks showing the complete markings on piece recently came into my possession. Two of them are Type 5, "SHIPPING POSTMASTER CAPE TOWN". They were impressed on Transvaal stamps, the dates being "10 APR. 1912" and "5. APR. 1911". Blue ink was used and the diameter is 40mm. In each case, only the upper part of the numeral "3" left an impression, where it fell on the adhesives. The lower part failed to print on the supporting paper, presumably because of its slightly lower elevation.

The third item is a very clear strike of Mr R. D. Allen's Type H. There is no possibility of it being a blurred impression of Type 5 as Mr Allen surmised might be the case with his specimen (see July/August 1955 issue) since the lettering is much smaller and of quite a different style. The impression is in blue, on Union stamps and dated "APR. 18. 1914". The diameter varies from 40 mm. to 41 mm, probably because the rubber stretched when the impression was made.

The fourth item closely resembles Type H but comes from a different handstamp. The "CAPE TOWN" is $27\frac{1}{2}$ mm long instead of 24 mm as in Type H and the ornaments resemble a formee cross instead of a square rosette. It was printed in blue. Unfortunately, the year date is illegible but the use of Transvaal stamps suggests the Interprovincial period.

The running together of the two outer rings (see sketch) suggests ink clogging or wear or both. These conditions and perhaps stretching of the rubber probably account for the somewhat variable diameter of 41 mm plus instead of 40 mm. No trace of a numeral "3" could be found. Neither is there an inner ring except for a short distance under the "SHIP" of "SHIPPING".

Donald D. Smythe.



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STAMPEX 1958

The Society once again was invited to contribute an exhibit to the National Stamp Exhibition at Central Hall, Westminster, London. It was quite fitting that the exhibit chosen for display was a selection from the material sent to Paarl, for their National Stamp Exhibition last October.

A selection of Air Mails for the period 1918 to 1952 was selected and shown and it aroused much interest among the many visitors to the exhibition.

The first examples consisted of the 'make your sixpence fly' post cards of the 1918 period, followed by specimens of the 1925 Government Experimental Air Mail Service, showing items carried on the first and last flights of this very short lived service.

First flights by Union Airways in 1929 and the first Imperial Airways service from South Africa to London in 1932 were also on show. In 1933 the first regular service from Germiston to Durban was inaugurated by Union Airways, and a flight cover, together with examples of the various feeder service flights of 1933/1934 were on display. One also noticed an example of the propaganda post cards issued at the Johannesburg Empire Exhibition in 1930 - flown anywhere in the world for $\frac{1}{2}$ d.

More recently the first flying boat service via the East Coast in 1937 was represented by a cover carried on the flying boat, 'Courtier'. Air services were suspended at the outset of the war and mail stamped with cachets to that effect were shown.

The post war period, which has seen many developments in air services was represented by covers from the 1948 Australia to South Africa experimental flight by Quantas Airways and the first return flight from Johannesburg to Sydney, also by Quantas Airways. Perhaps one of the most important aspects of post war aviation was the introduction of the 'Comet' Jet Air Liners and it was perhaps appropriate that the first regular service was from London to Johannesburg and return. This was suitably represented by a specially prepared cover designed and issued by B.O.A.C. and carried on the return flight.

- - - - -

Wandering around the exhibition one noted another fine exhibit covering some of the earlier material of South Africa, contributed by the Orange Free State Study Circle. Among the Society entries for the Stampex Trophy was one from the Herts P.S. which interested South African specialists particularly. This consisted of a nine sheet study of the war time $1\frac{1}{2}$ d bantam war effort stamp, with its experimental roulette, together with a few of the printing

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flaws. It is hoped that the owner of this entry is a member of the Society!

The writer was, indeed pleased to be able to renew the acquaintanceship of several out of town members of the Society.

W.A.P.

THE LONDON GROUP MEETING

Tuesday, the 15th April, saw the second visit to the new headquarters at the 'George' where the subject under review was the 6d value of the definitive series.

Several of the members gathered early to enjoy a quiet drink and snack and indulge in discussion on their latest 'finds'.

It was an honour to have two out of town visitors to the meeting. One, actually 'out of the Country' literally flew in from Johannesburg a few days previously en route for America. Mr P. R. Kleiner of the Johannesburg Philatelic Society was able to give the members some first hand information on the forthcoming International Exhibition at Johannesburg - UNIPLEX 1960. Speaking on this matter he asked members to put in their individual exhibits as well as suggesting that an exhibit be sent from the Society.

Many members renewed their acquaintance with Mr R. J. Clayton from Newcastle, who was paying his second visit to the London Group, the first being two years ago.

Coming on to the display given by a number of the members one saw as complete a picture of the 6d value as possible, together with all the various printings and plate varieties. As usual in this type of display there were a number of items which invoked discussion and a certain amount of argument - a healthy sign that there is always something new to be learnt on the subject.

W.A.P.

It is perhaps opportune at this stage of the year to remind all members of the date of the London Exhibition and A.G.M. to be held at the Bonnington Hotel, Southampton Row, London, W.C.1. on Saturday, 25th October next. Watch out for further details.

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Printing Flaws on Typographed Stamps

by A. J. BROWN

In the last issue of THE SPRINGBOK two queries by Mr K. H. Giles and Mr J. M. Kenneth both bear on the same subject, i.e., the occurrence of white or coloured flaws on typographed stamps generally and in particular the $\frac{1}{2}$ d value of the Waterlow printing. I pretend to no special knowledge about such matters, but should like to offer what I hope are some helpful comments.

First of all, as Mr Giles implies, one must differentiate between white and coloured flaws. White flaws are caused by some form of erosion of the surface of plate resulting in failure to pick up ink in that particular area. The flaw on row 20/9 which Mr Kenneth instances, the "Extended limb to A" is an example. Such flaws once having arisen on the plate will continue in evidence until the damage is repaired in some way.

Coloured flaws, however, are caused either by excess of ink on the plate, or as Mr Giles says, by pieces of foreign matter. My personal belief is that in the Waterlow printings, and in the Kings Head series printed by the same method, they are a result of an excess of ink. In the case, for instance, of the partly or completely missing "Z" in "Zuid" on the 6d Kings Head value, it is possible to find varying stages of the flaw. My theory is that either owing to an imperfectly cleaned plate, or to more viscous ink (which can be caused by temperature, I believe), ink gradually accumulates in the recess between the letters or other recesses in the design, building up until it becomes sufficiently nearly level with the printing surface to pick up ink from the roller in the same way as the design itself. This would account for the varying stages instanced, I think. A flaw thus caused would continue to appear on the same position in the sheet until the plate was cleaned, and would thus be constant only over a number of printed sheets, which might, however, be considerable.

It follows that if this theory is correct, it is perfectly possible for Mr Kenneth to find the "Extended A" on row 20/9 in conjunction with or without the "Broken L in Posseel" on row 20/11, since the "Extended A" flaw is quite independently caused from the "Broken L". His item may quite possibly be from a London printing, therefore, and I should say probably is. The Jubilee lines which he mentions unfortunately do not help in identification, since the same pair of plates was used for both printings, London and Pretoria; the later Pretoria printings were from different frame-plates and did not exhibit the "Extended A".

I am inclined to agree with Mr Giles that all these coloured flaws are probably not worthy of catalogue status in a strict sense since as he says, they disappear if the plate is given a "good wash". However, when one can show more than one example of the same flaw, it does seem to me that they are collectable items. Although not in the same class as some of the "flyspecks" catalogued on some of the recent Union issues, as regards their constancy, they are certainly much more visible to the unassisted optic.

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Printing Flaws on Typographed Stamps.

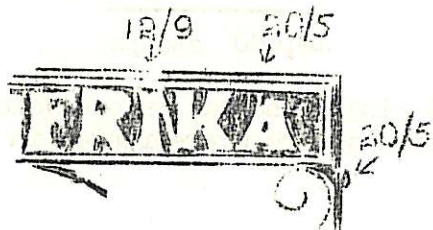
To sum up, and clear up any doubts which may still exist, it is possible to find and one does in fact find, different blocks from the same sheet position with or without flaws such as those listed as "22Va, b, c, e, f, h, i and j" etc. Incidentally the editors of the Handbook/Catalogue confirm this in the foreword to the London pictorials on p.51 of Vol.1, I quote "These stamps generally show fewer flaws than the Pretoria prints, most of these flaws being due to solidifying of the ink and occurring in later printings; thus their absence in the given position indicates an early printing." No further comment is necessary except to say that the absence of a flaw in a given position may indicate a later printing as well as an early printing, since the plate might be cleaned and subsequent printings would then not exhibit the flaw.

An UNREPORTED Flaw from cylinder-set 25
of the Ship Penny.

The flaw on row 12/9 from this cylinder set is well known and is described in the Handbook/Catalogue Supplement page 50 as "Ve. White oblique stroke between "I" and "K" of "AFRIKA" row 12/9". It is illustrated to the best of my ability but not as accurately as I should like. In the same figure is a flaw of a like character but very slight on row 20/5 joining the letter "A" to the white line above it. There is a bulge in the right frame on the same stamp.

These white flaws are not encountered on earlier issues nor, at least, not to the same extent and their causation has not been discussed. They might be due to minute fissures in the metal of the cylinder or in the electro-plating applied to it to give a longer life. These would probably not take up the ink as a shallow scratch would do. In order to elicit views upon whether this is the case I have illustrated a flaw which seems to be from cylinder-set 25 but which is absent from the complete sheet of this plate in my collection. Can anyone match its presence or its absence. If it occurs after the roller had started its printing life, the theory that it is due to a plate fissure gains some support.

G. W.



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The Fourpenny Triangulars

"The following letter (which was found by Mr John Mendelssohn in a collection of Union stamps purchased recently) was written by Messrs. Bradbury, Wilkinson & Co. to an enquirer about these stamps. As it contains information hitherto unpublished, Mr Mendelssohn suggests it should be published in full.

Dear Sir,

I am in receipt of your favour of the 8th inst. enclosing copies of letters received from the High Commissioner's Office of the Union of South Africa, informing you that you were at liberty to apply to us for particulars regarding the Postage Stamps we are printing for the Union Government.

I beg to answer your questions in connection with the 4d triangular stamps as follows:

1. There was no actual design prepared for this issue, our instructions being to reproduce the old Cape stamp, simply changing the lettering.
2. As to why a triangular imperforate stamp was issued I really cannot say, and I can only imagine that it was done in order to make this issue as similar as possible to the old Cape stamps.
3. They were not printed bi-lingually on one sheet for the reason that our original instructions were that all these stamps were to be cut singly and put in envelopes of 60. This being the case it obviously did not matter whether they alternated English and Dutch on the sheet or not. As a matter of fact, they were printed in sheets of 240 stamps, 120 English and 120 Dutch.
4. We received an order to print 3,000,000 of these stamps of which we delivered to the High Commissioner's Office, London, the following:-

125 sheets of 120 English	15,000 stamps.
125 sheets of 120 Dutch	15,000 stamps.
75 sheets of 60 English	4,500 stamps.
75 sheets of 60 Dutch	4,500 stamps
75 envelopes of 60 English	4,500 stamps
75 envelopes of 60 Dutch	4,500 stamps
	48,000 stamps

The balance was sent to South Africa but cut singly and put into envelopes. Of this balance 75,000 English and 75,000 Dutch stamps were over-printed in black for use in South West Africa.

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5. I cannot answer your question as to why only sheets of stamps were delivered to London, although when we were asked to do this, I pointed out to the High Commissioner's Office, it was obvious that the few sheets which were sold in London would soon be at a considerable premium.

I might add that we have since received a fresh order for another 3,000,000 stamps of which 400 sheets evenly divided between English and Dutch are to be sent to South Africa and a similar quantity to the High Commissioner's Office in London. As far as I know, the balance of this new order will be cut singly as before.

With reference to the reports in the Press of new colour trials being made for this triangular stamp, I would say that the stamps that have been issued are printed in a fugitive ink and this has caused some criticism with regard to the colour and it has been suggested that on future orders we use our ordinary plate ink. However, this question is still under discussion and no proofs of other shades have been submitted.

You may be interested to know that we have received orders for - 2d, 3d, 1/-, 2/6, 5/- and 10/- stamps all to be plate printed in two colours, but no designs have been approved of these new values as yet.

Yours faithfully"

(Editor's Note. The above information typed on a sheet of paper was found in a collection which we bought this year. There is not any date nor indication as to who made the original enquiry, but we thought that it should be made available.)

Members will, it is hoped, be taking a rest from everyday labours and in fact spare time activities and partaking of a holiday. It would be nice for those members visiting holiday resorts to get in touch with other members who reside at these places, and I am sure would welcome meeting other Society members. Look at your membership lists - but please - do write first and let the member know!

The forthcoming A.G.M./Exhibition - members are invited to offer suggestions for any special ideas for novelties and items of unusual interest that they would like to have on this day - it is your day - make the best use of it. Suggestions, etc. in the first place to the London Group Honorary Secretary, W. A. Page, 138 Chastilian Road, Dartford. Kent.

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The 1954 Animal Set

A member has suggested that it would be most useful to have some sort of a check list of the various printings of the different values of the series. This is rather difficult for in general information, about new printings has to be gleaned from the "eagle-eyed" collectors who haunt the post offices in South Africa, but we offer the following tabulation as some sort of a working basis. It would, however, be very much appreciated if members who can add to the information, correct it or bring it up to date, would write to us accordingly.

$\frac{1}{2}$ d value.	October 1954.	cylinder 84.	4 red sheet numbers.
1d value.	October 1954 August 1955 August 1956 May 1957	cylinder 12. cylinder 3. cylinder 105 cylinder 97.	4 red sheet numbers.
$1\frac{1}{2}$ d value	October 1954	cylinder 36	4 red sheet numbers.
2d value	October 1954 June 1955 September 1957 April 1953	cylinder 56 cylinder 20. cylinder 92 cylinders 116A/116B	4 red sheet numbers.
3d value	October 1954 January 1955	cylinders 16/107 "	5 black sheet numbers. 4 red sheet numbers.
4d value	October 1954 July 1955	cylinders 53/93 "	5 black sheet numbers. 4 red sheet numbers.
$4\frac{1}{2}$ d value	October 1954	cylinders 76/47	5 black sheet numbers.
6d value	October 1954 December 1955	cylinders 1/121 "	5 black sheet numbers. 4 red sheet numbers.
1/- value	October 1954 ?	cylinders 94/104 "	5 black sheet numbers. 4 red sheet numbers.
$\frac{1}{3}$ value	October 1954	cylinders 106/38	5 black sheet numbers.
$\frac{1}{6}$ value	October 1954 ?	cylinders 21/78 "	5 black sheet numbers. 4 red sheet numbers.
$\frac{2}{6}$ value	October 1954 November 1955	cylinders 66/23 "	5 black sheet numbers. 4 red sheet numbers.
5/- value	October 1954	cylinders 118/4	5 black sheet numbers.
10/- value	October 1954	cylinders 44/6	5 black sheet numbers.

C. E. S.

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THE LARGE 1½d GOLDMINE ISSUE

by Vexatus.

I think that there is a certain amount of neglect of the large 1½d Gold Mine, and when comparing the few examples in my collection with the information given in the Handbook/Catalogue all seems confusion. Volume 1 gave four plates, the first two being printed from a common external cylinder, and three and four from a common internal cylinder; incidentally the internal cylinder of Plate 2, no. 15 was apparently used as an external cylinder for Plate 4 in this version.

Vol. 2 completely alters this: there were only three plates, and nos. 2 and 3 had a common external cylinder, no. 15, while no. 62, used an an external cylinder for Plate 1 becomes an internal cylinder in Plate 2.

Identification of the plates is not easy; arrows are of no assistance, and stamps in bright gold may be from Plates 1 or 2, and in dull gold from 2 or 3. We are told that only Plate 1 stamps appeared with inverted watermark, while a few flaws are given, of which the most important are the "broken chimney" R 11/6 and the "flag on small chimney" R 20/2 of Plate 1 and the "ladder" in right bottom corner R 3/5 on Plate 2 and 3. Incidentally, we are given an external cylinder flaw for Plate 3 on R 20/4 which does not appear on Plate 2; perhaps this was due to wear.

At first sight this appears logical and satisfactory; there was in fact a printing in the grey-green shade with no flag on small chimney on 20/2 and no broken chimney on 11/6 as I can confirm.

But the broken chimney flaw does definitely appear in the dull gold and grey-green shade, although Vol.2 says that it was peculiar to Plate 1. I have a single used which shows this flaw quite unmistakably in what I should judge to be a Plate 2 shade; unfortunately the part of the postmark visible does not include the year.

The ladder flaw is allocated to Cylinder 15, and the H/C is definite that all stamps produced from this cylinder had upright watermark. I have a positional block of 6 showing this flaw on 3/5 in what I should judge to be a Plate 3 shade; the flaw appears in illustration A. I have also, however, two examples of what looks like an earlier stage of this flaw on stamps in the metallic gold and slate-green shade with inverted watermark; the flaw can be positioned on no.5 of Row ? one of the pairs being marginal. However a close study shows that the flaw is not quite in the same position in the different printings, and also that the two examples in the earlier shade have a dot between the inner and outer frame lines on the right, which is absent from that in the later. See illustration B.

To sum up: the "broken chimney" does not appear to be a multi-positive flaw, yet its appearance on a stamp in the dull gold and grey-green shade leads one to believe that Cylinder 62 external was used for a printing in this colour; and also can it be believed that there were two distinct "ladder" flaws on different plates, both appearing in Row 5?

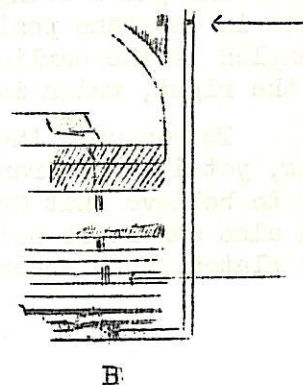
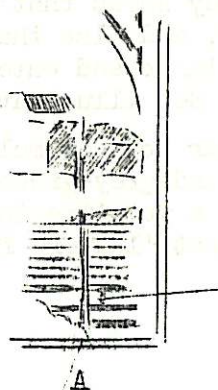
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Since writing the above, I have had the opportunity of examining an approval book from a dealer in the Union containing (inter alia) some varieties of the large 1½d, all in used singles. They consisted of 8 examples of the "broken chimney" flaw, 11 of the "ladder" flaw (Illus. A) and 8 of the "ladder, first stage" (Illus. B). There were also 8 of the "bulge" flaw (46 Vb). From these it seems

1. The two ladder flaws are quite distinct; the position in relation to the rest of the frame differs slightly, and on each stamp with the "first stage" the dot appears between the right hand frame lines. On those with the "ladder" flaw proper this is absent. But there is a constant flyspeck in the top left hand corner, 1 mm. outside the left hand frame lines and level with the top frame lines: it consists of a green dot with another smaller one appearing indistinctly below it. This clears up the ladder difficulty; as the first stage appears on stamps in slate-green with inverted watermark it must be a Plate 1 flaw.

2. Accepting the three plates of the Handbook it then seems that there were three printings of Plate 1, the first with inverted watermark with slate-green frame, the second with upright watermark with perhaps a little more slate in the green, and the third with the frame in a colour even greyer than that used for the first printing of Plate 2, which the H/C calls "greenish-slate". In fact the frames are to my eyes indistinguishable from those of what I take to be the second printing of Plate 2. Of the stamps with dated postmarks, none in this third shade are postmarked before September 1940 - for what that is worth.

But all this does not rule out the possibility that Cylinder 62 was used in combination with another interior cylinder for a second plate; I cannot find any head plate flaws to prove or disprove this. If a printing in 1940 was made using Cylinder 62 as a frame plate it seems a little unlikely that it should be immediately cleaned off and used as a head-plate, but I suppose this is possible. Any assistance will be welcome; perhaps somebody can "shoot me down in flames".



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SOUTH AFRICA P.O. PHILATELIC BULLETIN 32.

From the Publicity Office comes a Bulletin dated May 1958 announcing a special 2d postage stamp to be issued to commemorate the arrival, a hundred years ago, of the German Settlers in South Africa. The commemorative stamp will be on sale at all Post Offices in the Union for three months from the 1st July, 1958.

The central designs are sketches of a typically German block-wagon and of an early type of dwelling, both as used by the Settlers. The colour of the stamp will be announced later. The size of the stamp will be 30.2 mm by 24.2 mm. The inscription on each stamp will be in English and in Afrikaans and the stamps will be printed in sheets of 120.

IT IS NOT THE INTENTION TO PROVIDE A SPECIAL DATE-STAMP FOR USE ON THE FIRST DAY OF ISSUE, I.E. THE 1st JULY, 1958.

Your own first-day cover will be serviced provided it is fully addressed and received by the Philatelic Services, P.O. Publicity Branch, G.P.O. Pretoria, South Africa by June 23rd.

The Harrison Essays - or Are They?

Page 54 of the Handbook/Catalogue Part 1 credits nine essays listed "III a to i inclusive as printed by Harrison and Sons, Ltd, BUT I have in my possession a letter dated June 14th 1950 written to a collector by Messrs Harrison and Sons, Ltd, in reply to a query which states -

"We can find no trace of having produced the essays of the ship, horses and Table Mountain. We did produce one of the ship by the Photogravure process which was the 1d, but that was for postcards."

So who can produce proof to substantiate the statement made in the Handbook/Catalogue? I ask this as the operative words seem to be "can find no trace", which could be rather different from a statement denying that they produced such essays. The letter adds that "we cannot give you any more information as the Director who was mainly responsible for the stamps died some years ago."

I might add further that with the Harrison letter there is one from Thomas De La Rue, & Co., Ltd, stating, "We have looked through our records and regret that we are unable to find any indication of ever having submitted the essays which you sent us."

A letter from Waterlow and Sons, Ltd, states, "We have no record of submitting designs in 1922 for Postage stamps or of having gained three prizes, nor having submitted the enclosed essays."

Bradbury, Wilkinson & Co., Ltd. state, "These essays were not produced by us, nor were they produced by the steel plate printing process which we used for the stamps for the Union at that time."

Who can solve this mystery for me, please?

C.E.S.

" THE SPRINGBOK "

CORRESPONDENCE

Dear Sir,

All my Interprovincials are used. Is this because the mint Interprovincials are scarce?

Leeds.

A. C. Adams.

Dear Sir,

Doctor Gordon Ward has suggested that your readers might be interested in the sketch which represents a striking variety on row 20 number 4 of the 1d plate VIII. He considers that "there was a slight thickening of the gelatine on one side of the stamp so that the cylinder was protected from the full amount of erosion and that this was corrected at the worst point by re-drawing the frame line." I quote the doctor since his diagnosis could not be worded more clearly or succinctly.

The retouching to the cylinder must have been done before any stamps were printed therefrom since the missing portion of the frame at the top right would have been too apparent to escape notice.

G.B.

Caeculus.

Breaks
in oval
frame



Frame
damaged
and
Retouched
1d
Pl-VIII
Row 20
No. 4

Dear Sir,

I hope the following will be of interest to you.

Lot. 729. 1930-45. 3d blue, vertical pair showing variety, lower stamp only half printed.

That was the catalogue description of a lot in a recent stamp catalogue which I received. It interested me as it is not listed so I sent for a preview

" THE SPRINGBOK "

of it before placing my bid. On these previews it has to be a very quick inspection for the stamp had to be back within twenty-four hours. I had this quick inspection and made a bid.

At STAMPEX I saw the auctioneers and informed them that I was not happy about the item and that it was suspect and that if my bid was successful I would have a better look at it and then if not satisfied would have it expertised by the B.P.A. To this they agreed and stated that they would give an extension if my bid secured the lot.

My bid was successful and I had a closer and fuller look and I found (a) a mark between the stamps on the bottom right corner and upon comparison it appeared to me to be the prong of an arrow and (b) the colour of the two stamps was different and on the lower one the colouring had come through the back of the stamp where the heaviest shading had occurred but it did not come through on the upper stamp. I took a piece of stamp edging of South African stamps and a blue biro and markings came through the paper on the darkest parts.

I sent the piece back to the auctioneers and informed them of my opinion and stated I was quite willing to have it "vetted" by the B.P.A., but since returning the lot I have not received any further news from the auctioneers.

It is my opinion that the bottom part had been drawn by biro on to the normal selvedge. It was postmarked but the postmark had faded where the drawing had been made.

London.

R. D. Allen.

Dear Sir,

With reference to the illustrations of varieties which appear in the magazine from time to time, I have found them to be most useful for supplementing the descriptions in my catalogues, by cutting them out and affixing them on to the appropriate pages.

Possibly many members do this already, but I write the suggestion for what it may be worth. In point of fact, of course, I do not mutilate my copies of the magazine, but make use of the spare "Picture Pages" which I obtain from time to time.

G.B.

Anon.

" THE SPRINGBOK "

MEMBERSHIP INFORMATION

New Members:

347. M. A. Vellenzer, 33 Mayfield Avenue, Kenton, Harrow, Middlesex.
348. Stuart L. Robertson, 1 Lennox Drive, Bearsden, Glasgow.
349. A. C. Edgar, 4 Ashgrove Terrace, Guardbridge, Fife. Scotland.

Membership Renewed:

275. C. W. Abbott, Pietermaritzburg, South Africa.
171. E. V. Shulman, Washington, U.S.A.
244. R. Kuper, Johannesburg, South Africa.

Changes of Address:

244. R. Kuper, 67 St Patrick Road, Houghton, Johannesburg, S.A.
318. Mrs M. H. S. Nel, Box 21, Goedegun, Swaziland.
325. Morgan W. Godwin, Hotel Rivoli, 140 West 49th Street, New York, 19,
New York, U.S.A.

Resignations:

258. Miss D. M. Etchell, Sevenoaks.
331. Joseph Koke, Manitoba, Canada.

Necrology:

121. R. MacDonald Palmer, Johnstown, U.S.A.

PRESS CUTTINGS

"Stamp Collecting" April 25th, 1958. "Philately of the Union" by "Warthog", makes reference to the poor postmark used on covers to commemorate the International Geophysical Year at Marion Island. Seeks information re mint copies S7.035, CW.019a or Union 096a - the 2d official with overprint reading upwards - calls for collectors having mint copies to advise him.

"South African Philatelist", April 1958. Reports new 4d, 1/- postage dues. Three printings Medical Congress covers. Long articles on Eleventh Row Repetition Flaws. Record of new markings of Anglo-Boer War Censor Marks and Labels. Details of Early Civilian Air Letter sheets.

The "O.F.S." Philatelic Magazine, April 1958. Reports new printing 2d animal stamp. Suspects new printing 1d roll due lighter shade. Starts article on Anglo-Boer War philately with illustrations.