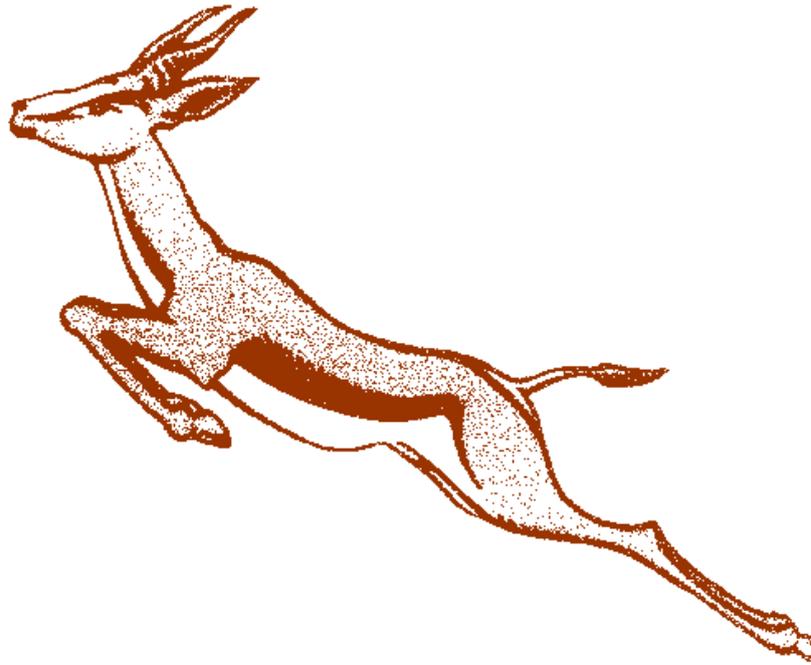


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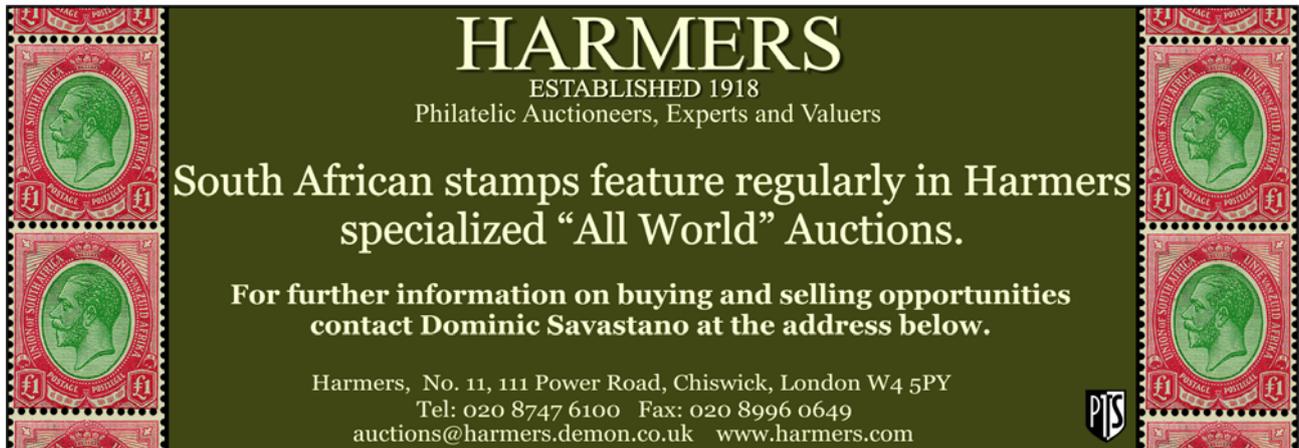
SOUTH AFRICAN COLLECTORS' SOCIETY

QUARTERLY

Vol. 55

No. 1

Jan/Mar 2007



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The Springbok

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Events for your Diary 2007

London Meetings commence at 1.30 pm
Carlisle Meetings commence at 10.00 am

24th Feb.	SACS London meeting	Subject: World War Mail (not stamps)
24th Mar.	SACS Carlisle meeting	Subject: Open Meeting
12th May	SACS Cambridge meeting	Subject: Open Meeting
26th May.	SACS London meeting	Subject: Early Union Postcards
15th Sep.	SACS Carlisle meeting	Subject: Gold Mining
29th Sep.	SACS London meeting	Subject: More Union Officials & Abel Trophy Competition
1st Dec.	SACS London meeting	Other Philatelic collecting interests

9-11th Nov. Southern African Societies Convention Falstaff Hotel Leamington Spa

Other Events for 2007

19-20th Jan.	York Stamp and Coin Fair
28th Feb-4th Mar.	Spring Stampex, Islington, London.
1-3rd Mar.	Spring Philatex, Royal Horticultural Halls, Vincent Sq. London
9th June	Swinpex in Swindon
30th June	Midpex in Coventry
19-23rd Sep.	Autumn Stampex, Islington, London
26-28th Oct.	Dundee Philatelic Conference
1-3rd Nov.	Autumn Philatex, Royal Horticultural Halls, Vincent Sq. London.
24-26th Nov.	A.B.P.S. Congress and Show, Croydon

**For further details, please contact the secretary. We have several joint meetings in the year.
Please support these events.**

From the Editors Desk

We are well into 2007 by the time you get this issue. The first shows, meetings and joint meetings have taken place with the continued interest in Southern African Philately. During the past year we have had a lot of positive feedback for the Journal. It is your journal, so please keep me fed with articles, snippets of information, queries and anything to do with the philately of South Africa.

Our exhibition planning for 2010 is ongoing. If you feel that you would like to contribute with a display, assistance (financial or physical!), please contact me. We still have several areas of Union Philately that has not been covered yet with a possible display. I will be publishing a listing again next issue with the displays we have commitments for so far.

While browsing through some back issues of *The Springbok* I came across a short article celebrating the 100th issue. The last issue this year will be the 300th issue! We have come a long way and the amazing thing is that this has been achieved by only 6 Editors over the years. See short listing of past Editors of *The Springbok* in this issue.

We are also trying something new with this issue. With this issue you will find a listing of Republican material for sale from David Crocker in South Africa. Please support them if you can. The advertising revenue is an important contribution towards the costs of producing The Springbok as mentioned in the AGM in November. However, if you have any strong feelings about this sort of commercial addition to The Springbok, please let me know.

I wish you all a healthy and successful philatelic year.

Eddie Bridges

The Unhyphenated Roto 1/-, Issue 1

By

Tony Howgrave-Graham

The 1/- was the 5th value to be printed by the new rotogravure method in Pretoria – after the 1d, ½d, 2d, 6d & 3d but before the 4d & 2/6. It was issued in September 1932, printed from Cylinders 7020 and 6927.

Differentiation from the preceding typographed stamps is really very easy. When you've seen a few, you'll be able to tell at a glance by the much finer production of the typo stamps and their even lines of shading. However, the traditional "teaching" is to look at the top corners (Fig. 1). In the left corner the "fringe" does not encroach round the scroll in the Roto printings. On the Afrikaans stamps the bottom leaf behind the "S" is also missing and there is a break at 10 o'clock in the outline of the scroll. In the top right corners the shading under the last "A" encroaches much further across the petals below and there are no vertical lines of shading to its right. Also the shapes of the "A" s are different, especially on the Afrikaans stamp where its right edge is straight and sans-serif. Another master negative feature of all Afrikaans stamps is a small break in the external frame line by the bottom flower on the right.

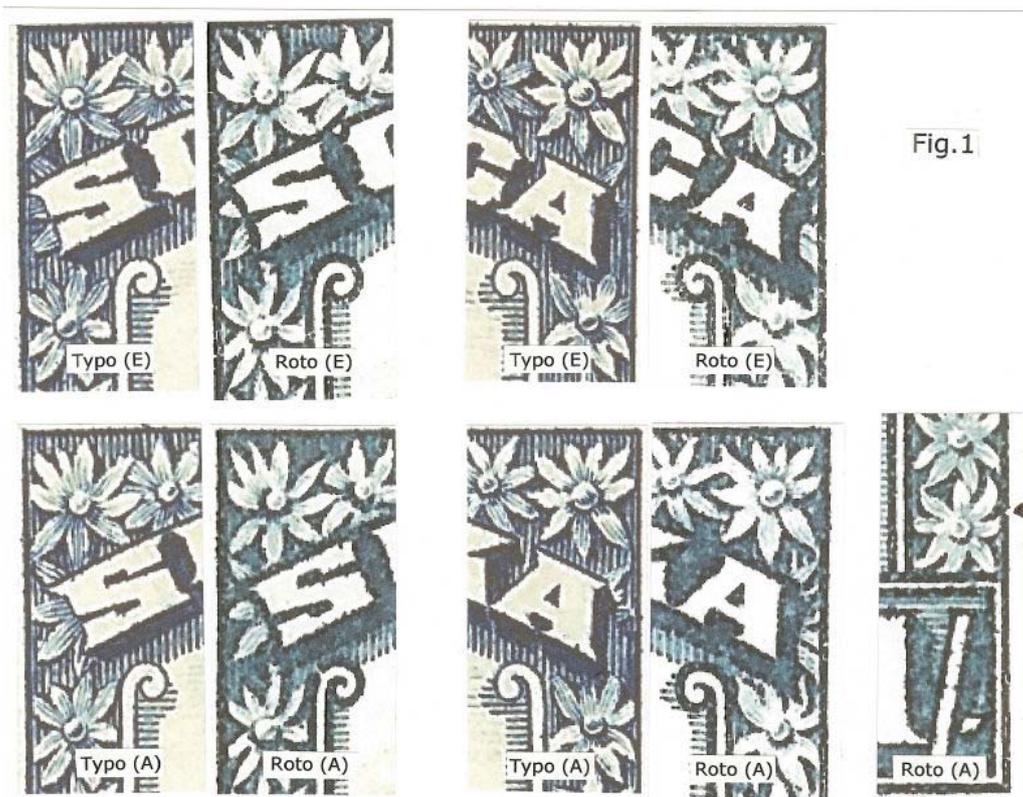


Fig.1

A lot is made of the difference in shading round the top left scroll. Unless your eyesight is excellent you will need a magnifying glass to see it. Gibbons is now using the top right corner to demonstrate the difference but you'll probably still need the magnifying glass! A quick glance at the centres (Fig. 2), however, and you shouldn't need any help. Just look at the blue gnu's head and the shape of the mountains!

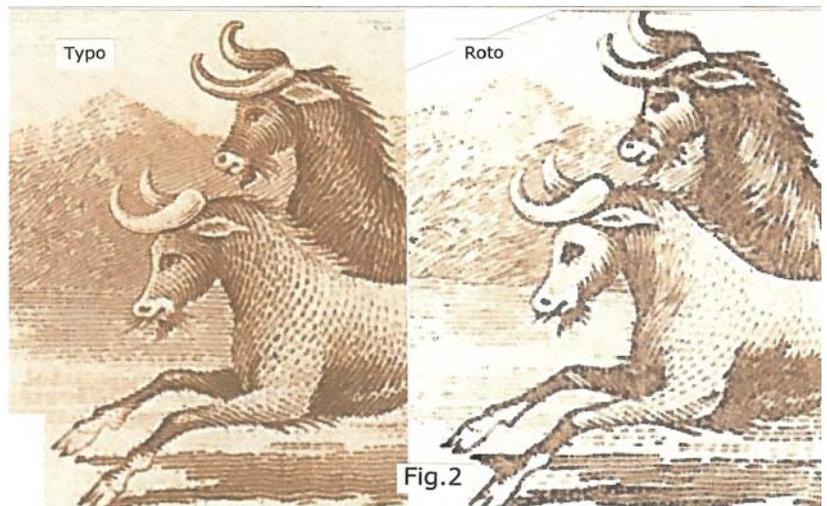


Fig.2

Shades and watermark positions

The only archival material I'm aware of in regard to this issue is a colour trial discovered by Prof. Dix as part of his investigation into the Darmstadt Trials (Fig. 3). It consists of a Shuck Maclean & Co. Ltd. sheet with a single typo 1/- accompanied by two bank draft pieces printed in numbered inks which are trying to match the colours. A reply, from Shuck Maclean, to a letter of enquiry from Prof. Dix (Fig. 4) makes interesting reading. As the Darmstadt trials showed, the inks required for rotogravure printing were quite different from those previously used for typo printing. This may explain the first printing of the Roto 1/-, with watermark inverted, where the centres are in a rather insipid pale yellow brown and the blue is also dull. This was presumably noticed by those who matter, because by the middle of 1933 the stamps start appearing with richer, more orange centres and brighter frames. Shades vary a little over the next 18 months but not significantly until the first of the two printings with watermark upright. The earliest date I've seen on a used copy of this is October 1934. The shade is similar to the previous printings though the centres usually have a distinctly redder brown tinge. Virtually all dated used copies from the first half of 1935 have the watermark upright. Later in 1935 they revert to having the watermark inverted and the shades are either very similar to the wmk. upright issue, or those that just preceded it. The next distinct shade has fuzzy, dull, red-brown centres and dated copies I've seen are between April and August 1936. At the end of 1936 stamps with the distinctive grey-brown centres make their appearance, still with the watermark inverted. This shade continues to dominate until the end of 1937 when the second printing with watermark upright appears. This is in a dull sepia and deep greyish blue shade. The earliest dated copy I have is October 1937 and the latest June 1938. This is the last printing from Issue 1. Issue 2 was released 27 January 1937.



Fig. 3 The only archival piece known for the 1/- Roto printing.

Thus, although it's difficult to list distinct shades, there is a definite pattern to them and if you compare the first and last printings (Fig. 5) side by side, you can see they are markedly different. The last printing also has very weak sky, so this isn't a helpful feature in distinguishing it from Issue 2 as has been often stated. Both Gibbons and SACC value the watermark upright stamps at just over double the inverted. This might seem reasonable when applied to Issue 1, but when you add in the whole of Issue 2 as well, I think it rather overstates their scarcity.

Flaws

The Issue 1/- follows the trend of the early rotogravure in resembling a Jackson Pollock picture! Dots and splashes everywhere! In fact it is possible, with this Issue, to place every stamp in the sheet of 120. I know Morgan Farrell produced a picture guide to many of these (*Springbok 1997, No. 2, p69*) but I reproduce one here (at the Editor's discretion) as it will allow you to "plate" nearly every stamp in the sheet (rows 7/2, 10/4, 11/3, 13/2 & 16/6 aren't included as they're tricky). It should be noted, however, especially with the frame varieties, that their visibility is affected by the depth of printing, and what may appear as a massive blob on one copy may be hardly visible on another. I illustrate some of the better ones in Fig. 6a-d. Fig. 6a has the multipositive flaws that I've identified.

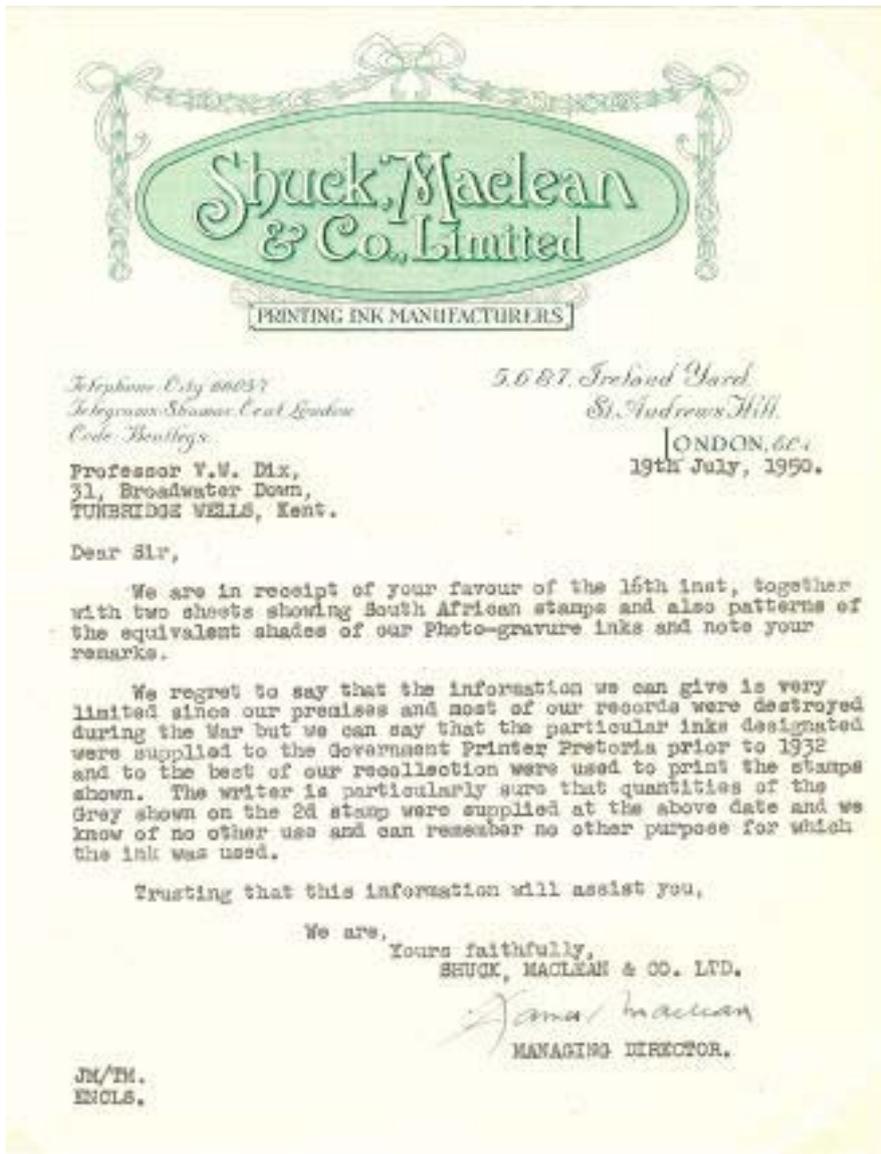
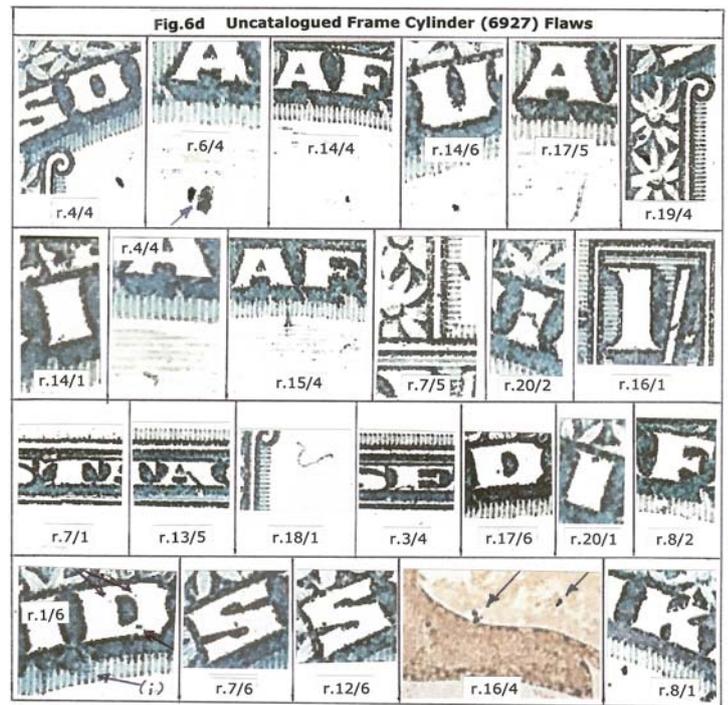
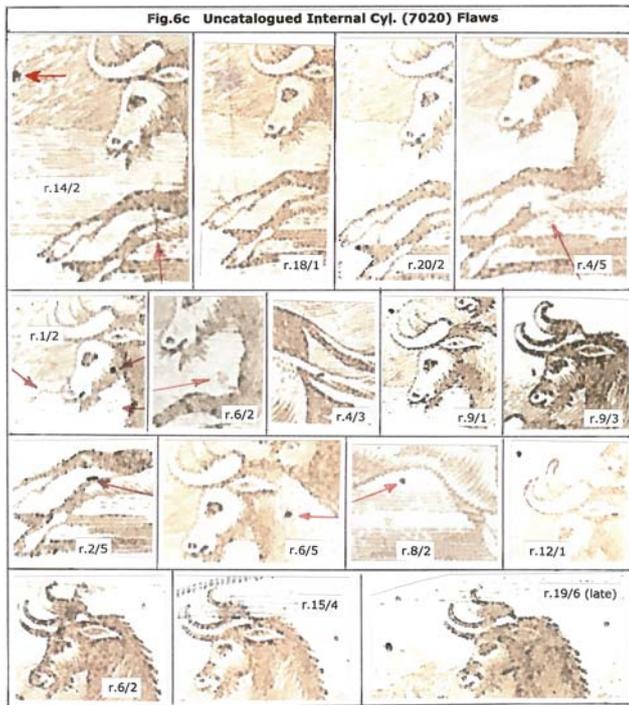
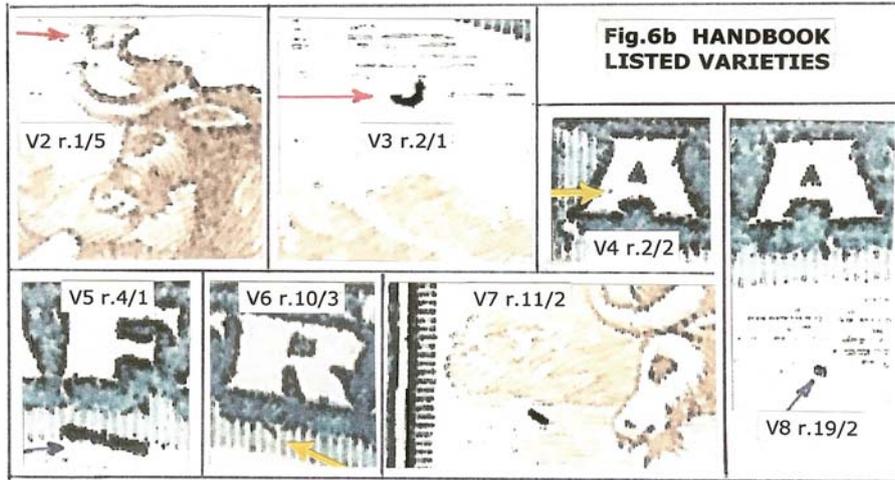
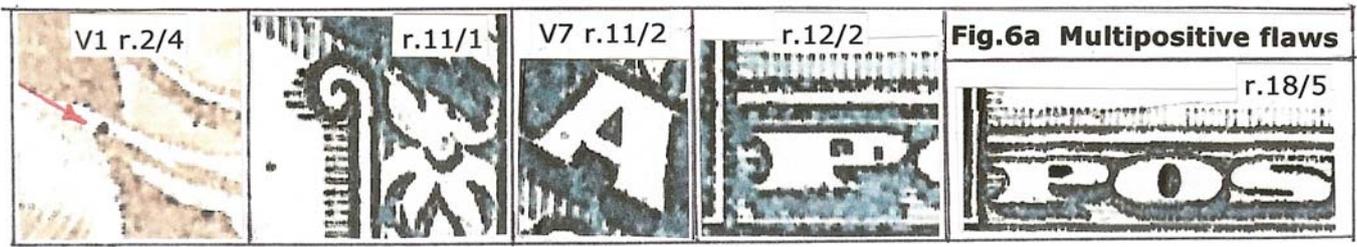


Fig. 4 Reply to a query from Prof. Dix.

There may be more. Fig. 6b shows the handbook varieties. Vs.2,3&5, the “twisted horn”, “bird” and “line under F” are all good obvious choices for listing. V7 on row 11/2 is also good. The dot in “A” is multipositive but the “bullet”, as I call it, although looking aimed at the blue gnu, is a frame flaw and should thus be located by reference to the frame. V8 “dot above rear gnu’s neck” is not positioned in the latest handbook. Previous handbooks give it as 19/2 which would again make it a frame flaw which should be described as “dot in sky under 1st A of Africa”. If one’s looking for brown dots behind the black gnu’s head then 6/2 and 15/4 provide them. The best, however, is on 19/6 which also has two dots in front of the head. All are prominent, but it’s a late feature, not appearing until the grey-brown centres of late 1936. Vs 4 and 6 are curious choices for listing being, in the scheme of things, relatively inconsequential. I show some better candidates in Figs. 6c&d. The centre cylinder has some very good flaws. There is the “straw through nostril, fishhook behind chin and dot on jaw” on row 1/2 and vertical scratches in front of the gnus on 14/2, 18/1 and 20/2. My favourite, however, and one I noticed only after already having recorded miniscule dots on row 4/5, is the “broken leg” – surely worth listing. I do like the “kneecap” on 2/5 also. The frame cylinder flaws (Fig. 6d) are generally easier to see, excepting flaws in the sky when this is lightly printed. There are many candidates for ousting Vs 4&6. The blobs in the sky on 6/4 even comfortably outdo V8. The “footprint” in the lower left fringe on 7/5 is at least as good as V7. The “K” on 8/1 is unusual in having a white flaw on top of its right cross stroke, as well as the dot in the sky below its left limb. My favourite is a bit quirky, but on 16/4 the double blue dot in the centre of the stamp looks very much like an ant taking a ride on the black gnu! It does require the centring to be right, however.



Fig. 5
Shades from first to last printings. Last printing with weak sky.



Other Varieties

Taking the other varieties in the order that they are listed in the handbook, the **joined papers** are scarce but I have examples affecting row 1 and row 6, so at least two sheets exist. Perhaps members could report in if they have joins affecting other rows? The **missing perf. holes** are also scarce though infilled perfs, even with an incomplete pin mark, are relatively common, so care needs to be taken. The **vertically misplaced perfs.** always seem to run through the right frame which rather obscures them (Fig. 7). Although not a huge shift, it is rather nice as it gives the impression of being imperforate between. As the position always appears the same I suspect it comes from a single sheet, or small batch. The **horizontally misplaced perfs** (Fig. 8) are more dramatic and scarcer. It is caused by a comb adjustment on row 7, suggesting the sheets were fed in from the bottom. Anyway, it means that rows 1 to 7 are affected, with row 8 showing double perforation at the top. With only part of the sheet affected, the relative scarcity is probably explained.

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The "Travelling Flaw"

This is one of the more interesting flaws of this issue. I'm not aware of it appearing on any other issue of any other stamp. It usually takes the form of an approximately 2.5 mm circular white patch which can appear in any horizontal position in any stamp from the 6th vertical row. Its vertical position, however, remains constant for each type. It is thought to be caused by a dent having developed in the rubberised surface of the pressure roller. With the more usual type it is always found on the greyish brown shade with watermark inverted (period of use, by dated copies, Nov.'36 – Sep.'37). When I say "usual type", I don't intend to imply common. It is a surprisingly scarce flaw considering that it affected quite a number of sheets, but I'm not sure of the relative diameter of the printing cylinders to the pressure roller (perhaps someone can help?). I've looked through several thousand Issue 1 stamps and not come across a single used copy! It would be interesting to know how others have fared – particularly Morgan Farrell who has looked through as many, or more, than I have. The position of the more usual type is that it just breaks the internal frame line (Fig.9). As shown here it can occur in different positions on the same stamp (row 19/6 shown) and if it affects the value it can cause the so-called "4/-" flaw (row 14/6 shown).

The handbook states that there is a "much scarcer" version of the flaw "where it is a little more to the left in the frame, but on which stamp of the row is unknown". I'm a little uncertain what is meant by this.

Continued on next page.....

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Does it mean it might not be on row 6? Positioning of any stamp in the sheet is, as I've pointed out, relatively simple, so if anyone has an example I'd be very pleased to have sight of it. I just wonder if the report is correct as I have a different, scarcer version of the flaw (Fig.10). The flaw here is smaller but positioned slightly further to the right, not left. In fact its right edge just touches the external frame line. I show it on row 7/6 where it produces a different version of the "4/-" flaw, also on row 20/6. The shade on these two is slightly earlier, being 1936 in type. This did make me wonder if it was an early stage of the more usual flaw and that the flaw was "developmental". I don't think this is the case, in fact, because the positioning is definitely further right and the size of the usual version is remarkably constant.



The rest of the varieties

The handbook lists **sheet number blocks** next in this section. These aren't really varieties but they are 4-figure and in black, and are printed twice in the right margin. Their positioning varies from printing to printing though, of course, they will always be 11 rows apart on any given sheet. **Marked upward or downward shifts of the centre** (Fig. 11) are also scarce, as indicated by the handbook pricing. Minor shifts are common but the more extreme versions (as shown) always appear the same so I expect, again, come from a single sheet or small batch. The upwards displacement is accompanied by a marked shift to the left. The **doctor blade flaws** (Fig.12) aren't listed, as such, in the handbook but get a mention in respect of the marginal arrows. The large splayed arrows of Issue 1 were replaced in Issue 2 by squatter, segmented ones with white lines. These acted as doctor blade rests and reduced the frequency of doctor blade flaws which are quite common on Issue 1. Flaws affecting the blue printing seem much more common than those affecting the brown. Finally in this section there are stamps with **very blurred frames** (Fig. 13). These again aren't listed in the handbook whereas they are for various other values. The example shown is the only one I've seen.



Overprinting

According to the handbook there were seven "Official" overprintings on Issue 1 and these have given me considerable trouble as many are distinguishable only on the basis of shade. The first overprinting is easy. It is on the 1932 1st printing with the rather insipid pale yellow-brown centres and has the watermark inverted. The overprinting is spaced 19 mm. It has been placed in set 7. The 1933, set 8 issue is also straight forward in the sense that it is easy to place. The problem is finding an example! It is on the same stamp, but the spacing is 21 mm. Ian Matheson suggests these stamps may not actually have been issued though I also note that John Philpott claims two used singles from Jack Hagger's old collection. We now arrive at the difficult section. The handbook states the Issue was overprinted in 1934 (set 9), 1935 (set 11), 1936 (set 12), 1937 (set 13) and again in 1937 (set 14). Of these, the only one I'm happy about is the last! Whilst it's true that the order of official overprinting doesn't necessarily follow the order in which the sheets were printed, as demonstrated by the ½d overprinting, it is equally true that a sheet can't be overprinted before it's been issued! This is the case for the 1935 (set 11), where it is described as watermark inverted in "grey-brown and deep grey-blue". What I call the grey-brown centres (and I think all would agree) didn't appear until the end of 1936! Now, if you take the first stamps with the watermark upright they are placed in set 12 (1936). As I have shown from dated shades this was, in fact, quite an early printing (Oct.'34 to mid 1935). There was no very distinctive shade before this issue, just a richer version of the original shade. I would lay heavy odds that this first watermark upright issue should be placed in set 9 (1934). I also think the "grey-brown" printing with watermark inverted should be in set 13 (1937). This leaves two printings with watermark inverted, sets 11 & 12, to fill. I've looked high and low for two shades but can only find one. I suspect there is only one and these two should be amalgamated into one. Issue 14, as I've said, is ok! Watermark upright in the late colours and dated 1937. The difficulty here is distinguishing it from Issue 2, not from other Issue 1 stamps.

I can sense that sceptics are going to be reluctant to accept changes to the "bible", so offer some more evidence. The first, set 7, issue was a large one which is recognised in the handbook by a cheaper price. The second, 1933, printing may not have been issued. The remaining five printings are all priced the same in the handbook so should occur roughly equally. If you look at the current major collection of officials, which is Ian Matheson's and now produced in a superb SACS booklet, you will find set 9 illustrated by one example only, designated on the basis of shade. I have to say it looks pretty similar to his set 11. All his other sets, even set 8(!), are illustrated by multiple examples. Surely there is one too many sets in the handbook? I should be very interested to hear Ian's thoughts on the matter. Finally a challenge. I know dated used examples of officials are thin on the ground, but please have a look for any upright watermark stamp with a pre-1936 cancel.

The only other overprinting, that I'm aware of, on the Issue 1 1/- is the "Douane." in black. Other unhyphenated Roto have different printings of the same value overprinted but, not having any examples, I am unable to comment on the 1/-. Perhaps someone could help?

And finally – another plea. Can anyone help with Issue 2? With a life of just 13 months, as against over 5 years for Issue 1, it is a much more difficult issue to sort out in detail. I would much appreciate sight of larger pieces, whether or not they're "positioned".

The plating guide for the English Stamp is reproduced on the next page. Ed.

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Report on the London Meeting – February 2007

Wartime Mail

Despite a last minute change of date, and Brian Trotter's absence, being away in South Africa, this meeting had a creditable attendance of ten, so maybe the London meetings are now becoming more popular. There were some new faces, Nicholas Lindstrom – a new member, Len Barnes who has rejoined after years away and describes himself as "recycled" and my guest, the Rev David Hubbard. With Susan Oliver, the remainder were the old faithfuls, with the exception of John Archer who could not be present; we missed the home-made cakes!

The topic for this meeting was "Wartime Mail", which gave a very wide field. Christopher Oliver led the displays with a very fine showing of postal stationery used by Italian Prisoners-of-war (POWs) in South Africa during World War Two. I had seen none of this before and it included some unusual usages and an especially rare unused air letter form. Fred Clark continued the POW theme with a more general internment mail display, for many types of internees and noted that within the Italian interned fraternity there were two distinct factions, the Fascists and the Royalists – who were kept well apart by the authorities; this was another fine and well researched display and typical of what we come to expect from Fred. John Shaw showed covers from the 1941 War Train, a recruiting and publicity jamboree, with the train starting at Johannesburg on 22nd March and, after 38 stages via Durban Cape Town et al finishing at Pretoria on 7th May then, after a few days recuperation travelling North as far as the Belgian Congo. The train had its own post office and mail, mostly OAS free, was franked with either the single-ring "WAR TRAIN PO" or "OORLOGSTREIN PK" date stamps, or rarely, with both. Mail from the Congo route can only be identified by the No 1 Infantry Battalion Railways & Harbours cachet, (it was this unit that operated the train) since the special date stamps were not officially used outside South African territory. John has managed to add only one item to this collection, which previously belonged to Alec Page and was originally formed by Dr Harvey Pirie

Tony Howgrave-Graham, a regular attendee of London meetings since retirement, then showed a lovely selection of World War One South West African material, again with some wonderful and exotic items including adapted German cancellations. David Hubbard showed mail to and from POWs in Japanese occupied North Borneo from World War Two and, apart from the story of human suffering, it is quite amazing that any of this has survived. David Paige also displayed some Japanese occupation material and Eddie Bridges concluded with some unusual World War Two material including the stories of two brothers, both initially missing in action, then eventually found, and who went on to distinguished careers after the war.

A more detailed explanation of the material shown at this meeting would be sufficient to fill a thick auction catalogue, such was its variety, yet there was scarcely an "Egypt Post Prepaid", "EAPO" or "APO-U-MPK" mark in sight, which I think is what most of us expected – and consequently brought along something different! I would say in conclusion, that in my 40 years in the society, this is the finest display of South Africa related wartime mail I have seen, so thank you all for making it possible.

John Shaw

SPOT A WINNING DEALER!

...IN JUST TWO QUICK STEPS

1. Identify PAUL VAN ZEYL t/a RAND STAMP AUCTIONS in this picture

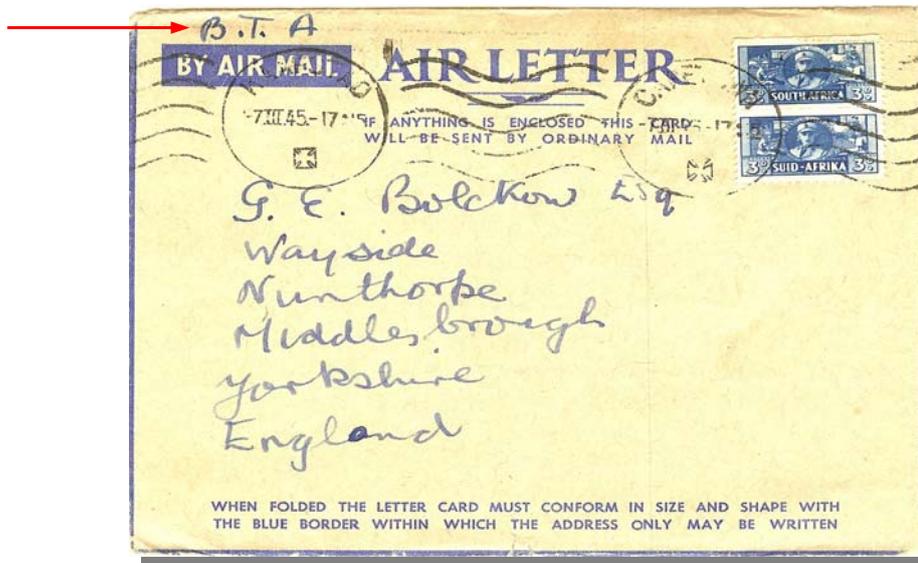


2. Contact him to discuss how we can help each other, to get a "win-win" (auction or direct sale) result at:
e-mail: paulvz@mweb.co.za; Tel +27 (0)12 329 2464; Fax +27 (0)12 329 3157

Members Queries

Tony Howgrave-Graham sent the following:

Hi Eddie - a query for the Springbok attached. It belongs to a local club member who wants to know what the "B. T.A" in the top left corner means - I couldn't answer him. It's from an RAF corporal in Cape Town to, presumably, his brother in Middlesborough and dated 7 Mar 1945. Actually the contents are quite interesting as they are probably both stamp collectors:- "I have managed to obtain a complete set of officials but not the £1 Union issue, nor the 3d bantam postage due which has been chronicled in the SASJ some time ago but has not been issued in Cape Town yet." (The bantam PDs are just given as 1943 ex the 1/2d which is 1944 and not much used before 1947 - this confirms the policy of using up old stock before replacement and different dates of issue in different places. One might suppose that by March the 1d & 2d were available in Cape Town, but not the 3d.



I have responded to Tony with the meaning of BTA. "**British Troops in Africa**" Published for information for other members who might not know. **Ed.**

Bryan Stokoe asks for information on the following:

I am seeking information regarding a post office at Germiston Station. The postmark appears on a few aerophilatelic etc. covers and I would like to know if possible the location of this office. I cannot imagine it to be the Post Office for Germiston itself but any information that you have personally or anything that the membership can come up with would be appreciated.

Ralph Putzel's Postmarks of South Africa Vol. 3 shows several different Germiston Station postmarks. It does not say where the Post Office is located. The obvious place would be at the station. Any further comments would be welcome. Ed

Brooke Bussel has the following:

In the Vol 22 issue 5 of the Springbok page 80, there is a page of O.A.T. markings and brief comment presumably from Reg Allen that the 16 OAT postal markings appearing on this page came from an article by Donald D. Smythe in "The American Philatelist and that "when space was available" the article would be published. All my "Springboks" are bound and having acquired a few covers on Ebay, I went looking for information in the club magazine with singular lack of success. I have searched for the article in question and wonder if a) some how it escaped my attention and b) if I am correct – whether it would be possible to publish this article or at least if some one knows – how to get hold of it, as I have many questions relating to the service on which I need some education!!.

Can anyone help with further info? I have had a quick look but could not find anything Ed.

Fred Clark sent the following to share with readers:

W.W. II Patriotic Covers

In connection with the recent monograph regarding Patriotic/Propaganda labels published with *The Springbok*, members may be interested to know that a number of covers were also printed on the Patriotic Theme. Three of these recently came my way, but in 43 years of collecting South African material, these are the first I have seen, so presumably are not too common.

The scans illustrated as figs. 1, 2 and 3 were all written by the same person to the same addressee in the USA in July/October 1945, franked 3d, two from East London and the other from Pietermaritzburg. All these envelopes have two lines printed on the back in blue ink, the wording:

“VICTORY ENVELOPES TRADE MARK / THE ADVERTISERS PRESS—DES MOINES”

In a nice patriotic touch the letters “ELOPES” are underlined with the morse code “...— (V for Victory).”

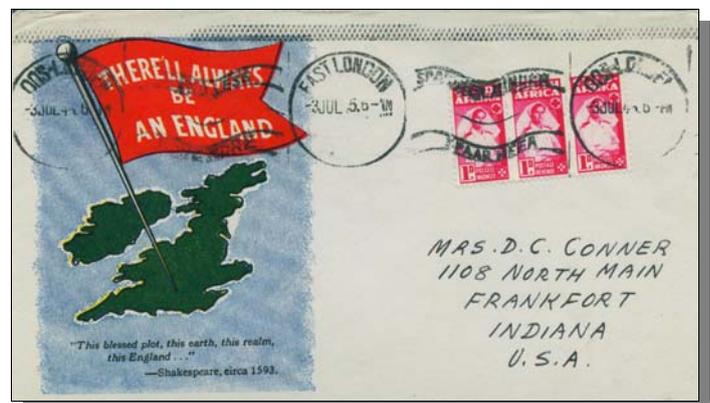
It would be interesting to know other similar covers were produced which fit this theme.



It would appear that these covers were printed in the USA as the Des Moines I know is in the USA. Ed.



The wording printed on the back of the envelope



Members Feedback

Bas Payne responds to the query of Werner Seeba as follows:

The card with a cancellation with DN in triangles is a bulk mail machine cancellation from Durban; as in this case, they are usually found on covers with halfpenny stamps, which was a concessionary rate for bulk mailing. They are known also from Capetown (CT), Johannesburg (JH) and Port Elizabeth (PE). Vermaak illustrates examples from Capetown and Johannesburg and lists others in *South African Postal Slogans* (1979); though undated, the dates of the slogans they are used with, show that they were used in the 1920's and early 1930's. Vermaak doesn't give further details. I have a later machine cancellation with JH in a triangle within a circle which from the slogan type and from the stamp on which it was used (SG 115) clearly dates from the early 1950's. From the stamp and straight line cancellation type, this card presumably dates from the late 1920's or early 1930's. Small triangular hand cancellations are also found, some with two letters quite like this example, others with dates (usually a bit earlier); several are illustrated by Putzel. These appear to have had a range of uses - they are, for instance, often found cancelling postage due stamps.

Morgan Farrell writes:

In the Oct/Dec 2006 Springbok Mike Tonking commented on an excellent article by Tony Howgrave-Graham from the April/June 2006 Springbok. Tony's article demonstrated how "flyspecks" are important in identifying, among other things, transpositions in certain issues. Mike confirms that for the R20s sheet stamps, a transposition exists where the centre plate occurs three rows down from the "normal". I can back this up. The scan shows a used single. Note that the centre shows the V3 variety of a line joining two yardarms. This occurs on row 15/10 of the normal sheet. The frame flaw of a red dot in the upper right arm of the "u" in "Suid", however occurs on stamp 18/10 of the normal sheet.

This clearly shows the three row transposition. This is one of only three single stamps that I have been able to confirm with this transposition. As Mike states, they are very scarce. Part of their scarcity, of course, is in the ability to identify them. They are sheet stamps and at first glance they appear very much like a common Issue 14 stamp. I am sure that I will eventually find more of these types of transpositions from stamps that I already own. This is an example of the importance of flyspecking and plating to any in depth study of stamps.

I should add that I am very interested in this penny ship issue. I have managed to plate 210 of the 264 positions so far. In a perfect world each stamp position would have at least one constant and identifiable flaw from both centre and frame. This is not the case. It makes a difficult study more difficult. For the record, the transposition of the centre being one row down on the roll stamp is, relatively speaking, not so scarce. Besides the rare three row transposition variety, I may have found, in a single used roll stamp, an example of the centre transposed two rows down. I can't confirm this yet however.

**Frame flaw.
Red dot in right upper
arm of "U" in SUID**

**V3 Line joining
the two yardarms**



Nick Arrow is embarking on an ambitious project:

He has decided to go ahead with an ambition, to try to compile a listing of South African Airmails. I wonder if you could mention this in the next convenient edition of the Springbok, to ensure that if anyone else is doing exactly the same thing, then we can pool resources and produce one book rather than two.

If also you have any suggestions as to how to get the book published, this would also be appreciated as, although I could probably get a lot done through photocopying, to get the finished product printed would certainly add a cachet to the finished product.

Lastly, if you know of any experts, particularly during the period 1939-45 and immediately after the end of the War, I would again appreciate being given the chance to get in touch with them to receive their input.

If anyone has a similar project in the pipeline or can help Nick, please let the Editor know who will put them in touch. Ed.

Theo Swart who is Chairman of the RSA Stamp Study Group writes:

In the April/June 2006 issue of The Springbok, Chris Oliver made the following statement in his article on the 1993 aviation booklets:

"Random numbers, printed under the front flap may mean something?"

In the RSA Stamp Study Group's publication "Stamp Booklets 1988 - 1996 Republic of South Africa", Frank van Rensburg gave the following explanation of these numbers (pp 23 - 25):

"2.1.4.4 Station numbers were printed so as to easily identify a folder possibly having an error which could be detected during proof-reading. If placed one upon the other with all station numbers visible, the numbers are in an oblique sequence with the figures in numbers 10 to 20 close together. Numbers 21 to 24 have a gradually increasing space between the digits.

2.1.4.5 Numbers 1 to 20 were printed by a step and repeat process.

2.1.4.6 For stations 21 to 24, the number "201234" was printed on the master negative. By painting out figures after the first "2", folders become numbered as follows:

No 21 - figures 0,2,3,4 were painted out leaving 2 1 with a 3 point space between 2 and 1;

No 22 - figures 0,1,3,4 were painted out leaving 2 2 with a 9 point space between 2 and 2;

No 23 - figures 0,1,2,4 were painted out leaving 2 3 with a 15 point space between 2 and 3;

No 24 - figures 0,1,2,3 were painted out leaving 2 4 with a 21 point space between 2 and 4."

Quite a complex explanation. I checked against my copies and it makes sense. The book he refers to is on my bookshelf. Ed.



**For the Elusive and Unusual in
Southern African Philately**

contact

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Book Review

by Brian Trotter

The Postal Stationery of the Bechuanalands and Botswana by Peter Thy and John Inglefield-Watson. Published by The British Philatelic Trust, 2004. Distributed by the Bechuanalands & Botswana Society.

It is not often that we have a new book on any aspect of the philately of the Bechuanalands and Botswana, so this is indeed a special event. This outstanding book on the postal stationery of these territories has been a long time in coming. These two foremost experts in the field of postal stationery of the Bechuanalands and Botswana have collected, researched and written about the subject for many years, and fortunately for the current and future collectors of such material, have written a wonderfully comprehensive book on the subject.

The book certainly has general appeal to all collectors of the philately of the Bechuanalands and Botswana, as well as collectors of general postal stationery. It shall also appeal to collectors of overprints, as many interesting overprints occurred during the territories evolutionary years in the colonial times. Southern Africa and other British Commonwealth collectors will also find much of interest in the book.

This hardbound 192-page book is the result of these many years of research in existing collections, archives and other sources, and it has long been awaited by specialist collectors to fill a gap in existing literature. It is likely to become the standard Bechuanalands and Botswana stationery handbook for decades to come.

Following an overall introduction and a useful users' guide, the book is divided into seven chapters that describe in great detail the stamped and unstamped stationery of British Bechuanaland, Bechuanaland Protectorate and Botswana. The individual chapters that cover the postcards, newspaper wrappers, registration envelopes, aerogrammes and express envelopes each contain an extensively annotated catalogue of all stationery positively known to exist. Other chapters cover "specimen" marked stationery and known essays and proofs.

The book is comprehensively illustrated and lists a remarkably large amount of issued stationery, in excess of 200 different items, including major varieties, about 45 different "specimens" and 50 essays and proofs. Each listed item is given a "BBS number" and this new numbering system is cross-referenced to previously published listings. The BBS number is, of course, a Bechuanalands and Botswana Society number! There is also a pair of small boxes alongside each listing for collectors to tick and record holdings or wants. Corrections and updates to the book are listed on www.kronestamps.dk/corrections.

The book has been published by the British Philatelic Trust, in conjunction with the Bechuanalands and Botswana Society, and is now available as a limited offer of £20 or \$45 (mailing extra). Contact Brian Hurst, 54B Pease Hill Road, Ripley, DE5 3JH, UK., or email jbhurst@btinternet.com.

The Postal Stationery of the Bechuanalands and Botswana

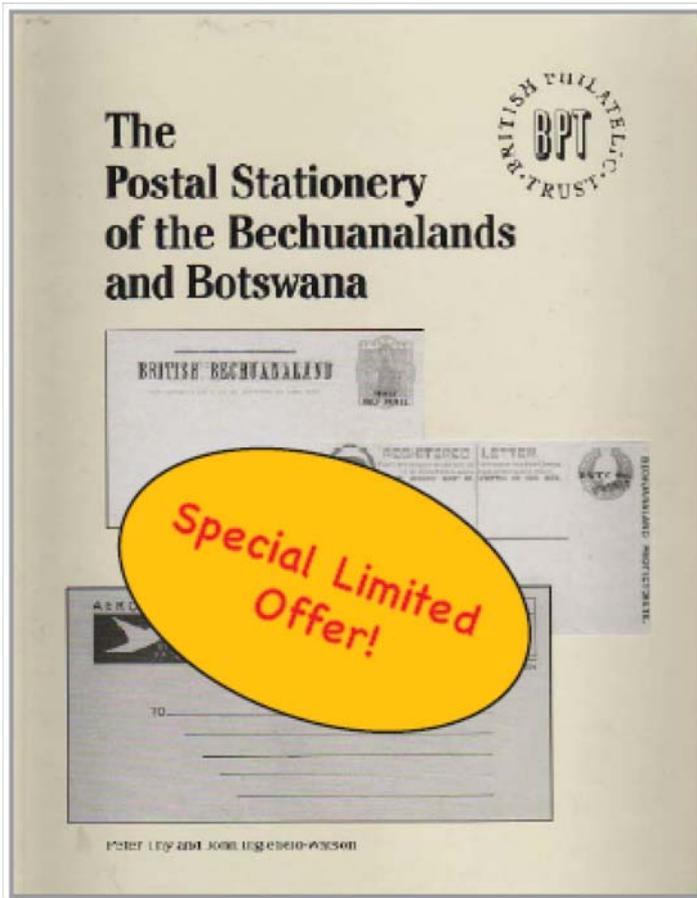
New Distributor

The Postal Stationery of the Bechuanalands and Botswana' by Peter Thy and John Inglefield-Watson was published in 2004 by the British Philatelic Trust in conjunction with the Bechuanalands & Botswana Society. The Society has now assumed responsibility for distribution of the book, and wishes to make it available for a limited period at a special promotional price, coupled with an optional offer of free Society membership.

Non-members in the US and Canada may purchase a copy for US \$45, plus postage and packing (\$25 by air mail and \$13 by surface mail). All purchasers will be given the option of a free one year membership of the Society (usually \$25) which will include issues of the magazine 'Runner Post' and the opportunity to participate in the Society's Postal Bid Sales. Just send a check for either \$58 or \$70 (for surface or air mail), made payable to 'Peter Thy' to P.O. Box 73112, Davis, CA 95617.

Non-members in the UK and Europe may purchase a copy for £20, plus postage and packing (£5.50 for UK, £6.50 for rest of Europe). Once again, all purchasers will be offered a free one year membership of the Society (usually £10). Just send a cheque or bank draft for the correct amount (must be drawable on a UK Bank), made payable to 'Bechuanalands & Botswana Society' to Brian Hurst, 54B Pease Hill Road, Ripley, DE5 3JH, UK.

Non-members residing in other countries should contact Brian Hurst for details of pricing and payment arrangements, either at the address above, or by e-mail: jbhurst@btinternet.com



The Postal Stationery of the Bechuanalands and Botswana

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Membership Matters by Chris Oliver

Resignations: 1107 Robert Allen
1041 Barbara Mctaggert

It would be nice to know why we are loosing members. If there is something we need to do better or differently to keep members, please let Chris Oliver know. Ed.

Bill Branney who was made a Honorary Life Member, sent a short note as follows:

I am delighted to have been given this honour, it means a great deal to me.

A well deserved Honour. Ed.

South Africa World War II – Bloemfontein Censor Station The Arms code G Handstamp

by Chris Miller (Secretary Civil Censorship Study Group)

I was sorry that I was not able to attend the February London meeting, which covered my main area of interest.

Fred Clark showed among a number of Internment Camp covers among which was a cover from Germany to Andalusia Internment Camp with the scarce code G handstamp. This is illustrated below.



This clearly differs from John Little's Africa Censorship book, which illustrated the only reported cover at that time with a code G handstamp. I should add that it was not in John's own collection. After examination of the original it is clear that it is a 'C' for Durban to which a small piece of debris became attached.

8A



This picture will be changed to that shown below, which will be suitably retouched for publication. This strike is on the edge of an envelope thereby depriving the right hand springbok of his horns.



As with any other rubber handstamp the shape can be distorted with use and according to the weight of the impression. The level of inking also has a bearing on the impression.

Very few of these handstamp have been recorded and the three of which I am aware are all on incoming letters to Andalusia Internment Camp. Any further details or comment would be appreciated.

Auction Report - July to Dec. 2006

by Tony Howgrave-Graham

I'll start with the Leamington auction – not because, as suggested in my last report it might be the highlight of the year!, but because it raises a few issues for debate before repeating the exercise next year. Superficially the results look quite good with nearly £10,000 sold and just over £5,000 unsold, but I'll just offer the following observations without drawing conclusions. The number of postal bids was less than hoped for and more from dealer, rather than non-dealer, members. There were some difficulties with distribution. It is questionable whether the costs of "opening up" the auction covered the costs and work involved, though the higher the percentage sales the better from vendor perspective. Sales were poor for pre-Union material and bad for the Rhodesias and Cape (other than the proof material which was all bought by dealers). As before, covers sold better than stamps (unless the stamp had a variety of some sort). One member selling the remainder of his collection allowed me to lot and price the material. He sold 100% at considerably above reserve and was happy. Two thirds of the unsolds belonged to one vendor who thought our reserves were too low, whereas under pressure, the opposite was clearly the case. He was unhappy. Unsolds cost 1% of reserve in insurance (thus about £56 in respect of this auction) so it's on no-one's interest to have them. I won't comment on any of the realisations as these have been issued separately but will just mention that the lot receiving the greatest number of bids was the HMS Vanguard cover with the Royal Visit material.

Turning to the Auction Houses, I'll start for a change with Western who had good material in their 15 July sale. An imperf. King's head 1d colour trial in green made £454 and 2½d in black & green £466. The £1's made good money with a control single, og, making £418, a single in "paler shades", um, £513 (!) & fu, £181 with the pale olive version, fu, £478. The 1929 imperf. Air colour trials also did well. They weren't offered as a set of 5. A marginal single in orange made £68, three different shades £169 and two different shades £109. The roto ½d in a tête bêche strip of 5, um, made £596 whilst a blk.8 tête bêche across gutter in two rows made £1190. A strip of 3 including the variety and used (*Fig. 1*) made £359. This was rather heavily cancelled which is strange as it's difficult to see anyone using a pair postally when they weren't on sale to the public. A fine mint marginal pair of the roto 1d with missing frame (*Fig. 2*) made £596. My first thought was as to how one could be sure it wasn't a Darmstadt trial, but then I realised the watermark might give a clue! I note that the record breaking 4 rows from the right of the sheet from Issue 1B (Welz, Nov.'05) with the frame completely missing on rows 8,9,10&11 has the same centring and I suspect this pair comes from the left of the same sheet. There is another sheet with the frames missing from rows 1&2 and yet another where the positioning is uncertain, so there should be a few copies around. It's strange that Gibbons list it at £450 for a single stamp. Anyway, at the price, it looked one of the better buys in the sale (a damaged blk.4 with partial(2) and totally missing(2) frames made £575 at Spink – see *auction report for second half '05*). A 1948 SW photographic proof with the silvering added by hand made £240. The 1961-3 12½c in a strip 4, left stamp missing yellow, um, made £525 and the 1963 Transkei missing green (*Fig. 3*), um, £1309 (compared to £1116 at Bonhams in Sept.). The 1944-50 official 2d with ovpt reading up, SGO35, continues to fetch its price with a blk.4 with top pair mounted realising £2378. It was interesting to discuss this sale with Western. They said most of the material went to dealers in SA or to the US. Meanwhile the cry from South Africa is that all their good material comes over here!

Welz had their two sales in this half year. The August sale was fairly unremarkable. A Transvaal 1d plate 4 control blk.12 (thus "interprovincial") made 517R despite creases and, presumably inspired by my previous report (?!), someone else dug out another Verneuk Pan card which fetched 977R (I still haven't found my example and fear it went off with a "no interest" lot of cheapies!). They had quite a number of lots of military and civilian German mail from the WW1 campaign period. This is scarce and I was completely unsuccessful with the civilian material which fetched up to 700R each for the better. Their November sale included some well known dealer's stock. After featuring individually at very high estimates in Grosvenor, and remaining unsold, the unhyphenated roto paper joins were sold off as one lot. 22 items from a vertical pair 3d to fine blocks including 3x1d Type II (including an arrow block) and two 1/- blks.8. Three unhyphenated items were also included and it realised 34,000R (hammer price = just under £3000 including commission). Also on offer was a nice top left corner strip of 5 of the 1961-3 12½c with 3 stamps showing completely missing red, one partially (*Fig. 4*). A lovely Republican piece it made 24,000R (hammer price = just over £2000 with commission). They also had a complete pane of 60 of the 1927 typo 2d, p14, with inverted watermark! It was estimated 70-80,000R but I can't tell you what it realised because their web site is down and hasn't been repaired in the "few days" they claimed.



Fig.1



Fig.2



Fig.3



Fig.7



Fig.9



Fig.4



Fig.10



Fig.8



Fig.5



Fig.6



Fig.11

Harmers came up with some good material on 26 Sep. A 1910 specimen made £165, a set of 5 McKay 1911 essays in brown with 2 extra values in yellow £1000, a 1913-21 specimen set £541, ½d King's head in dark mossy emerald green, um, £376, 1d plt.7 control blk.4, the top pair with no wmk, £1294, 2d deep plum, og, £235, a single with no wmk, og, £306 and the same used £306. Still on the King's heads a £1 corner control pair, og, made £944 whilst the pale olive equivalent with small faults made £882. Of the typo issues a 1d blk.4 with left pair imperf on 3 sides made £200 whilst a philatelic pair on piece with the same variety and a 1934 Royal Tour cancel reached £235. The 4d wmk inverted, og, made £400. Of the roto unhyphenated a vertical strip of 5x1d (3 stamps without frame) was unsold at £1500 but a tête-bêche pair, um, made £647. A left arrow blk.4 of the 2d blue & violet made £212 (the side arrow blocks are scarce so this seems good value compared to £272 for a standard blk.4, top pair only mounted, at Western in July). Moving on to the hyphenated, a 3d imperf pair made double estimate at £141 and the 6d "falling ladder" in a lovely positional blk.8 (Fig.5), £223. A 1938 E8 Coro essay (Fig.6) made £282. The SWE with missing roulettes made £165 for a 1d unit, og, and £153 for the 1½d, whilst another marginal 1½d used also fetched £153. The 1939, set 9, 1d official with ovpt doubled (SGO13a), um, made £108 and a top rt corner blk.8 of the 1947, set 21, 2d (Issue 6) with the "diarsis" on r.1/5, mounted, margin only, made double ev at £306.

This brings me to the most interesting examples of under- and over-estimating that I've seen on trackable fine material. It proves that estimates don't mean much on this sort of material. Warwick & Warwick had some superb items in their 1 Nov sale. I was so excited I booked a phone line for bidding, thinking I could collect my gems on the way to Leamington on 3rd! Dream on! I can only presume that the owner had already died or he would have been at severe risk of doing just that when he saw the estimates against what he'd paid! The first lot was the Madagascar specimens of the King's head issues (ex £1) in strips of 3 (Fig.7). These were lot 729 in the Jeff Fine sale at Welz (March '03) where they realised 41,800R. They were estimated at £500! (although the rand was suffering in 2003 this still only represented about one fifth of realisation). I was disappointed as the bidding rose and they finally made £3172. Two lots later was a 2½d imperf colour trial pair (Fig.8). Incredibly rare and also from the Fine sale where it made 49,500R. It's from, it's thought, a single sheetlet of 6. This is the left pair. The centre pair is in the Royal Collection and no-one knows where the left pair is. It was estimated £600! Again disappointment for me as the bidding shot up and the lot made £3643! The next interesting lot was the 1926 London ½d doubly printed in a SW corner strip of 5 (Fig.9). This is not my example of overestimating but was recognised as being grossly undercatalogued by SG at £2000 and estimated at £5500! This lot comes from a sheet discovered in Jo'burg in 1926. Six stamps showed doubling:- rows 17,18,19&20/1 and 19&20/2. Only on rows 19&20/1 is the doubling complete. It had previously been offered by Welz in Nov 1999 at 60-80,000R (I can't find its realisation) but it made £5405 at Warwick which is probably "good value". The last lot I lusted after was a bottom marginal vertical strip of 6 unhyphenated 2d with the frames missing from the middle 2 rows and partly missing from the adjoining stamps (Fig.10). Estimated at £2000 I was again disappointed as it made £5640. It was an interesting piece. Its shade suggests it's from Issue 1 with rows 17&18 missing frames. The 2 previous examples I've shown in auction reports come from Issue 3 with row 17 virtually missing its frame and row 16 completely missing its frame (see *Jan-Jun 2004 report, Fig.7, £2415 at Spink; and Jul-Dec 2005 report, Fig.1, £3175 at Argyll Etkin for the part arrow strip*). So, empty handed, I finished up disappointed but, at least, not completely impoverished!

The same sale had some other good material, too:- 1910 2½d proof in black, £823 (ev £250); a 1913 1d on pretty fdc £88; 1916 £1 control single, og, £299; 1925 3d air imperf between stamp and margin (lt marginal fold), £482; 1926-7 ½d vertical pair, one with missing "1" of "½", £1351 (*the same pair, I suspect, that made £1400 at Welz, Nov.'03*); 1963 Red Cross 12½c with missing red (ie the cross), um, £911, and a complete sheet of 25 of the unissued Bible Society 40c, um, £3525 (ev £300!).

This brings me to the promised example of gross over-estimating. Again, I'm afraid it's at Grosvenor (7 Dec.). I know the unhyphenated 3d blocks with missing centres and frames are rare, nice and greatly valued by their current owner but the blk.8 with 5 stamps showing completely missing frames (Fig.11) was sold at Welz in April 2000 for 46,200R. Its estimate at Grosvenor was £80-100,000!!! Even with a zero less I would suggest ambitious! I did, for a moment, wonder if pounds had been used by mistake in place of rands! Needless to say, it didn't sell, whereas all the evidence in this article suggests it would have achieved a very handsome proper market value even if the estimate had been a tenner! So – full circle, even with considerably more mundane material e/vs don't mean a lot and high e/vs can kill things stone dead. As an occasional vendor I know this is a hard concept to accept but "big bargains" are generally the result of misdescription rather than underestimation.

Royal Visit Photographic Essays

The following were given to me at Philatex by Dickon Pollard from Murray Payne. What is interesting on these photos is that one of the pair is black and white and the other sepia. If anyone has any idea why this was done like this, please let me know. These are also of interest in light of the article on the Royal Visit which follows:

Eddie Bridges



These have all been mounted on stiff card which has been cropped for illustration.

The Royal Family Visit To Southern Africa

17th February 1947 to 24th April 1947

by David Osborn

Background to the Tour

The tour was planned by King George VI partly as a royal thank-you to General Smuts for overturning General Hertzog's policy of neutrality and rallying to Britain's cause during World War II and partly because the King hoped that his personal presence might reinforce loyalty to the monarchy in a country where Boer nationalism was again making itself felt. Strong family man as the King was he was eager for his wife and daughters to accompany him.

Start of the Tour

Nearly 60 years ago this extraordinary visit took place, less than 2 years after the end of the 2nd World War and undertaking a visit that started by leaving London on the 31st January via Royal Cars to Waterloo Station (they were to drive in Semi State Procession to the station but severe weather meant this was cancelled). They arrived at Portsmouth Harbour and went on board HMS Vanguard. Then at 7.30am on 1st February HMS Vanguard pulled away with help from Admiralty tugs from her berth alongside the Southern Railway jetty. Snow had been falling but as she moved the weather cleared.

There were large crowds to see them off and they saw the Ships company "manning the side" of the 42,500 ton battleship and the Royal Family watching from the specially built superstructure above "B" turret. The whole event of the first day must have been spectacular for the Royal Family. HMS Vanguard left with escort by destroyers Rotterdam, Opportune, Orwell and Obedient of the Portsmouth Destroyer Flotilla and Offa of the Portland Destroyer Flotilla. They accompanied the Royal Family with graceful manoeuvres until the rendezvous with the Home Fleet. Also overhead, circled an air escort of Beaufighters, Mosquitoes and Sunderland's. Once HMS Vanguard was in sight of the Home Fleet, there was a 21 gun salute. Late in the afternoon the French ship Richelieu with two destroyers met and saluted with a 21 gun salute.



Vanguard was the 9th ship of the Royal Navy to bear the name, the first 360 years previously was a 500 ton galleon built in 1586. The present ship was laid down in 1941 in a class of her own, being the largest as well as the latest battleship. She was launched by Princess Elizabeth in December 1944 at John Browns shipyard at Clydebank and made her first trip down the Clyde on 2nd May 1946 and was commissioned on the 12th May and Princess Elizabeth attended the ceremony. Vanguard's first Commander was Rear Admiral W.G. Agnew CB, CVO, DSO and RN.

HMS Vanguard statistics:

Length 813 feet	Standard Displacement 42,500 tons
Beam 108 feet	Quantity of Steel used 40,000 tons
Number of phones installed 1250	No of Electric light bulbs 6750

The journey south would take 17 days and no calls were made on the way. On 7th February the ship would pass the Canary Islands in the latitude of Freetown. The Home Fleet escort was relieved by HMS Nigeria of the South Atlantic Station. Then on the 10th February at 9.00 am the Equator was crossed and the ceremony connected with "Crossing the Line" was carried out. Two Royal Naval sloops and three frigates of the South African Naval Forces joined HMS Nigeria as escort at a point between Freetown and Cape Town. Whilst the Vanguard was still 1000 miles from Cape Town a Sunderland aircraft from 262 squadron went in search of the ship to drop canisters containing tour programmes and information but after 15 hours it had to return to base because of bad weather. However next day the mission was repeated successfully this time.

The Royal Family stepped ashore at Cape Town on 17th February and the weather was hot in contrast to the weather left behind in England. The trip was about to begin and the Royal Family would travel over 10,000 miles. It was very intense and to give you an example the four days that they spent in Cape Town went like this:

Monday 17th February 1947

- 9.40: HMS Vanguard escorted by S.A. Naval Frigates and a squadron of S.A.A.F. planes arrives in Duncan Dock and moors at "J" berth.
- 9.45: His Excellency the Governor-General, Mrs Van Zyl and the Prime Minister board HMS Vanguard.
- 10.00: Royal Salute as Royal party disembarks. His Majesty the King inspects guard of honour, followed by an official welcome by the Governor-general and other official representatives.
- 10.45: Royal procession commences, preceded by pilot cars and accompanied by mounted police escort.
- 12.30: Presentation of Address to His Majesty the King from both Houses of Parliament at Government House.
Thereafter: Private luncheon at Westbrooke with His Excellency the Governor-general and Mrs Van Zyl.
- Afternoon: Reception of Government and Press representatives at Government House.
- 20.30: State Banquet at City Hall.

Tuesday 18th February 1947

- 10.40: Civic Reception at Royal Pavilion.
- 11.15: Royal party leaves Royal Pavilion, proceeding to Government House.
- 15.30: Garden Party at Westbrooke.
- 20.00: Civic Reception and Ball in City Hall, Royal Party arriving at 9.30pm.

Wednesday 19th February 1947

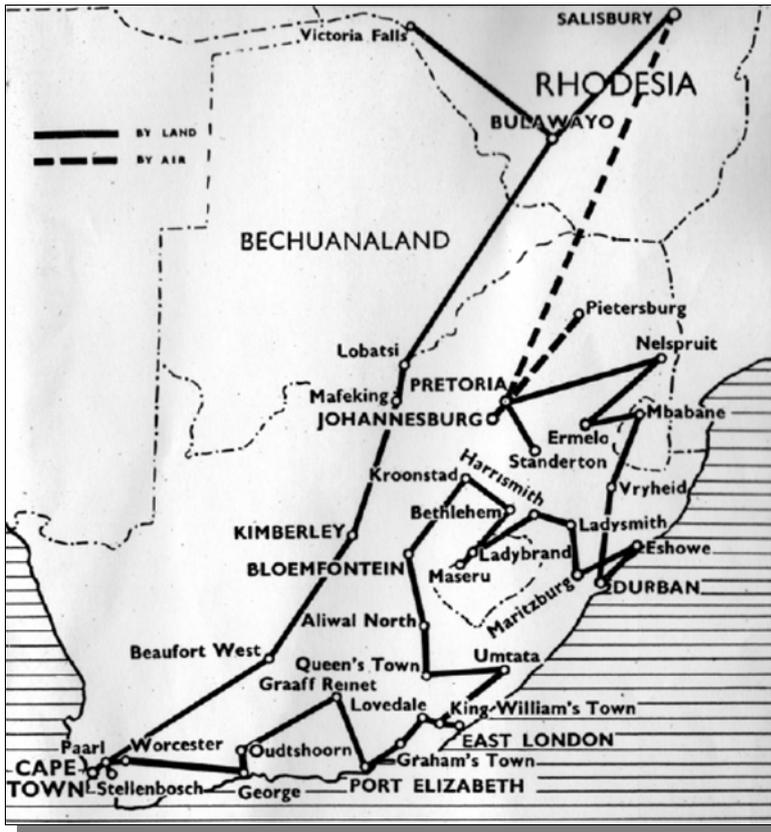
- 9.30: Royal Party leaves Government House to visit Simonstown.
- 13.00: Royal Party arrives at Kenilworth Race Course for lunch and to witness Cape of Good Hope Derby.
- 14.45: Cape of Good Hope Derby.
- 15.30: Royal Party arrives at Fernwood for informal meeting with Parliamentarians.
- 20.00: Civic Ball for Coloured Community at the City Hall, visited by Royal Party at 9.30pm.

Thursday 20th February 1947

Royal Party visit Paarl and Stellenbosch.

Friday 21st February 1947

- 11.40: Royal Party leaves Government House for Opening of Parliament.
- 12.00: Opening of Parliament by His Majesty the King.
- 16.00: Departure of Royal family by train from Docks



The route taken by the Royal Train

Transport



White Train

This was made up of 8 coaches built in England and taken out in small ships, plus 6 coaches from the "Blue" train, which normally ran between Johannesburg and Cape Town. The White train was the largest and heaviest that had ever traversed the South African railway system, it was over a third of a mile long. The train was painted in ivory and gold. As well as the Royal family, this train carried private secretaries, ladies-in-waiting and equerries.

Specification

	No.of Saloon	Weight lbs	Axles	Overall Length	
				Ft	Inches
15 th Class Engine				90	5
R.R.M. Bogie Water Tank		81,400	4	40	0
15 th Class Engine				90	5
S.A.R. First Class Saloon	R 1	100,800	4	67	6
S.A.R. First Class Saloon	R 2	100,800	4	67	6
S.A.R. Kitchen and Staff Car	R 3	90,912	4	65	6
S.A.R. Dining Saloon	R 4	77,592	4	65	6
S.A.R. S.A. and Royal Staff Car	R 5	100,800	4	67	6
S.A.R. Special Saloon Sec office	R 6	100,800	4	67	6
S.A.R. Private Saloon Princessess	R 7	100,800	4	67	6
S.A.R. Private Saloon H.M.Queen	R 8	100,800	4	67	6
S.A.R. Private Saloon H.M.King	R 9	100,800	4	67	6
S.A.R. Lounge Car	R10	93,800	4	65	6
S.A.R. Dining Saloon	R11	92,930	4	65	6
S.A.R. Kitchen & Staff Car	R12	102,660	4	65	6
S.A.R. Private Saloon Minister	R13	100,800	4	67	6
S.A.R. Passenger Van	R14	94,000	4	65	6
		1,439,754	60	1153	10

Total load 733 tons plus 77 tons drag effect

Pilot Train

This was always travelling half an hour ahead and carried rank and file police and railway representatives, the newspaper correspondents and photographers etc. This train was the communications link with the outside world and had a post office coach, telegraph office and even wireless communication with the White train during travel.

Specification

	No of Saloon	Weight lbs	Axles	Overall Length	
				Ft	Inches
12 th class engine				67	4
12 th class engine				67	4
S.A.R.Refrigerator	R15	61000	4	42	1
S.A.R. Van	R16	58175	4	65	6
S.A.R.Private Saloon	R17	76400	4	65	6
S.A.R. Articulated Saloon	R18	115900	6	93	5.5
S.A.R. Articulated Saloon	R18	115900	6	93	5.5
S.A.R. Articulated Saloon	R19	116700	6	93	5.5
S.A.R. Articulated Saloon	R20	115900	6	93	5.5
S.A.R. Observation Saloon	R21	71200	4	61	10
S.A.R. Dinning Saloon	R22	82992	4	65	6
S.A.R. Kitchen & Staff Car	R23	83396	4	65	6
S.A.R. Articulated Saloon	R24	115900	6	93	5.5
S.A.R. Articulated Saloon	R25	116700	6	93	5.5
S.A.R. Articulated Saloon	R26	116700	6	93	5.5
S.A.R. Van (Comms. & Postal)	R27	73000	4	61	10
		1208963	64	1123	2

Total Load 634 Tons

Ghost Train

This train followed the White train by about 2 hours. It carried spare parts and repairing gear for the railway service.

Specification

	No of Vehicle	Weight lbs	Axles	Overall Length	
				Ft	Inches
12 th class engine				67	4
S.A.R. Drop-side Bogie		61,000	4	48	6
Covered Motor Car Truck	41,159	40,200	4	48	6
Covered Motor Car Truck	41,160	39,600	4	48	6
Covered Motor Car Truck	41,161	41,080	4	48	6
Covered Motor Car Truck	41,162	40,720	4	48	6
Articulated Saloon	8,155	115,900	6	93	6
Private Articulated Coach	78	119,105	6	93	6
Passenger Van		34,000	4	60	0
Total		512,925	36	556	10

Total 256 Tons

Also, there was a fleet of 13/14 large motor cars. During visits from the train, often 50/60 miles were travelled and when they returned the Pilot train would have already left, so those people had to travel in the cars to catch up.

Kings Flight of 4 Viking Aircraft

They were under the command of Captain Air Commodore Fielden. They had flown out ahead of the visit and their job was to carry the Royal party on occasions when the distance was too long, or time too short for the train to cover the distances.

Tour leaves Cape Town

The train did stop at many individual stations and the local dignitaries were introduced to the King and Queen. The main stops were:

February 22nd	The train arrived at Worcester at 10.00am for an hour stop, which included a tour of the town of 19,000 people (at that time). Arrived at the end of the day at George.
February 23rd	Being a Sunday, the Royal family had asked for this to be kept as a private day. This arrangement was observed throughout the tour. They left in cars to go to an area called "The Wilderness to Ebb and Flow" at the mouth of the Touw River. Here the Bishop of George held an open air service for them.
February 24th	The delayed trip around George lasted one and a half hours on Monday morning. The afternoon was spent at Oudtshoorn in the heart of Ostrich country and included a visit to an Ostrich farm. They stopped overnight at a specially converted siding, one of many constructed for the visit.
February 25th	First stop was Graaff-Reinet which in its day was the last outpost of the Dutch colony.
February 26th	Arrived at Port Elizabeth with its population of 15,000. There was a full day of events.
February 27th	Remaining in Port Elizabeth, but in the afternoon there was a car journey to a suburb of New Brighton and then on to Snake Park.
February 28th	Left Port Elizabeth after a 48 hour stay. In the afternoon they left the train at Alicedale and then went by road to Grahamstown, a very academic town having one of four Universities of the Union.
March 1st	The train was at Alice and the Royal party went by car to Lovedale. Then it was back to the train for the trip down to East London.
March 2nd	Private day (Sunday) in East London.

- March 3rd Princess Elizabeth attended functions in dock by herself and inspected the Frigate HMSAS Transvaal.
- March 4th After duties in East London there was a drive to King Williamstown, being the administrative area for the natives of the area known as Ciskei, and then they crossed the River Kei into the Transkei.
- March 5th Trip to Umtata where they met natives in their own space as the area had no European settlers unless they had permits. During their visit they met 7'3" Mr Cornelius Mostert. There was sadness at the end of the day as news came that the Ghost train had derailed, killing the driver.
- March 6th Today the Royal family said goodbye to the Cape Province. There were brief visits to Queenstown and Aliwal North. Beyond here they crossed the Orange River into Orange Free State. The train then climbed to Bloemfontein, 4,000 feet above sea level.
- March 7th A day full of visits of different degrees in Bloemfontein. They stayed in Government House, the first time in two weeks that they had not slept on the train.
- March 8th The Royal family left by plane (The Kings Flight) to visit the Free State Game Reserve. The Princesses were in the first plane and the King and Queen in a second. They returned for an evening dinner party.
- March 9th Being a Sunday the Royal family went to a service in the Cathedral.
- March 10th They returned to the train and on to Kroonstad, then Doornkloof, where Pretorius defeated the Zulu impis in the battle of Blood River on Dingaan's Day 1838. Then on to Bethlehem.
- March 11th First stop was Ladybrand and at the end of that it marked the end of the visit to the Orange Free state. The train headed towards the Drakensberg mountain range. They crossed the river Caledon to go into Basutoland. Once the border was crossed, they were in the Frontier Post of Maseru. There were over 100,000 people gathered and the day finished with a large firework display.



- March 12th Day of ceremonies in and around Maseru
- March 13th The Royal family rejoined the train and carried on to Harrismith, followed by Ladysmith and the Province of Natal. The Royal family then left by car for a long weekend in seclusion.
- March 14th –17th These four days were spent in Natal National Park. The time was spent in simple country pleasures- walking, climbing, bathing and fishing. The Royal family returned to the White train on the afternoon of 17th.

- March 18th They went on to the Natal capital Pietermaritzburg, where they were well received by the Indian population and treated to dancing by 50 Indian girls.
- March 19th Today was to be a formal visit to Durban, but this was postponed and instead they went to Gingindhlovu and then by road to Eshowe which in colonial days was the administrative capital of Zululand.
- March 20th The formal visit to Durban began. It was a day of various ceremonies, finishing at midnight and the Royal family stayed at Kings House.
- March 21st Today was for the children of Durban and 30,000 were assembled at the race course.
- March 22nd The second day spent in Durban.
- March 23rd There was a mass party at the Aerodrome and it was thought that over 100,000 people were there. The arrangements were not good; there was a lack of food, water and poor transport home which all added to the discomfort of the long wait in the overpowering heat.
- March 24th The last place to be visited in Natal was Vryheid and in the afternoon the train crossed into the Transvaal.
- March 25th Today the Royal party took a road trip to Swaziland and to its capital Mbabane.



- March 26th They travelled back into the Transvaal and went by car to Ermelo and Standerton. At both towns the locals put on displays etc.
- March 27th They went to the Kruger national Park. There were almost 40 cars in the Royal family procession.
- March 28th Today was a quiet day in readiness for a busy time in Pretoria. The trains were held up at Westaffin and the Royal family were treated to dances by Swazis and the workers were given the day off by the owners of the Tomango farm.
- March 29th The day was spent in Pretoria with a State visit.
- March 30th Sunday and a quiet day with a Church service at the Dutch reformed congregation in the Groote Kerk of Pretoria.
- March 31st Today was full of informal functions with a military parade which was held at the Army's H.Q. at Voortrekkerhoogte.
- April 1st They travelled by road to Johannesburg, but as there was no official residence it was back to Pretoria at night.
- April 2nd They travelled back towards Johannesburg and a tour of the East Rand.

- April 3rd Maundy Thursday and a trip by air to Pietersburg.
- April 4th Good Friday.
- April 5th This was to have been a day free from engagements but the Royal family decided to go back to Johannesburg and in the afternoon they went down the Crown Gold Mine. They descended 7,700 feet and then went on a train journey of half a mile to the working face. Baragwanath hospital was visited by the king to hand out medals to the many patients who had served in the war and had either been injured or had contracted TB in the Middle east or Burma campaigns.
- April 6th Easter Sunday and a private communion with the Bishop of Pretoria.
- April 7th-9th The flight from Pretoria to Salisbury was 600 miles. They were welcomed at the airport by Sir John and Lady Kennedy, the Governor and his wife. Then they continued on to Parliament to give a speech. Southern Rhodesia had a population of 2 million. The rest of the three days were spent in a round of social functions to maximise the exposure of the Royal family to the population. They included an investiture, garden party, parade of ex-servicemen, and Rhodesian Girl Guides visit.
- April 10th The White train left Salisbury for a 24 hour trip to the River Zambesi. The train stopped at Hartley, Gatooma and Que Que in the Gold mining area.
- April 11th-13th They arrived at the Victoria Falls Hotel for an extended stay. They had two visits to the falls, by day and night. There was also included a trip by boat to Livingstone in Northern Rhodesia. The days had been regarded as a mini holiday for the Royal family.
- April 14th The first day in Bulawayo, this included a wonderful flower display despite the severe drought. Later there was a meeting with survivors of the pioneer column that overthrew Lobengula
- April 15th They left Bulawayo and went to the heart of the Matabeleland where there was a meeting with the Matabele people. Later they went to Cecil Rhodes grave amongst the granite boulders, described as the "View of the World".
- April 16th-17th This was the start of the 1,350 mile return trip to Cape Town in 4 days. They travelled through Bechuanaland. Over 25,000 people came to the border town of Lobatsi to greet the White train on the morning of the 17th. Then a short distance onwards to Mafeking in the afternoon and back into Cape Province.



- April 18th The last of the big towns to be visited was Kimberley. They were shown the "Big Hole". Princess Elizabeth was presented with a diamond of over 6 carats and Princess Margaret received a 4 carat diamond.
- April 19th The two trains drew up together at Breede River and an informal celebration took place with the King giving out signed portraits and medallions.
- April 20th The White train returned to the Duncan Dock where HMS Vanguard was waiting. This being a Sunday the Royal family went off to the Cathedral.

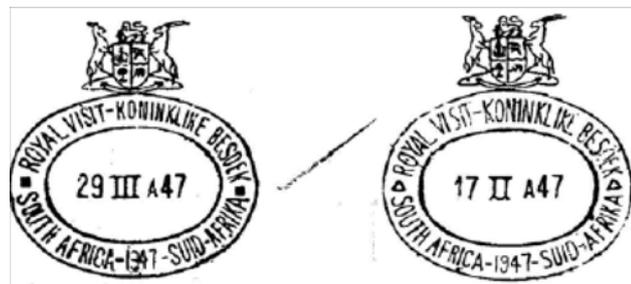
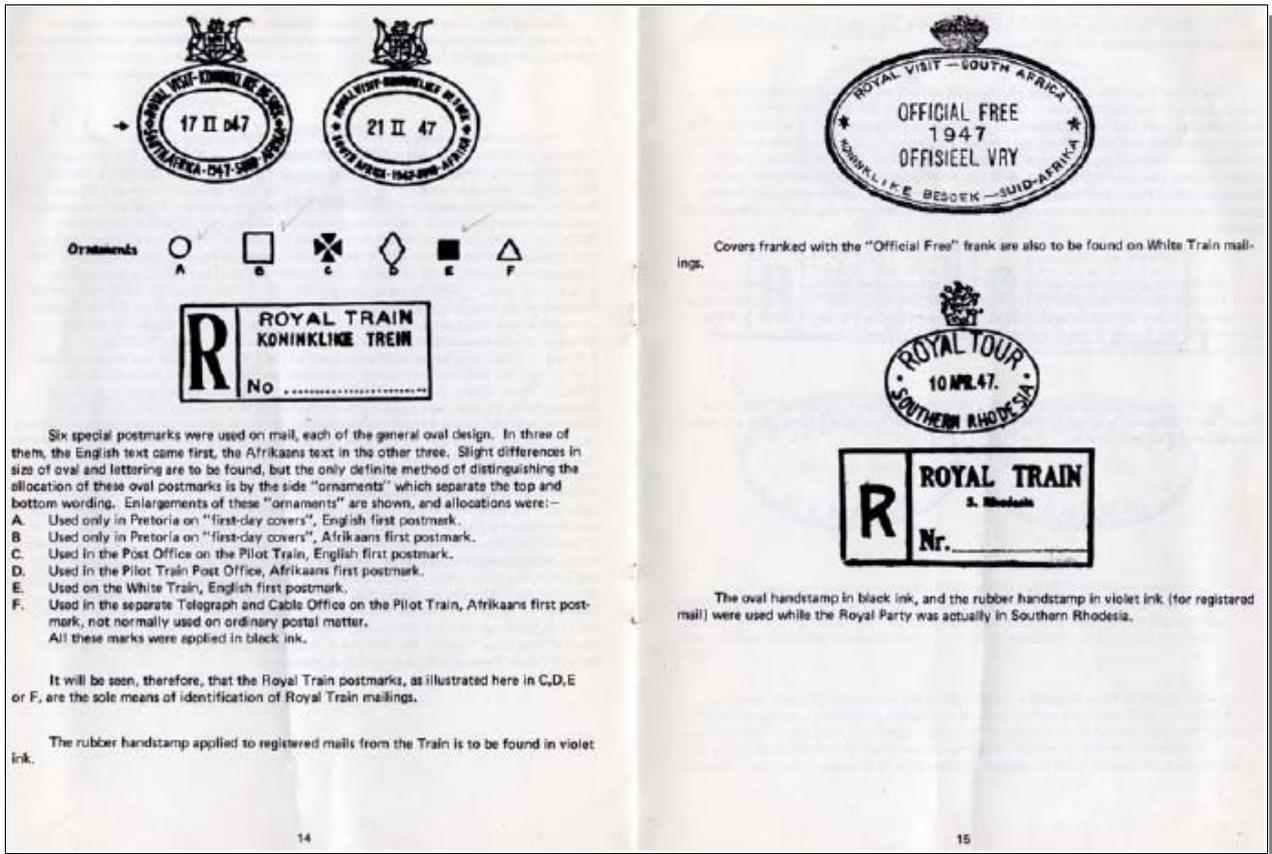


- April 21st Monday was Princess Elizabeth's 21st Birthday. South Africa celebrated with her, this day being declared a public holiday. There were formal parades etc and a firework display by the seashore. The evening ended with a ball at the City Hall. The Princess made a speech to the Commonwealth from Cape Town.
- April 22nd The Queen received an Honorary Degree of Doctor of Laws by Chancellor General Smuts.
- April 23rd This was an informal day, but included a trip to the top of Table Mountain. Then, a final state banquet and a chance for farewell speeches.



- April 24th The HMS Vanguard slipped its cables after General Smuts gave the final farewell at 4.00pm.
- April 29th HMS Vanguard anchored off St.Helena where the Royal family made a brief visit.
- May 11th On the early evening HMS Vanguard came alongside the Southern Railway jetty in Portsmouth after 100 days absence.
- May 12th Many people on a Monday morning came to cheer the royal family as they came ashore after they had shook hands with every officer. Afterwards there was a ceremony at the Guildhall when the King received the Keys of the Fortress of Portsmouth. They then left to catch a train back to London and a triumphal procession through the capital. It is estimated that they had travelled 23,000 miles in the 100 days.

Postmarks

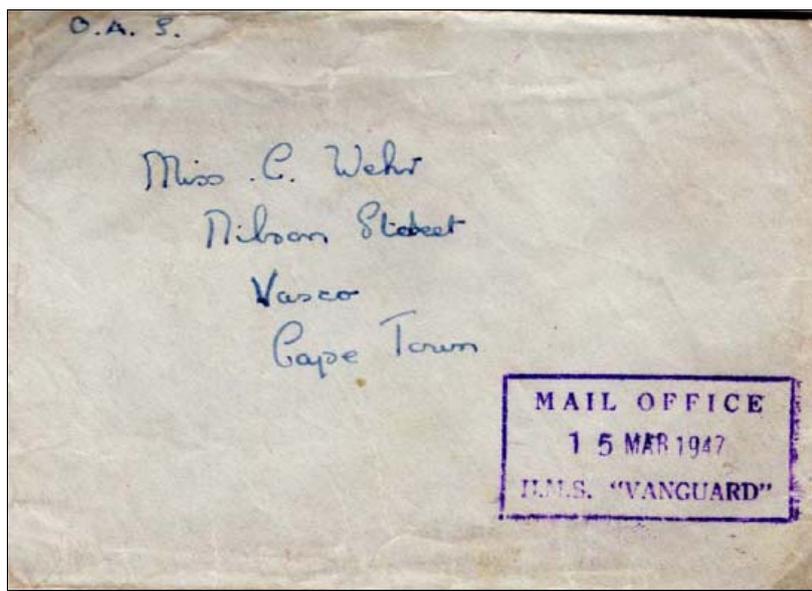




Covers with Official Free 1947 mainly come from the White Train
It was used by officials authorized to free service.



The Royal Family was actually in Southern Rhodesia from the 7th hence this postmark, but stamps were issued on 1st April as the first day of issue of stamps.



Posted from the H.M.S.Vanguard. This is not a postmark made by South African Post Office.

ARRIVED AT 3.15. P.M. Returned to Cape Town
at 5.P.M.

Train left Durban 11 mins, late. Arr. Vryheid
for morning tea-Monday - Tea served at Picnic spot
on Lancaster Hill after drive through wattle valleys
Simple reception. One war veteran called out to Quee
"Here's to Glamis Castle" Queen spoke to Mr.
Haldane who was born near there.
Train crossed Tvl. border (Pongola River) Monday
afternoon. Stopped at Moolman.
Walking along railway track in front of crowd, the
King noticed Mr. Mostert, a giant, measuring
7ft. 3ins. against side of Royal train. With his
arm out sideways the King could easily have walked
underneath without bending.
Pilot and Royal trains drew close together, and
staff were invited by Queen to attend bioscope
show. Newsreels of R. Family were shown, including
opening of Graving Dock by Princess Elizabeth .

Back of the cover illustrated on
previous page.

References:

Information and support from Ian Shapiro
The Royal Tour Trains by Norman Hill
The Royal Family in Africa by Dermont Morrah
The Rhodesia Railways Special Notice 552 re Royal Family Visit
HMS Vanguard and the Royal Voyage to South Africa
The London Illustrated News
The Royal Visit Souvenir from Cape Times, Rand Daily Mail, The Natal Mercury & Sunday Times
Cape Town Official Programme

Southern African Societies Conference Leamington Spa - November 2007

Request for Auction Material

Following on from the success of last years auction, Tony Howgrave-Graham is requesting that you start looking for those duplicated items that you would like to turn into cash. Better material sells best but there will always be room for some bulk lots.

Start looking and let Tony have that material as soon as possible. November sounds a long way off but it is always better to be early which will give Tony the time to lot and describe better. Please describe what you send him with reserves you require. Send lots to:

Tony Howgrave-Graham
The Cottage
Barford Lane
Downton
Wiltshire
SP5 3QA
UK



Past Editors of *The Springbok*

by Eddie Bridges

Further to my mention in the editorial, this journal will celebrate its 300 issue with the last issue this year. I would like to do something a little more special, possibly to record some memories from the past, personalities etc. A few good feature articles would also be nice. If you are moved to write something, please let me know.

This journal is approaching this milestone with only 6 Editors. (myself included) Considering that the first journal appeared in 1953, then this gives an indication of the dedication and perseverance the past editors had to keep this publication going. This will be a hard act to follow. I looked them all up from past issues and list them here for the record.

C.E. Sherwood	Vol. 1 Jan. 1953 to Vol. 10 Dec. 1962
R.D. Allen	Vol. 11 Jan. 1963 to Vol. 29 Dec. 1981
C.P. Ravilious	Vol. 30 Jan. 1982 to Vol. 37 Dec. 1989
D.W. Painter	Vol. 38 Jan. 1990 to Vol. 45 Dec. 1997
F.F. Heymann	Vol. 46 Jan. 1998 to Vol. 51 Dec. 2003
E. Bridges	Vol. 52 Jan. 2004 to

Regional Meetings

Remember our regional meetings at the following venues in the next quarter.

- | | | |
|---------|-------------------------|---------------------------------|
| 12 May | Cambridge Arbury Centre | An open meeting. Bring and tell |
| 9 June | Swinpex in Swindon | |
| 30 June | Midpex in Coventry | |

Contact the Hon. Secretary for details.

LOOKING FOR THE UNUSUAL (OR THE USUAL)



1892-4 Cape of Good Hope ½d slate/white Postal Stationery Envelope with addit. 1d KEVII red tied by manuscript WALVIS BAY 5/7/09 in black pen, to Swakopmund, with very neat arrival postmark 12.7.09.

Similar material on our regular postal auctions. Auction Catalogues viewable on the internet at: www.philatelicroads.com or printed catalogues available on request.

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P.O. Box 26456 Hout Bay 7872 South Africa



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Early South African Journals

Alan MacGregor sent us the following listing of old philatelic journals he recently acquired. He states that they are not for sale but thought they might be of interest to some.

THE STAMP RECORDER / and Collectors' Exchange. Editor and Publisher (apparently) W. E. Neave, Charlestown, Natal

Vol. 1. No. 1. August 1904.

Vol. 1. No. 2. January 1905. "Grand Double Number"

The South African Philatelic Advertiser ("Published Monthly at Durban, Natal" on inside facing page)

Vol. I. No. 1. May 1911

Vol. I. No. 2. June 1911

Vol. I. No. 3. July 1911

Vol. I. No. 6. October 1911

Name alters to **The South African Philatelic Advertiser AND Natal Philatelist. / Official Organ of the Philatelic Society of Natal.**

Vol. I. No. 7. November 1911

Vol. II. No. 9. January 1912

Vol. II. No. 10. February 1912

Vol. II. No. 11. March 1912

Vol. II. No. 12. April 1912

Vol. II. No. 13. May 1912

The South African Stamp Collector, Edited by Cecil Mark Henderson. Printed in Kimberley. 'Official Organ of / The United Philatelic Society of Johannesburg / The Cape Town Philatelic Society & Exchange Club. / Philatelic Society of Natal. / East London Philatelic Society. / Pretoria Philatelic Society.' (also Johannesburg Junior Society by No. 7).

Vol. 1. No. 3. September 1916

Vol. 1. No. 4. October 1916

Vol. 2. No. 7. January 1917

Vol. 2. No. 8. March-April 1917

The Union Philatelist. Editor and Proprietor J. Robertson

Vol. I, No. 1. February 1920

Vol. I, No. 2. March 1920

Vol. I, No. 3. April 1920 (No. 3 to No. 8 all larger format)

Vol. I, No. 4. May 1920

Vol. I, No. 5. June 1920

Vol. I, No. 6. July-August 1920

Vol. I, No. 7. September-October 1920

Vol. I, No. 8. November-December 1920 "Final Issue"

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Robertson From Vol. 1. No. 2 states it is the Official Organ of the Johannesburg United, Pretoria, Cape Town, East London and Port Elizabeth Philatelic Societies. From Vol. 2. No. 7 adds South West Africa Philatelic Club and Cambridge Philatelic Society.

Vol. I. No. 1. March 15th 1921

Vol. I. No. 2. June 15th 1921

Vol. I. No. 3. September 15th 1921

Vol. I. No. 4. December 1921 (Editor now by Harry Blom)

Vol. 2. No. 5. April 1922

Vol. 2. No. 6. July 1922

Vol. 2. No. 7. October 1922

The International Hobbyist. / The OFFICIAL ORGAN of / the International Card and Stamp Collectors' Club.

Edited by J. Robertson

Vol. 1. No. 1. October 1920.

Vol. 1. No. 4. October 1921. Whole No. 4

Vol. 3. No. 1. April 1923. Whole No. 7.

African Stamps. Proprietor and Publisher Erich. R. Fusslein, 13, Prestwich Street, Cape Town. Includes articles by Capt. M. F. Stern

No. 5. February 1958

No. 7. April 1958

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