

THE KIWI

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THE OFFICIAL ORGAN OF THE NEW ZEALAND SOCIETY OF GREAT BRITAIN

Affiliated to BRITISH PHILATELIC ASSOCIATION and PHILATELIC CONGRESS OF GREAT BRITAIN

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WHOLE No. 76

The first Meeting to open the New Year will be on Saturday, January 29th at 2.30 p.m. at the Shaftesbury Hotel, Monmouth Street, London. Mr. P. Davey will be travelling from Truro, Cornwall, and his subjects will be Unusual New Zealand Items, plus a plating study of the King George V 4d purple plate 44. In view of the long distance Mr. Davey is travelling, and consequently the few opportunities we have of enjoying his company, it is hoped that as many members as are able to make the journey will be present.

PROGRAMME 1966.

MARCH 26th, SATURDAY, 2.30 p.m.

Annual Competition and Quiz - details later.

MAY 25th, WEDNESDAY, 6.30 p.m.

Display by Mr. J. Bradford of the definitives and commemoratives of King George V.

JULY 27th, WEDNESDAY, 6.30 p.m.

Mr. McNaught of New Zealand will pay the Society a visit, and display a fine selection of the 2nd side face issues on 33 mm slides.

SEPTEMBER 28th, WEDNESDAY, 6.30 p.m.

Mr. E.K. Hassell will display the definitive issues of Queen Elizabeth II.

PROGRAMME 1966 (Contd)

NOVEMBER 26th, SATURDAY, 11.0 a.m.

Annual General Meeting 2.30 p.m. preceded by exhibition of Auction Lots, and informal lunch. Details later.

EDITOR'S REPORT OF A.G.M.

With the President in the Chair, the business as set forth in the Agenda was carried out, with reports from the Officers of the Society to be found elsewhere in this KIWI. The Officers of the Society were elected en bloc.

The President next presented the Annual Competition Awards, the STACEY HOOKER CUP to Mrs. E.C.M. Moore, and the SOCIETY SHIELD to Mr. R.C. Agabeg.

It was difficult to find the members names who had provided the sheets for exhibition, but I did ascertain that a collection of Auckland Cancellations had been submitted by Mrs. Moore. There was also an exhibit of sheets with stamps showing the "On Public Service Only" overprint.

Your Editor was obliged to leave before the Auction had finished, but no doubt we shall be able to publish the prices realised in a later issue of the KIWI.

AMENDMENTS TO MEMBERSHIP LIST No. 18. 1/66.

CHANGE OF ADDRESS.

- | | |
|---------------------|---|
| H.D. Spears | 30, East Dean Road,
Eastbourne, Sussex. |
| Mrs. H. Gordon Kaye | 4, Cresta Gardens, Ferndown,
Wimborne, Dorset. |
| D.N. Davidge | 80, Cromarty, Wentworth
Park, Ouston,
Nr. Chester-le-Street,
Co. Durham. |

PRESIDENT'S REPORT 1965.

I think all our members will concur that 1965 has been a very successful year in the affairs of our Society.

Gerald Pratt, at short notice, took over the duties of Packet Secretary in addition to his duties as Hon. Secretary, and I think you will agree that his hard work for the Society in both Offices deserves our heartfelt gratitude. We are also fortunate in our Hon. Treasurer. He is a man of great energy, with an inexhaustible fund of humour, who holds high office in Philatelic affairs outside our Society, highly regarded by his fellows in all his undertakings. We are particularly grateful to him for conducting our Annual Auction so efficiently, and to Warrenne Young for all the assistance he gives. Albert Hard has not had an easy year as Editor of our official organ Kiwi, because he has suffered ill health, and the number of members to whom 'Kiwi' is sent every time it is published has increased, as the role of members has lengthened. He has bravely continued as our Editor and we hope he will soon be fully restored to health. The contributions to Kiwi by our members are of a very high standard and the reports of meetings are clear, concise, and instructive. To members overseas and at home who cannot often attend our meetings, the issue of every number must always be welcome, and I hope they all realize and appreciate the efforts made to make them feel close to us in thought. We ask them to contribute whenever they can do so.

We thank Adrian Hopkins for coming here to judge our Annual Competition, and later in our proceedings we shall be presenting the trophies to the winners. Our meetings this year I think have been exceptionally successful. Unfortunately, I could not attend our January meeting and I thank Michael Burberry for conducting it when Royston Heath was leader. Our thanks are due to him and to leaders of subsequent meetings to whom tribute has been paid in Kiwi, and to all who have contributed and attended to make our meetings so enjoyable. I thank the Committee for arranging such an attractive programme and for all their unobtrusive help throughout the year. I was glad to read that Mr. Agabeg won a high award, a silver-gilt medal, for his Chalon Heads, at the International Exhibition this year in Vienna. I hope to see Michael Burberry's name in the International Honour's list following his outstanding success at the National Stampex Exhibition. Mr. Agabeg and I contributed, by invitation, to the Stanley Gibbons Centenary exhibition at the Royal Festival Hall, London, earlier this year. An unexpected and beautiful 'Thanks plaque' was received by exhibitors to the Vienna Exhibition. I have brought mine for you to see, hoping you may be encouraged to enter future national and international exhibitions, because there is no doubt in my mind that the standard of philately in this Society is very high. I would like to thank Jimmy Riddell for his research into the early Postal History of New Zealand which is the subject of a paper to the Postal History Society, and John Evans for his seemingly endless contributions at meetings from his early New Zealand material. I hope you will all enjoy our meeting today in renewed friendship. I am sure you must be glad to be members of a progressive Society whose prestige increases every year.

NOTES FROM NOEL TURNER.

INDEX TO THE 'KIWI'

Some months ago our Member, B.R. Peace, 24, The Green, Leeds 17 Yorkshire published a fourteen page Index to the 'Kiwi'. A comment on the above appears in the November 1965 issue of "The Mail Coach", the journal of the Postal History of New Zealand. I understand that copies of the Index are still available, price 2/10d including postage.

OF INTEREST TO NEW MEMBERS.

Arising from the above I am happy to report we now have available some back numbers of the 'Kiwi' and in the next issue I will publish dates, issues numbers and suggested prices. In the meantime if any Member will notify me of his requirements I will endeavour to reserve the copies that he needs.

ANNUAL AUCTION.

Once again I must express my sincere thanks to all Members who contributed Lots for sale for the benefit of the Society. Some of these produced a few shillings and others several pounds. Small or large they were all welcome and we are indeed grateful. I shall be looking to you again next year to show the same generosity.

SEA POST.

I promised that further information would be given with regard to New Zealand stamps cancelled "SEA POST", and elsewhere will be found an interesting article on this subject contributed by Alan Robertson. If the Editor has been able to find room you will also find an extract from a book published in 1863 containing an amusing reference to stamps saved from the wreck of the Colombo.

"SEA POST" MARKINGS.

At the November Meeting of the New Zealand Society of Great Britain we were interested to see the 2/- and 5/- values of 1878 cancelled in circle - "SEA POST OFFICE" - with a single letter E and a date. Also, in the same collection of Mr. Blease of Bath, was a British Cover, posted to India, carrying a similar marking.

I have raised the question of this marking on New Zealand stamps with my friend, Alan W. Robertson, the well known expert on Maritime Mails and author of the monumental work, "The Maritime Postal History of Great Britain". He writes as follows:-

"The circular "SEA POST OFFICE" datestamp about which you enquire is quite common on mail to India; not quite so common on letters to New Zealand or Australasia.

In the early 1870's the Post Office Mail contract via Aden to the East was held by the P. & O. CO. About this time sorting offices were established in the mail-rooms of the steamers, and whilst the ship steamed between Aden and Bombay a staff of sorters opened up the mail-bags and proceeded with "PRIMARY"

"SEA POST MARKINGS" (contd)

sorting of the mails into "groups"....e.g. Mails for Bombay, Ceylon, Madras, Calcutta, Burma, Singapore, the various Australian States and New Zealand. When these groups were bagged-up, a very considerable amount of time had been saved by working on the job en route, and the appropriate bags were then either disembarked at their ports; or dropped at a main port for onward transmission by auxiliary steamer feeder-services.

The mails thus sorted on board ship were struck with the SEAPOST datestamp with the date of sorting, in effect a transit mark. As time went on, and the whole scheme was so successful, it was extended so that mails were not only sorted on the Aden-Bombay leg, but mails taken on say at Bombay were sorted between Bombay and Colombo, and so on along all the "loops" of ports of call as far as the main terminal port at Singapore. The system continued until about 1910 and over the period of some 40 years quite a large variety of these datestamps with different "code" letters came into being as the dies wore out and were replaced. There is a very attractive oval type with seriffed lettering and in blue ink etc.

The sorting of course likewise took place on the return voyages of the P. & O. Steamers and so you will find bags of unsorted mails from New Zealand taken by feeder-service to connect with the P. & O. homeward bound steamers from Singapore being sorted on board. As I have said this was proportionately less in bulk than the huge masses of mails which originated in India for the U.K. or places en route e.g. Via Brindisi for Central European countries, Marseilles for France and the Iberian Peninsula etc.

Our grateful thanks are due to Alan Robertson for his interest and assistance.

NOEL TURNER.

"FORCED STAMPS: HOW TO DETECT THEM"

Mount Brown is credited with the production, in the early 1860's of the first real Stamp Catalogue in Great Britain. It is perhaps surprising to find that contemporary with that Catalogue, a Booklet was produced in 1863, with the above title. The authors were Thornton Lewes and Edward Pemberton. A descendant of the latter is still actively engaged in a Stamp Auction organisation here in London.

The Introduction to the Booklet reads as follows:-

"It has long been evident to collectors of postage stamps, that a really accurate description of all forgeries is as great a necessity as even a catalogue of genuine stamps. As Mr. Mount Brown has amply provided for the latter want, we cannot but think that the results of our investigations (contained in this volume)

"FORGED STAMPS: HOW TO DETECT THEM" (contd)

must be of the greatest use to those engaged in the interesting pursuit of stamp collecting. We have tested the uselessness of the only English work on the "Falsification of Postage Stamps", having gone through it carefully

and later on we read:-

"As this work must fall into the hands of some of the forgers, we expect it will have the effect of making them issue fresh forgeries of the stamps mentioned here, and in which the slight differences whereby they may now be known from the originals will be entirely removed, so we must caution our readers to exercise the greatest care in buying or exchanging scarce stamps, and not to accept stamps as genuine and just issued which are not found in Mount Brown's third edition of his catalogue"

A copy of this Booklet recently came into my hands on loan. You are right if you guessed that I turned at once to New Zealand....
... and this is what I found

"

NEW ZEALAND

1d dark brown, 1s. dark brown.

Many people who have received these stamps from letters "saved from the wreck of the Colombo", doubtless imagine them to be new kinds. It is the salt water that has changed them, as can easily be noticed by applying them to the tongue, when the salt water is instantly tasted. The 1d. Victoria is also found black, from the same cause."

A simple, if slightly unhygienic method of detection, which was probably quite effective in 1863. The Expert Committees of the World may care to note that if all other tests fail, there is still the tongue!

NOEL TURNER.

ILLUSTRATED HANDBOOK OF N.Z. REGISTRATION LABELS.

This book by Professor I.D. Campbell, Librarian of the Royal Philatelic Society of New Zealand has just been published by the Postal History Society of New Zealand at a price of 12/- (postage paid by sea) with a reduced price of 8/- to members of that Society.

Apart from the great interest of its eighty pages it is remarkable for the clarity obtained from a businesslike system of classification. I hope that phrase is no insult to an academic. The ease of using philatelic reference books has so often been marred by inadequacies of this nature that it is a great pleasure - I had almost written relief but that has another meaning - to find a book so superbly arranged. The illustrations dominate the text,

ILLUSTRATED HANDBOOK OF N.Z. REGISTRATION LABELS. (contd)

and I was particularly intrigued with the illustrated index. The description of each group is tabulated in a way to permit easy reference - so much better than a continuous text.

Registration Labels were first used in N.Z. in 1908 to replace the rubber stamps previously used: these had been of many patterns with space for the reference number to be inserted by hand, and had often been misused to cancel adhesives. Up to 1965 fourteen main types of Label are recorded: with sub-types the index records thirty nine different designs. A number of errors and minor varieties are recorded.

One of the reasons why Registration Labels have not been widely collected has been the difficulty of classification until the publication of this book, which will encourage many to study with greater interest the material they possess. There is obviously, in spite of the great knowledge recorded in this book a great deal still to be discovered about Registration Labels, in particular dates of first use of many of the types is not complete, and it is hoped that readers will report all possible additions to the information so far recorded.

G.E.C. PRATT.
Hon. Secretary.

FROM JOHN D. EVANS.

PROVINCE OF AUCKLAND DATESTAMPS.

With reference to November 1965 KIWI and the Annual General Meeting on 27th November, I am writing as arranged to say that I have got two more of these Datestamps:

Cancellations as follows:-

1. Datestamp No. 2 dated 12th November 1964 on 2d Blue WMK NZ imperf SG 98 and
2. Datestamp without serial Number dated 21. ? 64 on 1s. Green WMK NZ imperf SG 100.

For those who were interested in the "Score" in my Article the total known with Serial Number and Date becomes 38 and the grand total of known specimens is 52.

I suppose the 1s above mentioned should be classified as without Serial Number or Date, bringing that total up to 18.

NEW ZEALAND RAILWAY TRAVELLING POST OFFICES.

BY J.D. RIDDELL.

With the publication of Volume III of "The Postage Stamps of New Zealand", the collection of the cancellations of New Zealand has increased enormously, and in particular those of the Railway Postal Services. Many of these cancellations are extremely scarce, and it is very easy to allow them to slip through one's fingers.

CHRISTCHURCH to INVERCARGILL

These services were first established on the Christchurch to Invercargill line in October 1878. This line at first only extended as far as Dunedin, but in 1879 it was continued to Invercargill. It was divided into four sections, each with its own staff and obliterations. Section 1, called Christchurch South, ran between Christchurch and Studholm Junction; Section 2, Dunedin North, from Studholm Junction to Dunedin; Section 3, from Dunedin to Balclutha; Section 4, from Balclutha to Invercargill.

Section 1.

The first type of obliterator used on this line was inscribed R.T.P.O. over C in an oval of bars (Fig.1). It was in use from 1878 until 1882, and it was used on both the southbound and the northbound trips. However, it gave no indication of the date, or of the journey taken, so it was replaced by a circular dated stamp (called c.d.s. hereinafter).

This 21 mm.c.d.s. (as Fig 2) was in use from 1882 until 1886. It consisted of N-Z R.T.P.O. and (C) in brackets to indicate Christchurch, and at the foot the letter A,B,C, or D. A and C were used on the southbound trip, and B and D on the northbound trip.

In 1886 a third type c.d.s. (as Fig 3) was instituted, of 24 mm. and it was in use until 1891. Indexes were 1 to 6 and 13. In 1892 a similar c.d.s. was issued, but smaller (21 mm), and was used until 1896 (Fig 4). The indices were A to D and H.

From 1896 to 1900 a 21 mm. c.d.s.(similar to Fig 4) was put into use, this time with CH in the place of C to indicate more clearly that it was Christchurch that was meant. Route index 1 was used on the southbound trip and index 2 on the northbound. From 1900 until 1903 a completely different form of c.d.s. was used, a 27 mm. double-circle c.d.s. with index 1 for the southbound trip and index 2 for the northbound to Christchurch (Fig 5).

Once again in 1903 a quite different type of c.d.s. was used. A 25 mm.c.d.s. with TRAVELLING P.O. round the top and the route below: in this case, Christchurch-Dunedin (Fig 6). It was in use for five years until 1908. "Inwards" indicated the northbound trip; "Outwards" the southbound, to Studholm Junction.

In 1908 the name of this section of the line was changed to South Canterbury, and a c.d.s. similar to the last was used, except that the words SOUTH CANTERBURY took the place of CHRISTCHURCH-DUNEDIN. Then, for some reason, this excellent cancellation was changed to a 26 mm. c.d.s. (see Fig 8) with a 1 after the date to

NEW ZEALAND RAILWAY TRAVELLING POST OFFICES (contd)

indicate the southbound trip, and a 2 for the trip to Christchurch. This cancellation was later changed to a similar one, except that it did not have a "2" after the word CHRISTCHURCH. It was in use until 1927.

From 1927 until 1939 a similar cancellation to the last was in use, but it was a 29 mm.c.d.s. and had a 1 or a 2 above the date to indicate which crew was in charge.

A 34 mm.c.d.s.(Fig 9) was in use from 1940 until this R.P.O. was closed down on June 15th, 1942. Once again the name SOUTH CANTERBURY was used.

In 1909, on this run, a machine cancellation was in use for a short time with CH-CH-DUN.T.P.O. and N.Z.1909 between bars.

Section 2.

This section was called Dunedin North, and latterly, North Otago, and ran between Studholm Junction and Dunedin, the crews changing at Studholm Junction.

The first cancellation was as Fig.1, but with DN in the place of the C, and covers with this cancellation are very scarce. It was only in use from 1878 until 1882.

The second type, a 20 mm.c.d.s., was the same as in Fig.2, except that in the place of the C in brackets there was DNN without brackets, but with a small dot between the O of RPTO and the D of DNN. Also, the route indexes were changed to 1 to denote the trip to Christchurch, and 2 to Dunedin. This cancellation was only in use for a very short time from 1882.

On account of the indistinctness of the last type cancellation, a third was introduced. This was similar, but the letters were larger, and there was a dash, instead of a dot, between the O and D. This was in use until 1897, and had the same route indexes. This was a 21 mm. c.d.s., as in Fig.10.

From 1897 until 1900 a similar cancellation, but 20 mm., was in use. This had the T dropped from RPTO and the dash was between the DN and the N and not between the O and the D. The route indexes were the same: 1 for the northbound trip and 2 the southbound, but many had no index, for which there is no accounting up to date.

The fifth type used on this run was as in Fig.5, except that it had TRAVELLING P.O.DUN.NTH. round the top instead of RPO CHRISTCHURCH. Again, index 1 was used on mail going north to Studholm Junction or beyond, and 2 for the mail on the southbound journey. It was in use from 1900 until 1903.

From 1903 until 1908 a type as Fig.6 was in use, but it was worded DUNEDIN-CHRISTCHURCH instead of CHRISTCHURCH-DUNEDIN.

Now comes the first and only time the term LOOSE LETTER was used in a R.T.P.O. cancellation. This was a 25 mm. c.d.s. in use from 1908 until 1911 (Fig.11). At this time the name of this section of the run was changed to North Otago, so this term appears as

NEW ZEALAND RAILWAY TRAVELLING POST OFFICES (contd)

N.OTAGO round the top of the cancellation. With this type there was no route index. From approximately 1911 until 1918 a similar cancellation was used, but the lettering was slightly larger.

From 1918 until 1928 a 24 mm.c.d.s. was in use similar to Fig.6, except that the words NORTH OTAGO were round the bottom instead of SOUTH CLIVEBURY. INW indicated the trip from Studholm Junction and OUT the northbound trip.

The last cancellation used on this line from about 1937 until June 15th, 1942 (when it was closed down), was a 35 mm. c.d.s. much the same as Fig 9, but with TRAVELLING P.O. round the top and NORTH OTAGO round the bottom. OUT occurs after the date for the northbound trip and INW for the southbound.

Section 3.

This section ran between Dunedin and Balclutha, where the crews changed over. Here again, the first type of cancellation was as Fig.1, but with DS instead of the C. It was in use from 1878 until 1881.

Then came a mark identical with Fig.2 except for DS in brackets instead of the C. Indexes run from A to D. This was in use for a very short time.

The above was soon replaced with a 20½ mm. c.d.s with the more simple 1 or 2 route indexes, also with RTPO.DNS. Once again 1 indicated the southbound trip, 2 the northbound. This also was in use for a very short time because of the smallness of the lettering and the frequent smudging of the cancellation.

Next came a 21 mm.c.d.s. similar to the above but with larger lettering and a dash between the O of RTPO and the D of DNS (as occurs in Section 2 above). It was in use from 1881 until 1900.

In 1900 a new mark (Fig.13) was brought into use and lasted for about three years. Route index 1 for the run from Dunedin to Balclutha and 2 for the northbound trip to Dunedin.

From 1903 until 1908 a 25 mm.type, as Fig.6 but with DUNEDIN-INVERCARGILL round the bottom, was in use.

A cancellation as Fig.6, but with the name SOUTH OTAGO round the bottom, was in use from 1908 till 1930. INW from Balclutha; OUT from Dunedin.

In 1930, while a new c.d.s was being produced a relief cancellation was used. This was a 30 mm.c.d.s. with RPO STH OTAGO round the top three-quarters of the circle, NZ below, and the date in the middle with route indexes 1 and 2. This is extremely scarce.

The final type used on this run was as Fig.9, but with SOUTH OTAGO round the bottom. It was in use from 1930 until December 31st, 1931, when this T.P.O. was discontinued.

Section 4.

This section ran from Balclutha to Invercargill. The postal

NEW ZEALAND RAILWAY TRAVELLING POST OFFICES (contd)

agents from Invercargill used to get off at Waipahi, and the Balclutha ones got on to continue back to Balclutha, but latterly the Invercargill agents were discontinued and the Balclutha, or Dunedin, agents stayed on until Woodlands, which is only 12 miles from Invercargill. With the large incoming mail from Bluff this was a very busy section of the line for the sorters, but most of the mail was already cancelled, so the Invercargill cancellations are scarcer than the others.

The first cancellation here was the same as with the other sections of the run, an oval of bars with RPTO above IN instead of above C, as shown in Fig.1. It was in use until 1883.

The second type was again as Fig.2, but instead of a C in brackets it had IN. It was in use from 1883 until 1888. The indexes were A to D. A and C southbound trip, B and D northbound.

The third type was similar to Fig.4, but it was a 22 mm.c.d.s. and the route indexes were 1 and 2 for the northbound trip from Invercargill and the trip from Balclutha, respectively. It was in use from 1888 until 1898.

The fourth cancellation introduced a new type. It was a 23 mm. c.d.s. with NZ above and INVERCARGILL R.P.O. in a straight line next, then the date, and the route index (1 or 2) below to indicate the run from Invercargill (1) and from Balclutha (2). Fig.17 illustrates this type for Napier (see later).

Next came a cancellation as Fig.5, but with TRAVG P.O. INVERCARGILL round the top instead of R.P.O. CHRISTCHURCH. In use for about 10 years from 1901, it showed index 1 from Invercargill and 2 from Balclutha.

A hand-operated machine mark was then employed, on account of the increased incoming mail from Bluff, and it consisted of DUN-INGLL.T.P.O. over the date and NORTH, then a space, and N.Z. over the year, all encompassed in five horizontal lines. However, it did not prove practical, and was not in use for very long.

The final cancellation used was a 30 mm. c.d.s. similar to Fig.9, with R.T.P.O. round the top and SOUTHLAND.N.Z. round the bottom, with the date in the middle and route index INW or OUT. This T.P.O. closed in December 1931.

(To be continued)

For postmarks referred in above article - see overleaf.

ALBERT A. HARD.

HONORARY "KIWI" EDITOR.



Fig. 1



Fig. 2



Fig. 3



Fig. 4

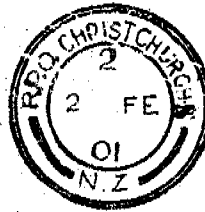


Fig. 5



Fig. 6



Fig. 8



Fig. 9



Fig. 10

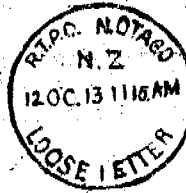


Fig. 11



Fig. 13



Fig. 14



Fig. 15

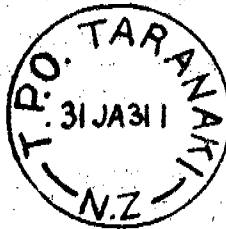


Fig. 16



Fig. 17



Fig. 18



Fig. 19



Fig. 20



Fig. 21



Fig. 22



Fig. 23



Fig. 24

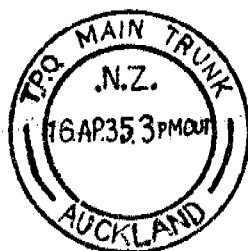


Fig. 25



Fig. 26

(The maps and cancellations are published by courtesy of Mr. John Ward, having been taken from his late father's book "New Zealand Marine & Railway T.P.O.'s", the further publication of which has now been taken over by Messrs. R. C. Alcock Ltd., of Cheltenham.)