

THE KIWI

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N E X T M E E T I N G .

WEDNESDAY, 29th JULY, 1959 - 6.00 p.m. for 6.30 p.m.
at Kingsley Hotel, Bloomsbury. W.C.1.

This is COMPETITION NIGHT, particulars of which have been published, and may be found in the MAY issue of the 'KIWI', page 4. Please read. As yet I have very few replies, as to the intentions of the members - play the game - some have been kind and bold enough to write, saying that they are unable, giving most unusual reasons. However will all members entering the Competitions and who are unable to attend on the 29th, please post entries to reach me by the 28th - I shall be returning early from my holiday - that is on the 27th - just to receive all the entries. So do not let me return for nothing.

Talking of Subscriptions.

I have been asked by the Treasurer to remind a few members that their subscription for the present year has not yet been received. Owing to the cost of postage, individual reminders have not yet been sent. Will members who are concerned please give it their immediate attention.

Talking of Birds.

And I do mean the feathered variety. Some people watch them, others shoot them - or spend hours trying, but I, not really from choice, keep one in a cage. It started when my daughter was given one by a friend of ours. The bird in this case was a budgerigar and a rather poor bedraggled specimen at that, having been found in the friend's garden. To my daughter though it was a beauty and when I got up early one morning and found it dead in the cage I knew that there was going to be much wailing in the house and I was obliged to bury it deep in the cold ground - and it was mighty

cold at 4.30 a.m. in the morning in November. So, I had to get a "replacement budgerigar" and I purchased one which I was assured was a wonderful talker - "talk the hind leg off a donkey that one would guv", said the dealer. We had the flipping budgerigar for months, lavished every care on it, fed it with every different kind of seed and tonic - "to put feathers on his chest" and put in its cage every kind of toy and novelty that has ever been produced for the enjoyment of budgies. I even had to get a larger cage to accommodate the darling bird's playthings - then a new Hoover for Mother to clean up his feathers and seed from the floor. This bird was becoming expensive. Never a word of gratitude from it though - or any kind of word, and we spent hours at the cage talking baby talk to it, coaxing, threatening, swearing, all to no avail. The broken nosed miniature vulture just sat on its perch looking at us with its little beady eye. Never a word. One day we were visited by an expert on budgerigars - what does one call them - budgers? "He'll never talk with all those toys and ladders and things in the cage", said our expert. So I stayed up late, working overtime one night on budgerigar furniture removal. The next morning I came down to find the budgie missing from his perch and as I approached the cage I could see him lying on his back on the floor of the cage. "Another cold burial party", thinks I. When I got to the cage though, the bird sat up - glared at me from its malevolent eye and said "you blankety-blank idiot, why didn't you tell me you had moved the flaming ladder!"

Talking of Stamps.

Now this is different - If a member will kindly write an article on any phil - gar N.Z. stamp, Mr. A. Hard would be very happy to publish it in this flaming space.

W. Hasler Young
Hon. Secretary.

EDITORIAL

A Meeting of the Society was held at the Kingsley Hotel on 27th May with the President, Mrs. Margarete Erskine in the Chair. Before commencing the business of the evening she welcomed two new members making their first appearance, Mr. and Mrs. G.H. Barker of West Norwood and Mr. G.E.C. Pratt of Sutton, Surrey.

A letter of appreciation was read from the Blackpool Philatelic Society for the very fine show put up by members of the Kiwi Society. Mr. Farrow also gave a brief account of his trip to Edinburgh to present displays of New Zealand material loaned by members of the Society, a full account of his activities was given in the May issue of the Kiwi.

The first display of the evening was given by Mr. Robert Chasmer, entitled "Slogan Cancellations with a Twist". The exhibit consisted of various covers that had been surcharged "More to Pay" for various reasons, accompanied with Slogan Cancellations, presumably in order to assist the recipient as to how best he could meet his liabilities. Amongst the most amusing were the following:- Slogan "Join a Thrift Club" surcharged 2d. to Pay; "Security Starts with Saving", handstamped "To Pay 6d"; "It Pays to Save" - to Pay 6d. "Open a Post Office Lay-by Account" - To Pay 4d. A registered cover caused some discussion without a conclusive satisfactory answer forthcoming and we would welcome comment from our Members down under. The cover was registered at Rotorua with a registration label affixed and cancelled with a slogan "Security Starts with Saving". It was addressed to Auckland where it was surcharged 1/6, that is double the registration deficiency and two 9d. stamps were affixed and cancelled with the Auckland octagonal registration cancellation in blue. The query that poses itself is, how can a postal packet have a registration label affixed without, presumably, the registration fee having been paid at the sending end?

The next contribution came with a display of Postal Stationery by Mrs. E.C.M. Moore, consisting of various types of pictorial postcards including views of incidents connected with the Boer War, used examples were dated 23 June 00 and NZ - RPO - DN - S dated 6 Oc. 00. There were examples of surcharges, such as $\frac{1}{2}$ d on 1d. Dominion, $\frac{1}{2}$ d. on 1 $\frac{1}{2}$ d brown K.G.V, 1d. on 1 $\frac{1}{2}$ d brown K.G.V, as last, but value cancelled and impressed with a new $\frac{1}{2}$ d. die, in green.

Mr. Francis Payne exhibited a selection of Revenue Stamps both imperforate and perforate with circular date stamp and, barred squared circle type date stamp. The inevitable poser was which, if any, are postally used?

Incidentally I have the £1 perf. 14 plus 2/- Milford Sound plus 1/- K.E. VII on piece also the £2 perf. 11 plus 5/- Mt. Cook plus 8d. K.E. VII on piece both cancelled with Dunedin C.D.S, dates indistinct. They are both on blue linen reinforced paper

similar to that used for registered packages with traces of red sealing wax.

Mr. Payne also exhibited a selection of Railway Newspaper Stamps of the ½d. to 6d. values, all of which are on wove paper excepting a 1d. purple which is on laid paper.

Mr. P.H.J. Garnett displayed a postcard of the King Edward VII Land expedition signed by "Ernest H. Shackleton". The pictorial side of the card shows Lt. Shackleton, as he was then, with his friend Powis taking on dogs from New Zealand before departing for the South Pole.

The Hon. Secretary, Mr. Young, showed the members a few "Full Faces" of the 6d. brown imperf on pieces recently cut off covers. Fortunately, the stamps themselves were not in very good condition, mostly being cut into, but the Postal Historian would certainly cry out 'what desecration'!!

An overseas visitor to this Country who arrived from Dunedin a few weeks ago is Mr. Allen A. Orton, a leading collector of his own Country's stamps and particularly with regard to the early issues.

He attended the Philatelic Congress of Great Britain at Torquay as delegate for the Federation of New Zealand Philatelic Societies and also the Royal Philatelic Society of New Zealand. Our President and her husband, Gerry Erskine, had the pleasure of meeting him at Congress. Later they met Mr. and Mrs. Orton in London and entertained them to a tour of some of the sights of London, extending from a visit to the "Prospect of Whitby" at Wapping, a well-known Hostelry of Dockland where fifty years ago one could depend on a "rough house" almost any night if one was looking for excitement. Now a meeting place for the "upper" set of artists, artisans and actresses. Then to the Peter Pan statue in Kensington Gardens, taking in such places as the Festival Hall where next year's International Stamp Exhibition will be held.

I am sure members will wish to acknowledge their appreciation of this kind gesture in entertaining our overseas visitors to the best of their ability as only the Erskine's know how.

Mr. Orton hopes to be in London in time for our next meeting on July 29th and, he has promised to fill in the evening while the competition entries are being judged, with a show entitled "Problems and Curiosities". We do hope that as many members as possible will endeavour to attend this meeting to support the Competition and meet our distinguished visitor from New Zealand.

The following article was contributed by Mr. Garnett.

NEW ZEALAND (S.M. September 1938) Ulva Island, nestling in Patterson Inlet, a huge arm of the sea in Stewart Island, is no further from the Equator than Berne in Switzerland. Yet it is the most southerly point of the Post Office's reach in New Zealand. On this small island is one solitary building - the Post Office and residence of the Postmaster.

No other edifice of any kind is to be seen, and there are no inhabitants except the birds.

On closer examination the Post Office is found to be deserted. It is closed and empty. But the door is unlocked and one may walk into the public office, where are to be found telegraph forms, money order forms and all the necessary papers. They are yellow with age and thick with dust - all that remains of the business of yore. One may write some message to telegraph to a friend, but there is no officer at the counter to take the message. All is silent and ghostly. There is not even the tapping of the telegraph key in the room behind, nor the clicking of the stamp cancelling the postage.

No, this is not a Post Office. It is only the corpse of a Post Office that died through the hard times. During the depression its death warrant was signed, and now its life has gone. But the corpse remains - a ghoulisn monument to the prosperity that was.

But why was the Post Office ever built? If the island has no population, why was a Post Office ever needed? The island is covered with dense virgin bush, through which paths lead from end to end. One can walk the length of it in less than an hour, but the only signs of life are the native birds. The island is a sanctuary for these molested creatures and is populated by them in thousands. Their united song is wafted over the water several miles and meets every launch as it approaches in the distance. This little gem of natural beauty is a favourite place for a day's outing from Halk-moon Bay (the township of Stewart Island). In the summer season dozens of launches laden with holiday makers visit the island every day.

In days of yore, when poverty was scarce, the enterprising Government established the Post Office, and each visitor to the island purchased postcards to send to his friends from the most southerly Post Office in New Zealand. But hard times have wrought their economy both on the holiday-makers and the Government.

(from the Post Office Magazine.)

THE 2nd. SIDEFACE 6d. VALUE.
A POSITIVE MEANS OF IDENTIFICATION

J.M. Shelton

While the original plates of the 1d., 2d., and 6d. Second Sideface issue of New Zealand can be recognised from the subsequently retouched dies by certain slight but well-known details, their identification does depend upon those details being clearly visible and unconcealed by the postmark. In default of this one can refer only to the general appearance of the stamp and although this is probably sufficient for the specialist it must be admitted that the average collector would prefer some more positive point of distinction.

I cannot indicate any such additional variations in the 1d. and 2d. values but, because none of the stamps from these dies with normal perforations is in any way scarce, there is no real need to seek further. It is quite easy to find copies with the relevant detail so well-marked as to satisfy the most critical collector.

The 6d. value is another matter however because there are two scarce stamps (C.P. D8g and D8e) to be found, apart from the even scarcer D8f and D8j with abnormal perforations. The characteristic difference between the crown ornaments is not always as notable as the authorities would have one believe and if the detail is also obscured by the cancel the hopeful owner is left in a quandary.

It seemed to me to be most desirable that some other point of distinction should be available and to that end I have recently examined all copies of the 6d. value that I could come across. I have noted that in Die II there is a minute white flaw line to be found entering the back of the neck about half a millimetre above the right-hand point of the bust. This is quite well seen with a glass and, as far as I can find, is still quite visible even in late copies. I have not seen any Die I with this mark, in fact in this die the area concerned is quite without the detail of the redrawn stamp.

I suggest this finding can form a valuable confirmatory factor which will greatly assist in the identification of the scarce varieties.

Mr. Campbell Paterson has expressed considerable interest in this point and has informed me of his intension to mention it in a forthcoming issue of his Newsletter.

THE CHALON HEADS.

A Glimpse of the Early Days.

John D. Evans.

Without going into much detail a combination of statements from Vol. I of the New Zealand Handbook, from a cover dated 26th April 1855 and a book called "A Hundred Year History of the P. & O." give, with reasonable accuracy, a glimpse of the early days before and after the issue of stamps in New Zealand in July 1855, and of some of the conditions of sea transit.

The first tender for the stamps of 1d, 2d and 1s. values was submitted by Perkins Bacon & Co. on 8th December 1853; this was duly accepted but it was not until February 1855 that the cases containing the plates and materials which were shipped on the "Simlah" arrived at Wellington. This vessel was built for the P. & O. in 1854, had a gross tonnage of 2441 tons and was a paddle screw vessel made of iron. In August 1844 mails between Auckland and Wellington were conveyed twice a month by Maoris, the time for that journey being about three weeks. It was usual for communications between Auckland and Wellington to travel via Sydney, the time taken being about three months. In 1855 the "Nelson" was in use and the cases containing the plates and materials for the stamps were transhipped from the "Simlah" to the "Nelson" and arrived by the latter vessel at Auckland in March 1855.

I have a cover with the Wellington Crown Circle Mark "Paid at Wellington" written by an uncle, Mr. W. Jackson, to his niece, Miss Christine Ralph of Perth, Scotland, suggesting she should emigrate. This is dated the 26th April 1855 when it was sent per the "Nelson" from Wellington and it arrived on the 10th May 1855 at Auckland, and it bears a further frank "Australian Liverpool 19th September 1855" but the postmark of its arrival at Perth is indistinct but appears to be 21st September 1855.

I quote from the cover as giving some picture of the journey by sea to New Zealand in those days. "After thinking", writes the uncle, "over the matter seriously and knowing the difficulties and danger of a young female going out alone, I am of opinion that it would be best for you to come out with some respectable family, particularly if the lady had children where you might make yourself useful on the passage; it would be a protection to you for I know well the risk of insult from stranger passengers in the long confinement of three to four months in a vessel however good the books on board may be, and any work to prevent you being idle: it would be tiresome without the society of respectable people to look after your comfort and to give you some useful employment. I will ask the Agents in London to enquire for some such family and write you to Perth about it".

Another revealing passage is as follows: "As to clothing for the voyage, this must be left to your discretion with the aid of your mother's advice, but I may mention that it seems necessary that you have at least two changes of upper dress suitable for extreme hot weather under the line in the centre of the world and two changes of upper dress for cold weather when you pass by the Cape of Good Hope, or stormy weather, one or two Scotch worsted shawls will be found useful and a couple of sunbonnets: in underdress such as chemises, petticoats and stockings you would need as many as bring you here without washing, any boots or shoes should be stout without nails of any kind, a good stout trunk and a small one will be required".

It appears that at about this time the traveller was instructed that he should pack all his luggage in trunks which could (and would) be stowed below in the baggage room, to which he or she would have access at fixed intervals - weather permitting; and that immediate requirements for a week, or two, or three, ought to be packed in a "carpet bag" which could be taken into the cabin.

There is also referred to in the book 'A Hundred Year History of the P. & O.' a list of articles recommended in 1850 for intending travellers and a particular passenger apparently ordered the following:-

48 Longcloth Suits and 24 Longcloth Full Shirt Fronts,
24 Indian Gauze Waistcoats (nowadays "vests") and
18 Night Caps. Then followed 72 Cotton half hose,
12 Silk ditto and 12 Woollen ditto - or just under
100 pairs of socks.

Whether this list was for a passenger to New Zealand is not stated, but the "furniture" generally used in those days included, it seems, a Swinging Cot, hair mattress, feather pillow, ship couch or sofa, case of blacking brushes etc., footbath and tin can for water. The passenger of those days did not apparently have to provide his own bedding and the like!

It will be appreciated that in those days the outward journey was normally made round the Cape of Good Hope.

Returning to the cover the uncle leaves his niece to pay for the passage from Perth to the ship herself, but as to the conditions in Australia he mentions as follows:- "I do not wish to trouble my brother Thomas about workmen now, there are too many idle in the neighbouring Colonies of Melbourne and Sydney who are likely to come here: so I may be able to pick some parties on the spot without being obliged to keep them longer than I want them if they do not please me."

The book "A Hundred Year History of the P. & O." records in some detail that it was the S.S. "Chusan" which first made a complete sea trip from England to Sydney in 1852. This ship had a gross tonnage of only 699 tons, and there is no doubt that this is the most important factor in the growth of use of stamps in Australia and New Zealand where, in the latter country, the 1d, 2nd and 1s. London Prints were first issued imperf on the 18th July 1855. These were followed in November 1855 by prints on blue wove paper imperf and normally without watermark by J. Richardson at Auckland.

In spite of the efforts of those far off days it appears as late as 1873 that the conditions under which some migrants were carried to New Zealand were so unsatisfactory that they would not be likely "to attract the right class to the Colony". Also the irregularity of shipping and the number of cargoes ruined by the sea water and breakages were stated to be good reasons why a group of New Zealand merchants formed the New Zealand Shipping Company in 1873 which was about a year after the last provisional printings of the Chalon Heads.

It is little wonder that specimens of the very early New Zealand stamps used overseas are so scarce in really fine condition. Whilst realising that not everyone collects the Chalon Heads of New Zealand I hope these few notes will be of interest.

ALBERT A. HARD.

Hon. Editor of KIWI.