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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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VOLUME XXI No. 4 JULY 1972 WHOLE NO. 114.

THE NEXT MEETING OF THE SOCIETY

WILL BE HELD ON

WEDNESDAY, JULY 26th, 1972

AT 6 p.m. SHARP.

AT THE

SHAFTESBURY HOTEL, MONMOUTH STREET, LONDON.

SUBJECT: EARLY CANCELLATIONS 1855-1879

By our Vice-President and Chairman -
John D. Evans.

At this Meeting will be an old friend of the Society, Colin M. McNaught. He is visiting this country at the end of this month from New Zealand, and is bringing some extra special material with him, and we hope that our Chairman will be able to spare a little of his time to Colin, to enable him to at least "whet our appetites".

Like everything else, the cost of the KIWI has risen considerably during the last two years, and of course postal charges have also risen. It has been found necessary to try and meet these increases by using a smaller type setting and thus reduce the amount of paper used. This is purely an experiment and your comments will be appreciated.

If you wish the KIWI to continue as in the past and do not like the new setting, then we have two courses open to us. Firstly to raise the annual subscription a little, or cut the content. This I should hate to have to do, because as your Editor, I am very proud of our publication, and feel that we have a very high standard, and it would be a great pity to have to reduce the content.

Editor.

We have learned with interest that Dr. K.J. McNaught will be visiting this country, via Canada, for a stay of several months during 1973. He would like to make contact with any of our members who belong to local Societies, and would like to receive a visit and display from him. He would also welcome contact from any member who has material of interest for the proposed Volume VI of the N.Z. Handbook. Anybody interested please write direct to him - Dr. K.J. McNaught, 627, Grey Street, Hamilton. New Zealand.

Congratulations to our Member B.J. Pratt of Enfield, who has been elected Vice-President of the Enfield P.S.

I learn from our Member W.A.O. Jacob of Liverpool, that he is returning to New Zealand to live at the end of the year. He has been here for 33 years. We wish him well, and many years of good health and prosperity in his new choice.

MEETING OF 31st MAY. 1972

DISPLAY AND FILM SHOW BY THE NEW ZEALAND
HIGH COMMISSIONER'S OFFICE.

The meeting began with the introduction of Mr. Hitchcock, Mr. Watts and Mr. Auger, the representatives of the High Commissioners Office.

The first item was a film by the New Zealand National Film Unit which took the form of a travelogue. It started at Wellington, the City of hills, whose docks and shoreline have partly been reclaimed from the sea. From there to the natural beauties of New Zealand, showing some of the lakes, some hot some cold. The flora of the country some of which is unique to New Zealand and some imported from the United Kingdom and elsewhere. Trees of natural beauty in their different mantles of the seasons, where winter is in July and Christmas in high summer. It showed the man made forests of redwood which only take twenty five years to mature.

Then to the mountains which cover an area larger than Switzerland, of which seventeen of the mountains are over 10,000 feet high. It showed ice covered mountains in the midst of which are hot lakes, like icy fingers holding a bowl of boiling water with the steam rising in clouds into the blue of the sky. These strange geysers of hot water and boiling mud, hot enough to cook food, in complete contrast to the glaciers of thick ice, which at the lower levels melt into rivers then on to the sea.

Continuing on our journey we then saw some of the coastline, the fjords, the beautiful indented beaches, the pancake rocks of limestone, and the sea itself where big game fishing is very popular.

Then to three of the major cities of New Zealand. Firstly to Wellington built on sixty-two volcanic cones, where yachting is a favourite pastime.

To Dunedin founded by Scots settlers and remains predominantly Scots today. It is a quiet sedate City of grey stone where the swirl of the kilt and the sound of the bagpipes is still a common sight.

On to Christchurch, a little piece of England in New Zealand standing on the river Avon, where lilac grows in the squares with English architecture, English trees, and English weather.

There are no snakes or any other harmful animals in New Zealand. The most frightening animal is a lizard, which despite its appearance is quite harmless.

The film then showed a boat trip on an underground lake with colourful stalagmites and stalagmites, and what appeared to be clusters of little stars on the ceiling. These were, in fact, thousands of little worms whose tails light up in the dark.

No film on New Zealand would be complete without the beautiful and varied varieties of birds. In particular the Kiwi strutting about beak down like a blind man with his stick. The egg of the Kiwi is nearly as big as itself.

The film ended with a kind of resumé of the film itself. The waterfalls, the Fjords where with the sheer sides of the cliffs and the depth of the sea, there is no anchorage for vessels.

New Zealand is a country where a whole world is packed into two islands.

The evening continued with a talk by Mr. Watts on the printing of New Zealand stamps.

Stamp printing has become a very competitive business. Whereas the New Zealand stamps used to be printed mainly in England this was not now the case. Stamps were still however designed mainly in New Zealand.

There were many problems of design and printing especially where contrasting colours were used. Mr. Watts thought it would be a good idea if printers and designers could get together to discuss their mutual problems, as some of the designs were too ambitious.

He then went on to discuss security in stamp printing. As each sheet of paper must be accounted for, it is very hard to understand how unauthorised material reached the market. Each sheet is counted and checked at each stage of printing and again when it left the printers. Mr. Watts explained that it took many weeks to train a checker. Checking was not done stamp by stamp, but sheet by sheet. A checker was trained to take in the whole sheet at a glance which was far more effective than stamp by stamp. A trained eye can pick out a mistake easily because a stamp or stamps stand out as being different from the rest of the sheet.

Mr. Watts then explained that special paper had to be used for each type of printing i.e. photogravure, litho, or recess because of the different techniques to give a sharp imprint.

He then asked for members questions which was well received by those present. The questions and discussion which ensued could have gone on for a very long time, as the members got engrossed in the subject.

Mr. P.L. Evans thanked Mr. Watts for his talk, and said that it was very rare for a non-collector to give such a wonderfully frank and forthright lecture on a philatelic subject, and that it took a very brave man to face a specialist society with this handicap. It was especially commendable as Mr. Watts had not referred to any notes throughout the entire talk. It was agreed that it had been an excellent talk and very well received by all members present.

The second film was called Early Days. A history of New Zealand through stamps filmed for the New Zealand Post Office.

It started with Abel Tasman (The Dutch navigator) first sighting the coast of New Zealand in 1642 in latitude 41 E, as shown on the 2d

issue of the British Sovereignty Centenary of Proclamation, but was prevented from landing by hostile natives.

Then in 1769 Captain James Cook re-discovered New Zealand charting the coast of the two main islands, as depicted on the 1d stamp of the same issue.

Soon the whalers operating in the southern ocean began to use New Zealand for shore stations, later setting up the first permanent settlement at Kororareka in the Bay of Islands. This was depicted by the 2d issue of the Southland Centennial.

The Cave drawings found in New Zealand as shown on the 2/- Flower and Pictorial issue of 1960 led to the Maoris. The Kauri pines as shown on the 1/- issue British Sovereignty Centenary of Proclamation, grow to over eighty feet high and were ideal for making masts. For aid with the cutting and transportation of the pines the Maoris were given guns and knives. As the immigrants increased in numbers so the friction between the settlers and the Maoris increased. The Maoris resented the growing demand for their land. This culminated in fierce and bloody battles which broke out intermittently until 1870. In 1840 the Governor Captain William Hobson proclaimed British Sovereignty on behalf of Queen Victoria, and signed the Treaty of Waitangi guaranteeing the Maori Chiefs protection and all territorial rights, while all the powers of Sovereignty were passed to the Queen as shown on the 2½d issue of the British Sovereignty Centenary of Proclamation.

New Zealand became a Crown Colony in May 1941.

Gold was found in the 1870's in the rivers of Westland and Otago which started a gold rush. Prospectors came from Australia and the United States. This was depicted on the 3d issue of the Westland Centennial.

Great Britain was the main importer of wool, tallow, and hides. These exports are depicted on many stamps.

In 1900 New Zealand women received the vote for the first time.

In 1915 the New Zealand forces fought the hopeless Gallipoli campaign.

Then followed a look at the industries through stamps. The film was described at the end, and very aptly so, as a fragment of a legend discovered long ago.

THE DISPLAYS.

The first display was by courtesy of the Philatelic Bureau, Wellington, nicely mounted on cardboard sheets. The exhibits were mainly mint blocks of four. The display included the 1969 definitives, centennial issues, special issues, Christmas issues, and the complete health issues to 1969.

The 1961 Christmas issue included the accepted design and first proof copies. There was also the original drawing by Leonard C. Mitchell of the 1964 Christmas issue, the First Christian Service.

The Second display consisted of draft designs and preliminary artists work submitted by printers to the New Zealand Post Office of the current definitives 7c, 7¹/₂c, 8c, 15c, 23c, 25c, and \$1.

Mr. Turner thanked the members of the High Commissioners Office on behalf of the Society, and said how much the members had enjoyed the meeting. He thanked all concerned most sincerely for a most entertaining evening, which was heartily echoed by all members present.

Bill Searle.

HOLIDAYS AND ABSENCE FROM HOME

MEMBERS ON THE PACKET LIST ARE REQUESTED TO ADVISE THE PACKET SECRETARY AS EARLY AS POSSIBLE OF HOLIDAYS AND ANY PERIOD THEY WILL BE AWAY FROM HOME OVER 4 DAYS. THIS WILL ENABLE THE PACKET TO BE DIVERTED TO ANOTHER MEMBER AND RETURNED TO YOU LATER.

PLEASE ASSIST BY GIVING THIS INFORMATION AND THUS SAVE INSURANCE COSTS.

NEW MEMBERS:

Eric W. Whitmore - 6, Swanzy Road, Sevenoaks, Kent.

CHANGE OF ADDRESS:

R. Atterby - "Linden Lea" Eddyfield Road, Ox Spring, Sheffield, Yorks.

B.A.W. Babister - 57, Weymede, Byfleet, Surrey.

O. Constantine - 22, Duxford Drive, R.A.F. Aldergrove, Crumlin, Co. Antrim, N. Ireland.

R.H. Horton - 5, Thames Court, River Dene, Basingstoke, Hants.

Mr. & Mrs. G.A. Powell - 57, Downsview Road, St. Helens, Ryde, I.O.W.

R.J. Spare - 16, Buxton Drive, Mickleover, Derby.

Rear Admiral J.D.
Trythall C.B., O.B.E.

- The Old Vicarage, Corfe Taunton,
Somerset.

ADDITION TO ADDRESS:

K. Gaff

- Code NE34 8RF

CORRECTION:

In the May issue of KIWI, Mr. C.C. Deigan of 15, Foresters Homes, Mayplace Road West, Bexley Heath, Kent, was reported as being "lapsed". This statement was in error.

ALPINE PLANTS.

On June, 1972 a set of 4 stamps were issued depicting Alpine Plants. They were designed by Miss E. Mayo of Christchurch and printed by Messrs. Harrison and Sons Ltd., England, using the Lithography process. The stamps are printed in sheets of 100 (10 rows of 10 stamps). Unless stocks are exhausted earlier, these stamps will remain on sale at Post Offices until 31st July, 1972.

4c *Ocotula Atrata* (The black scree cotula) is found in Marlborough and Canterbury at heights between 4000 and 6500 feet. It is one of the commonest scree plants on the drier mountains. The flowers seem to be almost black with pollen, appearing as a ring of golden dots.

6c *Leucogenes Leontopodium* (The North Island edelweiss) is found from Mt. Hikurangi near East Cape southward to some localities of the South Island. Its golden flower clusters surrounded by densely woolly white leaves make this plant conspicuous in stony alpine herbfields between 4000 and 6000 feet.

8c *Ranunculus Haastii* (Haast's buttercup) is found on screes (steep slopes of loose angular stones) from Nelson to Otago and Western Southland on the drier mountains from 3500 to 6500 feet. This buttercup has glistening flowers on thick stalks and succulent grey-green leaves.

10c *Celmisia Treversii* (The brown mountain daisy) is found on the mountains of Nelson and also in Fiordland, mainly in moist, snow tussock herbfields between 3000 and 5000 feet. The furrowed leaves are rich blue-green, felted beneath with russet wool. The leaf stalks are purple, while the flower stalks are clothed in russet wool.

Credit is due to Peter Oldham Ltd., Philatelic News for the above information.

8, Middleton Avenue,
Littleover, Derby, DE3 6DL

Tel: 45717.

"FINDS" ARE STILL TO BE MADE.

Whatever ones aims are in the pursuit of their philatelic interests, we must surely admit that secretly we all hope for a find. When such a rare event does happen then it gives a great boost to the morale.

How does it happen? Well in my case a lot of luck! At the time the event seemed unlucky, a purchase at Auction, the worst of three lots sold on behalf of the Estate of the late Anthony Annetts - I missed the other better lots. It was a lot of mainly tatty material. Ah well - sort it out! There was one page from an old album covered both sides with stuck down Chalons and Australian States. About 25% were worth rescuing including a N.S.W. 'Waees' variety. Two Chalons were Davies prints and gauged 13, a 1d. Orange and a 3d Lilac. The latter has two straight edges. Both were mount on the appropriate page in my album but that 1d worried me.

Several times over the next two weeks I went back to that stamp. Something was wrong - either the perfs were very rough or it was something else. Refer to the N.Z. Handbook. Could it be a serrate? Not all the holes had separated and these were more like diagonal slits. Trouble was that it was not listed in C.P.s Catalogue and it was ages before it was tracked down as a minor reference in Vol 2 of the Handbook.

In the meantime my ignorance had to be admitted, so I appealed to C.P.s. Mr. Campbell Paterson agreed it could be genuine, and suggested that the best arbiter would be the Royal Society of New Zealand - so off it went. Through no fault of theirs however it was a year before I received a Certificate and letter from Mr. Marcel Stanley. What a wait!

Mr. Stanley says in his letter, to quote - "Your stamp has evoked considerable interest and is undoubtedly genuine although we differ slightly in our agreement to the description 'serrates' or 'oblique roulettes' - this due only to the rarity of such items and not in any way to our ability to classify the item".

The sequel! - Well the certificate does also mention "thinned" but this is not apparent from the front. - It now holds pride of place in my album. - That 3d worries me, the perfs are too shallow and the imperf sides are right and bottom - a corner stamp with some other type of unofficial separation? Must do something about it sometime, if I can again bear the suspense.

J.D. Pearce.

NEW ZEALAND WRECK MAILS

by B. R. Peace

(Not to be reproduced without prior written consent of the author).

WRECKS AT SEA.

Mail was occasionally carried to and from New Zealand by traders, supply ships and American whalers in the 1830s, but it was not until 1840 that organised postal communications began. There were many wrecks in New Zealand waters in the nineteenth century where the mail was not salvaged; there were others where mail was salvaged but no explanatory or identifying markings applied. Before 1840 it was common practice to hand letters to Captains of whalers and pay them a fee for carrying each letter to their home port where they would be posted on to their destination. Few of these letters reached their addressees; most of them were undoubtedly thrown overboard or burned. Captains of whalers did not want the success of the whaling 'industry' publicising.

The first immigrant ship from England arrived at Port Nicholson, at the mouth of the Hutt River, on 22nd January, 1840, after a voyage lasting 138 days. This ship, the 550 ton "Aurora", deposited 148 settlers on a beach called Britannia (now Petone) at the northern end of Port Nicholson, and was the first vessel to sail from the port following the founding of the settlement. The "Aurora" left Port Nicholson carrying the first outward mail; she sailed up the west coast to Kaipara Harbour (north of Auckland) where she took on a load of spars for her return voyage to England. In April 1840 she was totally wrecked on leaving the harbour, running aground on the northern head; all the mail was lost. (1)

On July 8th, 1845, the "Tyne" was wrecked off Sinclair Head and her thirteen boxes of mail were recovered with the help of soldiers. In the same month the 280 ton American brig "Falco" was wrecked at the north end of Hawkes Bay whilst carrying mail from Wellington to Auckland. The letters were looted from the wreck by Maoris and deserters who requested substantial compensation for handing them over. Captain Reid of the "Lady Leigh", the search vessel which discovered the wreck of the "Falco", managed to obtain ten of the letters from the Maoris in exchange for some print and calico; the rest of the mail was never recovered despite the efforts of the then Collector of Customs, Henry D'Arch, to have the "Victoria" sent with articles of compensation. (2)

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- (1) Startup, R.M. "Early Days of the New Zealand Post Office", 1960.
 - (2) The British Government ordered that the leadership of the N.Z.P.O. should be assumed by the current Collector of Customs. Henry D'Arch held this post from 9th April, 1845, until 1st May, 1848.

The "Josephine Willis" collided with another ship in the English Channel in February 1856 when bound for Auckland. All the mails were lost. In June of the same year "Uncle Sam", a schooner of 27 tons, was wrecked off Long Point, Hawkes Bay, whilst in passage from Wellington to Auckland and the mails and despatches were all lost. (1) (2)

I have no details of mail in connection with the wreck of the steamer "William Denny" which ran onto rocks near the North Cape in March 1857, or the steamer "Victory" wrecked south of Otago heads in 1861. All the mails were saved, though in a damaged condition, when the schooner "Pelsart" was wrecked in Lowry Bay on 3rd July, 1858. She was bound for Napier from Wellington with mails from Great Britain.

There are records of other wrecks in the same period. The "White Swan", a steamer of 335 tons, was wrecked when she struck a reef at Flat Point, 18 miles south of Castlepoint, on 29th June, 1862. She was carrying 65 passengers and crew all of whom were landed safely; also on board were official records of the colony of Wellington and the reference library of the House of Representatives. Ten cases of public records were lost but the mails for Wellington were saved.

On 1st September, 1862 the 550 ton "Lord Worsley" a steamer of the Inter-colonial Royal Mail Packet Co. was wrecked on the Taranaki coast near Opunake. The passengers and crew were landed safely and reached New Plymouth as did all the mails. The "Lord Worsley" was in passage from Nelson to New Plymouth and Auckland.

Whilst entering Manukau Harbour (Auckland) on 7th February, 1863 H.M.S. "Orpheus", a steam corvette of 1706 tons, struck the harbour Bar and was wrecked with the loss of 189 lives. The ship's papers and mails were safely landed at Manukau Heads pilot station by the ship's cutter. (3)

The mails were recovered, though badly damaged, when the steamer "Airedale" was wrecked near Waitara on 14th February, 1871, whilst in passage to New Plymouth with mails from Great Britain. (4)

The first World War inevitably caused the loss of much mail originating from or destined for New Zealand. Records of the wrecks and their mails are poor, this being due to the large number of sinkings, the cloak of secrecy which surrounded many of the incidents and the obvious reluctance to name the vessel in the explanatory cachet.

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- (1) Startup, R.M. "Pacific Stamp Journal" February 1960.
 - (2) Startup, R.M. "Maori Wars Postal Services" 1961, page 33.
 - (3) Startup, R.M. "Maori Wars Postal Services, page 52.
 - (4) Startup, R.M. "Pacific Stamp Journal", February, 1960.

In January, 1915 the steamer "Tokomaru" was torpedoed in the English Channel on her way to New Zealand. The White Star steamer "Arabic" was sunk by a German mine in August 1915 and all 211 bags of New Zealand mail was lost. Nearly all the mail was recovered when the England bound "Rangitira" ran aground near Cape Town on 1st April, 1916. On 23rd June, 1917, the P. & O. liner "Mongolia" a steamer of 9,505 tons built in 1903, sank after hitting a mine some 60 miles off Bombay and all 925 bags of mail for New Zealand were lost. (1)

When the "Port Kembla" struck an enemy mine off Cape Farewell on 18th September, 1917, all the mails went down with the ship. In June 1918 the "Wimmera", Auckland bound from Sydney, struck a mine and sank within ten minutes all the 85 bags of mail being lost. (2)

Only 94 of the 461 bags and crates of mail on board the steamer "Wiltshire" were saved when she was wrecked on Great Barrier Island, Auckland, bound from London, on 31st May, 1922. (3)

Casualties of mail-carrying vessels at sea, where subsequent identifying markings were applied, are well described and illustrated in the third edition of the late Major Adrian E. Hopkins "A History of Wreck Covers" published by Robson Lowe Ltd. The following information in connection with the wrecks of the "Colombo", "Schiller", and "Tararua" and the fire on board the "Alaska" is basically a summary of Hopkins's work for the benefit of those who have not referred to it.

1862 19th November "Colombo".

The first recorded cachet applied to New Zealand wreck mails was that applied to mail recovered from the wreck of the P. & O. steamer "Colombo" which foundered on Minacoy Island, one of the Laccadive Islands in the Indian Ocean, on 19th November 1862. All the passengers and crew were rescued but some of the mail spent the following three months submerged until recovered by divers. The "Colombo" was London bound with mails from Australia, New Zealand, Burma, China, Hong Kong and the Philippines. The New Zealand mail, comprising ordinary and registered articles, received the boxed cachet "Saved from the wreck of / the Colombo" (Fig. 1) in black (for ordinary mail) and red (for registered mail). Two registered covers have been recorded.

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- (1) Robinson in "A History of the Post Office in New Zealand" page 189 gives the date of the "Mongolia" sinking as January, 1917. Hopkins records the date as 23rd June.
 - (2) Robinson in "A History of the Post Office in New Zealand" page 189 gives the date of the "Port Kembla" sinking as April, 1917. Startup in "Pacific Stamp Journal" March 1960 records the more accurate date of 18th September. Similarly Robinson's date for the "Wimmera" sinking is early 1917, Startup records 26th June, 1918.
 - (3) Startup, R.M. "Pacific Stamp Journal" March 1960.

1875 7th May "Schiller".

The German steamer "Schiller" on a voyage from New York to Hamburg was wrecked off the Isles of Scilly in dense fog. Only one cover from New Zealand has so far been recorded and this does not bear the official wreck cachet but a manuscript endorsement "From wreck of Schiller off Scilly". Hopkins assumes this was put on by the recipient.

1881 30th April "Tararua".

The steamer "Tararua" struck the Waipapapa Reef on 30th April, 1881, in dense fog. Bound for Melbourne from Dunedin she was carrying about 100 passengers nearly all of whom perished. Some of the mail-bags were brought up by divers who had been employed to recover defaced silver coin, and only four covers have been recorded to date. Two of these covers are marked with a violet two-line cachet "SAVED FROM WRECK / OF "TARARUA"" in Roman capitals which is apparently from a printers' type; the other covers are marked with a rubber handstamp in violet "SAVED FROM WRECK / OF S.S. "TARARUA"" in 6 mm high sans-serif letters overall size 57 x 18 mm.

1882 12th September "Alaska".

New Zealand mails were aboard the "Alaska", before she left New York for Liverpool, when fire broke out among the Australian mail and two bags of letters and ten sacks of newspapers were destroyed.

An official forwarding cover endorsed in manuscript "Saved from the fire aboard S.S. "Alaska"" and addressed to Whitfield King & Co., Ipswich, contained a charred fragment of an envelope and several loose New Zealand adhesives dated May and June 1882. The official envelope was received in Ipswich on September 23rd 1882, eleven days after the fire.

1894 1st November "Wairarapa".

The "Wairarapa", a large British passenger and mail steamer of the Mackintosh line, was wrecked when she struck the rocks at Miner's Head on the Great Barrier Island which lies 60 miles north-east of Auckland. She was in passage from Sydney to Auckland with mails and a cargo which was subsequently sold by auction at Auckland on 6th November for £160; the hulk fetched £70 at the same auction. The Captain, 20 crew and 58 of the passengers were saved but 135 lives were lost.

Of the 112 bags of mail on board, 109 were recovered and two types of wreck cachet are known to have been applied at Auckland. The first (1)

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- (1) A.G. Mathieson in "The Kiwi" March 1972 Vol. XXI/2 pp 40-43 describes and illustrates this first type of cachet. He suspects that this cachet was prepared to explain the condition of the mail and applied to some covers, but it was found to be too small, indistinct and liable to smudging so was discarded and the second type of cachet (Fig 2) prepared.

type is in two lines in small black letters (29x5mm) reading "SAVED FROM WRECK / OF "WAIRARAPA", is struck on the front of a cover addressed to Dunedin from New South Wales and is backstamped with the Auckland arrival mark of 3 No. 94; this cachet had not been recorded before 1971. The second, and better known type, reading "Saved from wreck of the / "Wairarapa" (Fig 2) is known in purple and blue. One of my covers addressed to Auckland from Sydney has the cachet (Fig 2) in blue and an Auckland backstamp of 3 No. 94. The "3" of this date-stamp is slightly blurred but I consider it to be a "3" rather than a "5". My other cover postmarked BRISBANE is addressed to Mr. Thos. F. Cahill, 87, Queen Street, Auckland and has the Auckland arrival mark of 5 No. 94 (Fig 2A) and the cachet (Fig 2) again in blue. (1) (2)

1913 April "Makura"

Shortly after the steamer "Makura" left Sydney for Auckland on 7th April, 1913, a fire broke out and she ran into a hurricane. One bag of letters and two bags of newspapers were destroyed and twelve bags of newspapers and a portion of the letter mail were damaged by fire and water. A cachet in pink upper case italics was applied to fire-damaged mail, at Auckland, reading "DAMAGED BY FIRE / ON S.S. "MAKURA". (Fig.3).

1930 18th August "Tahiti".

The Union Steam Ship Company Ltd. steamer "Tahiti" was abandoned on 18th August, 1930, some 460 miles from her intermediate destination of Rarotonga whilst en route from Wellington to San Francisco. She sank shortly afterwards. (3) (4)

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- (1) A.G. Mathieson in "The Kiwi" March 1972 describes one of his covers as having the cachet (Fig.2) in violet. Both Hopkins and "The Postage Stamps of New Zealand" Vol. III describe the cachet as purple.
 - (2) The writer in "The Kiwi" May 1972 Vol. XXI/3 described this cover as having the cachet in purple. On comparing this cover with the second cover (acquired May 1972) the colour of the cachets was found to be virtually the same. The writer would appreciate the opportunity of examining other covers.
 - (3) The "Tahiti" was originally built as the "Port Kingston" for the West Indian Passenger and fruit trade in 1908. She was bought in 1911 by the Union Steam Ship Company and renamed the "Tahiti".
 - (4) A photograph of the S.S. "Tahiti" sinking appears in the plates between pages 96 and 97 of Howard Robinson's "A History of the Post Office in New Zealand".

On 3rd November, 1927, on leaving Sydney Harbour, she rammed and sank the ferry steamer "Greyoliffe" which was carrying 150 passengers. Subsequent press reports state that 37 lives were lost. This was not the last of the "Tahiti's" troubles as on Saturday, 16th August, 1930, she reported by radio that she was in distress having lost one of her propellers. A propeller shaft had broken and the blades had buckled plates in the propeller shaft tunnel causing sea water to flood the engine room. The steamer "Penybryn", a small Norwegian vessel on her way from Papeete to Auckland, sighted rockets and shells from the "Tahiti", and stood by to render assistance. Meanwhile the large American passenger steamer "Ventura" had been contacted by radio (via Auckland radio and Sydney) and she changed course, arriving on Monday, 18th August in time to take off all the passengers and crew. (1)

The "Tahiti" was operating a Marine Post Office and two New Zealand mail agents, J.C. Greig and S. Hanna, were on board. Together with some of the crew they commenced bringing all the mails on deck as soon as it was apparent that the ship was doomed. For sixty hours the mail agents worked, without sleep, to salvage the mail which was dropped over the side of the rolling ship into smaller boats below. Only nine out of a total of 257 bags of letter mail were lost, but 139 bags of second-class mail went down with the "Tahiti" when she sank. Fifty of the bags of letter mail recovered were wetted by sea water but the remainder was unharmed. The letter mail was transferred to the "Ventura" and, as she was bound for San Francisco, reached its destination on time (2)

The most common mark applied to salvaged mail is the rubber stamp in magenta "Salvaged from / S.S. Tahiti / Lost at Sea". (Fig 4); another magenta cachet is "RECOV'D FROM / S.S. TAHITI / LOST AT SEA". Both these magenta markings were applied by the U.S.P.O. at San Francisco, the former being usually accompanied by a magenta transit mark on the reverse of the cover "SAN FRANCISCO F.D./SEP/1/1930" (Fig 4A). A cachet reading "DAMAGED BY SEA/WATER" is known to have been applied at London for some mail received for onward transmission to Great Britain and the Continent. Hopkins reports and illustrates a fourth type of marking "DAMAGED BY SEA-WATER/ON S.S. TAHITI" in purple and handstruck with a rubber stamp. The letters are 4mm high sans-serif, the top line being 76mm and the bottom line 45mm long.

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- (1) Hopkins states that the "Tahiti" was "...abandoned at 2.28 a.m. on 18th August, 1930 ... She sank at 4.42 p.m. the same day". Ward, however, in "N.Z. Marine & Railway T.P.O.s" reports "The s.s. 'Ventura' was sighted at 7.45 a.m. on Monday, 18th August, and passengers and crew boarded the lifeboats ready for the 'Ventura', which arrived about 10 a.m. Half-an-hour later the 'Tahiti' showed signs of sinking, and shortly after in a whirl of steam, smoke and ashes the ship made her final plunge into the depths".
- (2) The "Tahiti" first sailed from Wellington with the Marine Post Office operating on Christmas Day, 1923. The "Monowai" (formerly the P. & O liner "Razmak") replaced the "Tahiti" on the Wellington - San Francisco run, making her first trip in December, 1930. The "Maunganui" replaced the "Monowai" in May 1932.

My cover has the most common marking (Fig 4) in magenta and is postmarked with a continuous roller cancellation of Christchurch dated 5.30 p.m. on August 11th, 1930. Postage was prepaid by means of a 1d. meter mark and the cover is backstamped with the double-circle San Francisco transit mark (Fig 4A).

1939 8th January "Rimutaka".

The "Rimutaka", Auckland bound from London, was carrying mails which were damaged by water, heat and chemicals when fire broke out on 8th January, 1939. Some letters from this mail have been seen with a pink marking "Received in damaged/condition at Auckland". (Fig 5). Altogether 127 bags of mail were affected.

AIRCRAFT CRASHES - INTERNAL

New Zealand internal interrupted flights are adequately recorded and described in "The Air Mails of New Zealand - Volume One - The Internal Flights" published by The Air Mail Society of New Zealand in 1955. A check list of interrupted flights appears on page 114 and a check list of earthquake, flood and other emergency flights is given on page 112. (1)

Further information concerning two New Zealand internal air crashes (the "Kereru" and "Pierre" accidents) is given on page 316 of "The Postage Stamps of New Zealand" Vol. III.

A summary of internal aircraft crashes is as follows:-

- | | | |
|-------|-----------|--|
| 1938 | 10th May | Union Airways Lockheed Electra (ZK-AFC) "Kotare" crashed at Mangere Airport, Auckland. Two killed, no survivors. All mail destroyed. |
| 1942 | 7th May. | Union Airways Lockheed Electra (ZK-AFE) "Kereru" crashed into Mt. Richmond. Five killed, no survivors. All mail destroyed by fire except 3-lbs of letters for Wellington and 8 ozs for Hokitaka. |
| 1942 | 21st Dec. | Air Travel (N.Z.) Ltd. D.H. Dragonfly (ZK-ACP) crashed into sea near Westport. Four killed, pilot sole survivor. No mail on board. |
| 1943. | 5th Feb. | Union Airways Lockheed Electra (ZK-AFD) "Kuaka" crashed into Flagstaff Hill, Dunedin. No serious injuries. No special markings applied to mail. |

(1) "The Air Mails of New Zealand - Volume Two - External Flights" was completed in manuscript in 1964. A copy of the original manuscript was handed to the Handbook Committee of The Air Mail Society of New Zealand, Inc. No further information available.

- 1944 30th June. Air Travel (N.Z.) Ltd. D.H. Dragon (ZK-AHT) crashed near Mt. Hope, Nelson Province. Two killed, five injured. Believed that no special markings applied to mail.
- 1948 19th April. National Airways Lockheed Electra (ZK-AGJ) "Kahu" crashed at Tauranga Harbour. No injuries. All mail salvaged. No covers reported.
- 1948 23rd Oct. National Airways Lockheed Electra (ZK-AGK) "Kaka" crashed into Mt. Ruapehu. All thirteen on board killed. One bag of mail containing 19 letters on board. This was salvaged but no special markings applied.
- 1954 22nd May. National Airways Douglas DC3 (ZK-AQT) "Pierre" crashed into a glen at Paraparaumu, Wellington. Three died, twenty-three passengers and two crew rescued. A total of 193 of the three hundred letters salvaged from the burnt out aircraft were forwarded to their destinations. These letters were impressed with a purple rubber handstamp cachet reading "RECOVERED FROM PARAPARAUMU/AIR CRASH 22.5.54" (Fig 6). A photograph of the wrecked aircraft appears on page 316 of "The Postage Stamps of New Zealand", Volume III

AIRCRAFT CRASHES - EXTERNAL

NOTE: Discrepancies of dates often occur between references in articles and books published in U.K. and Australia/New Zealand due to the difference between GMT and local time. Differences also occur as dates quoted for aircraft departures are often the day after the mail has been postmarked.

1928 10th January "Aotearoa".

Perhaps the first accident to an aircraft flying to or from New Zealand was the tragic loss of the Ryan Monoplane "Aotearoa" ('Long White Cloud' - the Maori name for New Zealand) in January 1928. The "Aotearoa" (Registration G-UNNZ) powered by a single 220 horsepower Wright Whirlwind J5 radial engine left Richmond, N.S.W. at 2.44 a.m. on Tuesday, 10th January, 1928 with a crew of two, namely, Captain G. Hood and Lieutenant J.R. Moncrieff - they were never seen again. Of course no mails exist of this first attempt to cross the Tasman Sea.

1931 26th November "Southern Sun".

New Zealand mails were despatched on 13th November 1931 to connect with Australian National Airways special return Christmas mail between Australia and London.

The New Zealand Air League in conjunction with the Postal Department arranged a series of feeder flights to pick up mails from both islands and connect with the despatch by sea on 13th November. The flights took place on 12th November (Invercargill to Auckland)

and 13th November (Auckland to Wellington) two days after the issue of the 1931 official air mail stamps. Internal mails were also carried on these flights.

The New Zealand mails destined for the Sydney-London flight had a special rubber stamp cachet (Fig.7) impressed in purple at Wellington or Auckland. The mails were then taken to Sydney by the steamers "Ulimaroa" and "Marama" from Auckland and Wellington respectively.

"Southern Sun" (VH-UNA) piloted by G.U. "Scotty" Allan left Melbourne on 19th November, Darwin on 22nd November, and arrived at Alor Star, Kedah (Malaya) on 25th November carrying about 1,500 pounds including 52,000 articles of mail. Also on board were R. Boulton (co-pilot), a wireless operator and a passenger, Col. H.C. Brinsmead, Controller of Civil Aviation in Australia, who was on his way to England to discuss the possibility of establishing a regular air-mail service. (1)

On November 26th whilst taking off from a waterlogged aerodrome at Alor Star the centre engine failed and the "Southern Sun" crashed and was wrecked. Fortunately no-one was hurt, the mail was all recovered and Kingsford Smith flew the "Southern Star" (VH-UMG) up from Sydney, picked up the mails and "Scotty" Allan on 5th December, then flew on to England arriving at Croydon on 16th December.

The "Southern Sun" and "Southern Star" were both Type 618 Avro Ten aircraft being high wing monoplanes with a wing span of 71 feet 3 inches. Powered by three 215 horsepower Armstrong Siddeley Lynx IVC radial engines these aircraft could carry 8 passengers at a cruising speed of 100 mph.

1935 31st December "City of Khartoum".

The Imperial Airways flying boat "City of Khartoum" picked up 71 bags of mail at Brindisi for the flight to Alexandria; the mail, which left London on 28th December, was destined for Egypt, Palestine, Iraq, Iran, India, Siam, Malaya, Australia and New Zealand. On New Year's Eve 1935 the "City of Khartoum" crashed in the Mediterranean just outside the harbour breakwater at Alexandria. Nine passengers and three crew lost their lives, the only survivor being Capt. V.G. Wilson who was found swimming in the sea five hours later.

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- (1) The route followed was Hobart, Melbourne, Sydney, Brisbane, Cloncurry, Darwin, Kupang (Timor), Bima (Sumbawa), Batavia (Djakarta, Java), Singapore, Alor Star.

Although the three "Scipio" Class flying boats were in service at this time, "Sylvanus" (G-ABFB) had been set on fire by an irate Italian and destroyed on November 9th 1935, while being refuelled at Brindisi, and two of the old Calcuttas had been brought back into service. It appears that, in preparing the Calcuttas for service, a mechanic had (1) misadjusted the carburettor fuel jets so that fuel consumption was 10% above normal and that, in addition, the fuel gauges did not read accurately. Whilst the pilot was making his approach to the flarepath on the night of 31st December all three engines cut out and the aircraft hit the water heavily splitting the hull and stunning the passengers. Despite the fact that one of the flarepath crew had seen the aircraft's lights disappear, it was several hours before the duty emergency destroyer, H.M.S. "Beagle", reached the area and rescued Capt. Wilson. Questions were asked in Parliament as to why the aircraft had run out of fuel - and why was Imperial Airways allowed to operate aircraft with such a slim fuel margin - in fact on the same night as this accident the other Calcutta "City of Stonehaven" (Registration G-EBVH) arrived at Alexandria with only twelve minutes' fuel left. Capt. Wilson had previously been criticised for taking risks and ignoring excessive petrol consumption. On 4th March 1933 he had decided to fly Alexandria to Athens direct and ran out of fuel 20 miles short of Piraeus. He was suspended and placed on landplanes.

Most of the Mail was salvaged after spending a week in the sea and forwarded by air or sea to its destination. Mail for New Zealand arrived in Darwin and was then flown by Q.E.A. along with the Australian Mail to Sydney. One New Zealand cover addressed to Auckland is known and this has attached a printed slip which was issued at Sydney and reads:

General Post Office,
Sydney.

17th January, 1936.

The enclosed article has been damaged by sea water. It was part of the air mail from the United Kingdom carried by the British Air Liner "City of Khartoum" which was lost in the Mediterranean Sea.

Yours faithfully,

J.S. DUNCAN

Deputy Director - Post and Telegraphs.

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- (1) Air Ministry: Command Paper Cmd. 5220 (1936) "Investigation into the accident to G-AASJ 'City of Khartoum'. This report on the investigation was published by HMSO on direction of the Secretary of State for Air and found that:-
- (a) the aircraft was unable to maintain flight due to shortage of fuel.
 - (b) alterations to the carburettor settings should not have been carried out
 - (c) a fault in one or both of the petrol gauges may have been a contributory factor in the accident.
 - (d) the situation created by the sudden and complete loss of power at 500 ft. made it impossible for the pilot to execute a successful forced landing.
 - (e) no blame should be attached to the pilot.

Baldwin in "Imperial Airways" (F.J. Field Ltd.) states "No cachets were used ..." and Hopkins in "A history of Wreck Covers" does not report any cachets but "Par Avion" in the "Australian Stamp Monthly" for March 1936 reports that over 300 lbs. of Australian mail was recovered and that at Melbourne and Adelaide violet cachets were applied. At Melbourne a two-line cachet was used to the effect that covers were recovered from the sea in a damaged condition. Adelaide used a three line cachet "Salvaged/Ex/City of Khartoum". There are no reports of cachets being applied to New Zealand mail.

The "City of Khartoum" (Constructor's Number S.752), Registration (1) G-AASJ) was one of five Short S8 "Calcutta" three-engined flying boats, operated by Imperial Airways. First flown at Rochester on 10th January 1930 she was handed over the next day. She was a bi-plane powered by three Bristol Jupiter XIF radial engines producing a total of 1455 horsepower and giving a cruising speed of 80/97 mph. Constructed mostly of metal she was 66 feet long, had a wingspan of 93 feet and a maximum capacity of 15 passengers in addition to the three crew and a steward. Her maximum speed was 118 mph, the hull and wings were made of duralumin, her draught was 2'10" and empty weight 13,845 lbs. Her all-up weight was 22,500 lbs and fuel capacity 480 gallons in two wing tanks giving a range of 650 miles, a ceiling of 13,500 feet and an endurance of eight hours (absolute maximum). (2)

1936 22nd August "Scipio"

The Imperial Airways flying boat "Scipio" which operated the Mediterranean stage of the Australia - England air mail ran into a storm a few hours after leaving Alexandria for Athens. She crashed into the sea on landing in the Bay of Mirabella off the northern shores of Crete and sank in about four fathoms.

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- (1) According to Higham in "Britain's Imperial Air Routes" page 140, originally this aircraft was named "City of Salonika". This conflicts with Barnes in "Shorts Aircraft since 1900" who states that G-AATZ replaced G-AADN (City of Rome), differed from other Calcuttas in having supercharged Jupiter XFBM engines, was first flown 28th May, 1930 and was delivered 3rd June 1930, as "City of Salonika".
 - (2) Higham in "Britain's Imperial Air Routes" quotes 16 passengers and 4 crew, but the seating arrangement was four rows of three, one row of two and a single at the back.

Two passengers were killed and nine injured. "Scipio" was carrying a large mail, including some from New Zealand, and all this was salvaged. Newspapers reported that the entire mail was salvaged within six hours. (1) (2)

The mail was then taken from Crete to Athens by H.M. 'Durban' and here the Greek post office took it over and forwarded it to Brindisi, where part of the mail for Great Britain was flown by special 'plane' to London arriving on 25th August and the balance sent by rail via Paris arriving in London on 27th August.

The mail on board was about 1,850 lbs. and this comprised an estimated 50,000 items from Auckland, Wellington, Brisbane, Perth, Melbourne, Darwin and twenty-one subsequent ports of call including Alexandria. The New Zealand mails had been sent by sea to Brisbane to connect on 13th August. (3) (4)

When the mails arrived in London a variety of cachets were applied. Over twenty different types of boxed and unboxed cachets are known in black, purple and vermillion. These cachets apparently were struck indiscriminately on all mail for Great Britain. (Figs 8/8D). I have a cover with two "Officially Sealed" labels on the reverse each label date-stamped "LONDON E.C./A/27 AU/36/30". (Fig 8E).

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- (1) Air Ministry "Report on the Progress of Civil Aviation 1936" (HMSO 1937). The "Scipio" crash was reported as follows:-

"A flying boat crashed and foundered, owing to failure to make normal contact with the water when alighting in exceptionally bad weather conditions at a port of call".

The report states that two passengers were killed, and the Captain, crew and five of seven passengers (two seriously injured) were rescued.

- (2) "Imperial Airways" states on page 32 that "Within six hours all the mail had been salvaged and handed over to the Greek post office at Athens" - in fact the salvage operations alone took six hours.
- (3) "Strand Stamp Journal" March, 1961.
- (4) The intermediate ports of call after Darwin were Rambang, Sourabaya (Surabaya, Java), Singapore, Penang, Bangkok, Rangoon, Akyab, Calcutta, Allahabad, Cawnpore, Delhi, Jodhpur, Karachi, Gwadar, Sharjah, Bahrain, Kuwait, Basra, Baghdad, Gaza/Rutbah and Alexandria. The smallest loading of mail picked up en route was from Gwadar and the largest from Calcutta.

Mail addressed to the Continent was dealt with at Athens or Brindisi and in some cases printed or duplicated labels were attached. (see "A history of Wreck Covers" for details). The Returned Letter Section in London occasionally used a duplicated stick-on explanatory label and enclosed the damaged cover in an official forwarding cover. The label reads:- " The accompanying item was salvaged/ from the wreck of the Air Liner/"Scipio"/Returned Letter Section/London".

"The Australian Stamp Monthly" for October 1st 1936, says:-
"Included in the freight was a copy of the Australian film, "The Flying Doctor" but fortunately this is reported to be excellently repaired of all damage that occurred".

"Scipio" (G-ABFA) was one of three Short S17 "Kent" four-engined flying boats (Constructor's Numbers S.758-60) delivered by Short Bros. Ltd. to Imperial Airways in 1931. She was launched on 24th February from the Medway at Rochester and obtained her first Certificate of Airworthiness in April 1931. She left England for Alexandria on May 5th to start the Alexandria - Brindisi section from there. On May 16th "Satyrus" left Genoa, "Scipio" left Alexandria (with mails from India on board) and the new Mediterranean route was inaugurated. Of the other two "Kent" class flying boats, "Sylvanus" (G-ABFB) was set on fire at Brindisi the previous November (1935) and "Satyrus" (G-ABFC) was scrapped in June 1938 as she had become outdated.

"The "Scipio Kent" Class flying boats were bi-planes powered by (1) four supercharged Bristol Jupiter KFBM engines producing 2220 horsepower, operational cruising speeds of 95/105 mph and a ceiling of 19,500 feet. Being a more powerful development of the "Calcutta" Class they were 78'5" long, had a wingspan of 113 feet and carried the same numbers of passengers and crew but in greater comfort having excellent sound-proofing and enclosed cockpits for the crew. The all-up weight was 32,000 lbs and the maximum speed 137 mph. The fuel capacity of 720 gallons in three tanks gave a range of 450 miles and an endurance of 4 $\frac{1}{4}$ hours.

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- (1) Although only one flying boat was named "Scipio" (G-ABFA), the other two "Kent" Class flying boats "Sylvanus" and "Satyrus" were also designated "Scipio Kent" Class. This probably accounts for conflicting reports of the registration of the wrecked aircraft.

To be continued in the September issue, when illustrations will also be shown.

Mr. Peace would, however, appreciate hearing from members with Wreck Covers/Cachets, in particular those which he has not recorded.

LETTERS TO THE EDITOR

Dear Eric,

Please insert the following in KIWI.

"The following corrections must be made to Bill Searle's report on the display I gave at our March meeting. I said that 1,000 sheets of the 2d value Plate 2 and only 6 sheets of the 2d value Plate 1 and also of each of the other reprints were made from the Chalon Head plates for Mr. Hausberg. I referred also to the rarity of SG 158a, the 4d maroon Perf nearly 12, which is unpriced in Gibbons. I said that forty years ago, before the Handbooks were written, two young fellows in New Zealand and I spent three years reconstructing the advertisement settings, using pairs, strips and blocks, including a block of 30 of the 2d value, 2nd setting from the upper right hand pane, and nothing had ever given me more fun and pleasure. I said that when I went to New Zealand twenty years ago, Ken McNaught shewed me that I had some 2¹/₂d stamps with reversed watermarks on which the advertisements had been printed experimentally on the faced side of the paper, and which I was ashamed not to have observed. When I was a boy there hung in our Scout room a number of mottos, one of which was - "Don't shoot the musician, he is doing his best. I am sure Bill Searle will understand I am only correcting a discord".

Yours sincerely,

Harry Bartrop.

Tel: Buxton 2562.

Brook House Farm,
Fairfield, Buxton.
Derbyshire.

Dear Sir,

I am writing to you on behalf of the Buxton and High Peak Philatelic Society.

We had a display given by Mr. Burberry giving us the paper he gave the N.Z. Society of G.B. about 2 years ago. i.e. 1898 Pictorials.

We had about 85 attended including members from over 12 other Societies.

The items shown were absolutely superb, and although not all were N.Z. collections, the hand painted essays were a real treat to them and more than one said that it had been a privilege to come and see such a great display.

I also must thank Mr. Burberry for giving his time in this way to help us with our guest night, and also his superb talk on his subject. Thanking you once again,

I am, Yours sincerely,

John Prince.

I am sure Mr. Burberry will be pleased to hear he gave so much pleasure to your Society. (Of course we expect only the highest standard from Michael and he would not wish it to be otherwise).

Editor.

18th June, 1972

Sgt. A.G. Mathieson, REME,
70, FD Wksp (Ac) REME,
Middle Wallop, Nr. Stockbridge,
Hants.

Dear Mr. Barton,

I was very interested to see the two letters resulting from my short article on wreck covers from the SS "WAIARAPA".

Mrs. Kaye's front is of particular interest as the addressee, H. Brett, Esq., was not only the printer of the "Auckland Star" but was also responsible for printing the triangular stamps of Mr. Fricker's Great Barrier Island Pigeongram Agency.

Her comments about the colour of the 1d NSW stamps on my Cover No. 3 were well and truly justified. The stamps on the cover are a washed out mauve not magenta. I would add that dictionaries vary regarding the description of Magenta as it is often said to be a "purplish dye from coal tar (discovery, in year of battle of Magenta, 1859)".

Mr. Peace's letter mentioned a "Royal Flight" card. Strange to say I have one of these which Mr. Peace confirms as being very similar to the one held by his American correspondent.

I concur with what he says about the "Kiwi" as I'm always looking for the next issue a month too early.

Yours sincerely,

Andrew Mathieson.

P.S. I had mentioned to Mr. Gilders that I was exhibiting New Zealand Pigeon Post at BIELEFELD '72, West Germany, during May of this year. I had some success and no doubt he will be pleased to learn that my 24 sheets gained a Silver-Bronze Medal.

(Sorry I can't oblige with a KIWI a month, Treasurer would not stand for it.)

Congratulations on your success in Germany.

Editor.

EXTRACTS FROM LETTERS TO OUR TREASURER.

CONGRATULATIONS: The Officers and Members of the Society extend congratulations to Mrs. Betty Mitchell of Penzance who has recently been appointed as President of the West Cornwall Philatelic Society. We wish her every success in her year of Office, and in the events that she is organising.

Extract from a letter received by our Treasurer from our Member, George Fisher of Sarasota, Florida, U.S.A.

"I have just finished reading the May 'KIWI' and am intrigued by the cover shown on the back page. After World War I and into the twenties, I was part of an Australian Indent Company - Sargood Son & Ewen, both in Australia and New Zealand - were one of our good customers for whom we made purchases in the U.S.A. I believe they are still in business.

Kind regards,

Sincerely,

George. "

Extract from a letter to our Treasurer from our Member, David Macalpine of Bedale, Yorkshire. It is as follows:-

"This might be a good time to tell you how interesting I find the 'KIWI'. As a Member 'out in the wilds' my only contacts are the 'KIWI' and the Exchange Packet. So far as I know, there is not another stamp collector within ten miles of me, and no N.Z. collector within reach, that I know of, so I appreciate what contacts I have.

With best wishes,

yours sincerely,

David Macalpine. "

E.N. BARTON
Hon. "KIWI" Editor.