

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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VOL. XXII. No. 2.

MARCH, 1973.

WHOLE 118

THE NEXT MEETING WILL BE HELD ON

SATURDAY, 31st MARCH, 1973, at 2 p.m.

at The Shaftesbury Hotel, Monmouth Street, London.

The Annual Competition will be judged, if you have not sent your entry to the Secretary you may bring it by hand but it must be handed in by 2 p.m. LATEST.

A second room has been booked and a suitable display will be given. Details are not to hand but you can rest assured it will be something of interest.

DO NOT FORGET THE NEW CLASS. POSTAL HISTORY FOR THE JOHN BISHOP TROPHY. We want a nice entry for this magnificent new Trophy.

EDITORIAL.

You will no doubt notice that this issue is different. For the first time KIWI carries advertising matter. This is to help offset the very heavy costs in production and thus enable me to keep the content of interest to more members. We do not like having to cut the number of pages and thus the content and we hope that by including advertising we shall be able to maintain the high standard to which the KIWI tries to reach.

We must express our grateful thanks to those Members who have taken space and hope that you will be able to obtain from them items of interest to enhance your collection. Please support these firms who are helping us.

PACKET. The response for material for inclusion in the packet is poor to say the least, and unless material is forthcoming in the near future the packet will just dry-up. I know that at least 50 books have been taken by members from the A.G.M. alone, but I am still waiting for them to be sent to me for circulation. I have been able to circulate 5 packets only since December last and even these are taking too long to circulate, the average time taken from a member posting same to arrival with next member is 4 days, this is postal delay, and the average time packet is held by member is $3\frac{1}{2}$ days, this means that a packet with 20 members on same takes at least 20 weeks to complete its round, whereas it should be about 13 weeks. Please deal with the packet as quickly as possible and also look out those blank books and fill them.

Of the 5 packets in circulation 3 of them contain material which has already been on one round.

SATURDAY, 27th JANUARY, 1973

SHAFTESBURY HOTEL, MONMOUTH STREET, LONDON.

MEMBERS' DISPLAY.

A small group of members, organised and led by F.B. Scrivener, discussed and illustrated different aspects of New Zealand philately

A short study of the 1901 penny universal was presented by F.G. Fifoot. This comprised of examples of some of the shades, re-entries, perforations and papers of this fascinating stamp.

Railway Travelling Post Office cancellations were discussed by R.H. Mercer. Examples of the post mark types used on each of the six R.T.P.O.'s were shown. These were designated:-

- No. 1. Christchurch to Invercangill. This consisted of four sections, South Canterbury, North Otago, South Otago and Southland.
- No. 2. Hawkes Bay. This ran between Napier and Palmerston North.
- No. 3. New Plymouth to Wellington. This consisted of two sections, Manawatu and Taranaki.
- No. 4. Christchurch to Culverden. This was known as North Canterbury.
- No. 5. Auckland to Thames. This consisted of two sections, Waikato and Ohinemuri.
- No. 6. Main Trunk. This ran from Wellington to Auckland.

The Main Trunk was closed in 1971. The others had been closed between 1930 - 1931 as a consequence of the general world depression and the fact that they had become uneconomical to operate.

Noel Turner showed two sets, one of which was overprinted "Specimen", of the 1920 Victory, plate proofs in issued colours. Also a block of eight

of Queen Elizabeth the Second, small figures of value, with forged 2d. overprint. (A number of these forgeries have been turning up and there are several reports of such finds this year. The fraud overprint is crude, the 2 is larger than the genuine and usually extends into the margin of the stamp).

'A workshop study of a single stamp, the One Penny Dominion', was the theme of F.B. Scrivener. He showed a section from a partially completed study of the stamp still on 'workshop leaves' with pencilled study notes only. It was aimed to produce a reconstruction of Plate 12 and clearly demonstrated the growing process from the first few stamps to the reconstruction of progressively larger fragments of the whole.

Clearly, a great deal of fun can be had from this kind of study. The stamp is not expensive, is in good supply and provided a record of work to date is kept (as does Mr. Scrivener) the study can be returned to without loss of continuity, again and again, as circumstances dictate. The items shown included proofs, details of dies and plates, plating of blocks pairs and singles, papers and printings, postmarks, official overprints and booklet printings.

Mrs. Gilders read out and exhibited a delightful letter from Mrs. E.T. Mitchell (a Cornwall member) which was illuminated with photographs, post-cards and slogans of Maori and social connotations. We are always pleased to hear from our members.

T. Fogg showed original Perkins Bacon Chalon proofs, and Chalon head stamps from then to 1864, which illustrated the greater wear on the 2d plate, which culminated in the proof pull taken by printer Davies of the 2d plate (also shown) and sent to London with request for a new plate. Also, Queen Elizabeth Second center plate 2B- a short study of the different states of row 6 No. 10. A selection of varieties, which included Queen Elizabeth middle value, double centre print, Queen Elizabeth 1½d with double 2d. surcharge, one of which was albino, 1969 Captain Cook 6 and 28 cent values with embossed head misplaced into margins, 1960 2½d pictorial, some of the varieties characteristic of the two 1A and two 1B plates and plate blocks of the last Queen Elizabeth official stamps with a brief outline of their history.

A. Fogg.

SPECIAL APPEAL

Those of our Members who have already responded to the appeal for funds to assist us with our Twenty-first Birthday Expenses and the Funds generally have been most generous. However, there are still a large number of Members who have not sent a donation and our Treasurer will be happy to receive amounts from 50p upwards from anyone who feels they can help in this way. Larger cheques will, of course, be gratefully received.

Noel Turner.

CHALON HEADS POSTAL HISTORY.

by Marcel Stanley, R.D.P., F.R.P.S.N.Z., F.R.P.S.L.

Reprinted with grateful acknowledgment to the Mail Coach

A most interesting conclusion I have come to, after studying the early years of Chalon Heads Postal History, is that philatelists place far more importance on the issue of adhesives in New Zealand in July 1855 than did the Post Office and its customers at the same time. Let me explain.

First, although adhesives were available from the established post offices after July 1855 it was not obligatory to use them and indeed it was still in order for letters to be sent postage collect within and beyond the colony and, further, even if one wished to prepay the postage on letters for addresses beyond Australia it was not possible to do so.

Again, even when postage was prepaid, offices still did not always affix adhesives on letters. Instead they carried on in exactly the same manner as prevailed before the issue of adhesives which included the applying of manuscript or handstamped rate marks in red with or without the addition of Crowned Circle PAID marks. These pre-adhesives customs continued until April 1862 from whence it became obligatory to prepay all postage with adhesives and any letters posted short paid after that had to have the amount of deficient postage, plus a fine, paid by the addressee. The various forms that these "stampless" letters take make a fascinating and essential addition to a Chalon Heads Postal History collection.

Now to say something concerning letters posted to beyond Australia in those early days and this has produced another most interesting facet in the collecting of this material. Adhesives had been introduced in July 1855 and were available to the public for the purposes of prepaying postage but it was not possible to prepay the full amount of postage in New Zealand, either in cash or adhesives, for letters destined for Great Britain and elsewhere until March 1857. A study of the covers and a perusal of auction catalogues has not revealed one cover on which the full amount of postage from New Zealand to England has been prepaid in any form before March 1857.

Most of the letters of this period were posted via Sydney and generally these bear either adhesives or manuscript or handstruck paid markings to prepay the postage only as far as Sydney, but for Sydney to London the postage amount was collected from the addressee. For letters weighing up to half an ounce sixpence was charged for this section of the journey for letters carried by the contract mail packets, and eightpence when carried by private ships. These amounts were indicated by either large handstruck or manuscript rate markings applied in black.

Now a little about the rate to Australia. At the time of issue of the adhesives the rate from New Zealand to Sydney was 2d for letters weighing up to half an ounce. This very low rate, which was first introduced in Sept. 1843, was the same as the later inland local rate, and remained unchanged until July 1863 when it was trebled to 6d. enough to pay for letters to Great Britain. The fact that the New Zealand to Sydney rate could be prepaid before March 1857, although the Sydney to Great Britain could not, probably

(continued on page 27)

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stemmed from the days when New Zealand was under the control of New South Wales for postal purposes.

The first adhesives issued in New Zealand were the 1d, 2d, and 1/- values. The 1d. was primarily for soldiers' mail (for British Regiments were then based in New Zealand) and although no soldiers' letters are recorded with S.G.1 (London print) on them some were undoubtedly used for this purpose. The 2d. value was for the local letter rate and to Australia, and covers are still in existence showing the use of S.G.2. for these two purposes. The only apparent use for the 1/- value, at least from July 1855 until March 1857, was for registration within & beyond New Zealand which, as far as I am aware, had to be prepaid; these three values sufficed for just over four years.

In March 1857 a new basic rate of 6d per $\frac{1}{2}$ ounce for letters from New Zealand to Great Britain was introduced and as this rate could be all prepaid there was a sudden upsurge in the demand for 2d. stamps in particular, hence the reason for some letters of this period showing strips of three of this value. The Dunedin provisionals of 1/- stamps being bisected and each half used as 6d. are well known at this time.

Although the necessity for a 6d. value arose in March 1857 it was to be August 1859 before such a value was issued, just two years and five months after the change in rate. The basic 6d. rate was to last at least the currency of the Chalons and although there are plenty of covers extant with a 6d. stamp affixed it is desirable to have one dated as near as possible to August 1859.

The next reason for the issue of a new value was not a change in rate but an additional one. To shorten the time taken for letters to Great Britain, mail could be sent overland from Marseilles and for this there was an extra charge of 3d. per $\frac{1}{4}$ ounce over and above the basic rate of 6d. per $\frac{1}{2}$ ounce. Although this rate, like the basic 6d, was introduced in March 1857, the issue of a 3d. adhesive did not take place until January 1865, almost five years later.

In July 1863, however, the basis of this extra via Marseilles charge was changed from the difficult 3d per $\frac{1}{4}$ ounce to 4d. per $\frac{1}{2}$ ounce, with the result there is a period of only seven months when covers can be found bearing a 3d. adhesive in addition to the basic 6d. adhesive, thus utilising the minimum number of stamps to make up 9d- these are rare covers.

Although rates and routes were changed several times during the next few years no new values except the 4d. in 1865 and the $\frac{1}{2}$ d newspaper stamp were issued during the currency of the Chalon.

FREE OFFER.

We are hoping to have a special cancellation in use at the British Philatelic Exhibition on Saturday, 3rd November, and a design is at present being considered. Any Member who makes a donation to the Special Appeal for funds in connection with our 21st Birthday will receive one of these covers (if we succeed in our negotiations with the G.P.O.) free of charge. To other Members of the Society the special cancellation will be available at a price yet to be decided.

Noel Turner.

NEW ZEALAND SPECIAL ITEMS.

Hausberg proofs on thick card, complete in blocks of 4, 1d to 1/-. Only 6 sheets of each exist, except the 2d. retouched. Price: £30.

5/- Mount Cook S.G. 271, fresh mint. Price: £7.

5/- Mount Cook S.G. 271, superb used with Wellington squared circle. Price: £8.

S.G.311c. 6d. Kiwi imperf. vertically. Pair with some horizontal creasing, but scarce. Price: £11

½d. Mount Cook, Basted Mills, perf. 11 x 14, S.G.328, in complete mint sheet with reversed watermark. The sheet shows the marginal arrows and reversed plate 4 scratched in the middle of the bottom selvedge. It contains all the listed re-entries and the major plate scratch. Scarce in such large multiples. Price: £60.

1d. Universal, S.G.348. Local plate on Cowan watermarked paper, perf. 14 x 11. A scarce pair, fine mint. Price: £13.50

5/- Mount Cook, S.G.402aa. A well centred, fine used example with Dunedin c.d.s. Price: £5.

6d. Small format Kiwi, S.G.438, (b. of 4) in the scarce perforation, 14 x 13 to 13½. Rare in multiples. Price: £50.

Auckland Exhibition set, S.G. 470 to 473. Fine Mint. Price: £21.

1d. Dominion, S.G.528 with colourless litho watermark on front of stamp. Price: £7.50

1d. Dominion, S.G.528a. Black litho watermark on art paper. Fine used with feather flaw. Price: £4.

½d Green George V surface print, S.G.530a. A block of 6 showing an official repair. The repair being doubled-gummed over the patch. Price: £6.

2d. George V yellow. A fine mint imperf. proof block of 4. Price: £15.

Arms £2/10 value. S.G.651. A superb mint unmounted marginal single. £24

6d. No watermark, S.G.788a. A superb unmounted marginal block of 4. Price: £17.

We can offer marginal singles of the same stamp at £4.50 and non-marginal copies at £4.

B U Y I N G

We are always interested in specialised collections, especially of first and second side-faces, 1898 Pictorials, 1d. Universals, ½d Mount Cocks, and 1935 Pictorials. In addition to specialised studies, we are interested in fine single items, all the Exhibition sets, especially fine used, and single items of interest.

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J.D. Hepworth 1, Moorgate, Fulwood, Preston, Lancs.
R. Steele Catering Section, Stowe School, Buckingham.
N.H. Willis "Cloona", Gilford Road, Portadown, Co. Armagh.

DECEASED

T.F. Hughes 16, Fitzwilliam House, Little Green, Richmond,
Surrey.
C.C. Deigan 15, Foresters Homes, Mayplace Road West,
Bexley Heath, Kent.

RESIGNATIONS.

N.G. Dixon, 81, Wolfreton Lane, Willerby Lane, Hull, Yorks.
I.S. Howe, 1, Eber Grove, Mapperley Park, Nottingham.

LAPSED

D.R. Collins "Fairways", Bushy Gill, Langton Green,
Tunbridge Wells, Kent.
T.W. Nicholson The Pharmacy, 36, Fore Street, Shaldon,
Nr. Teignmouth, S. Devon.
G.J. Keeler 13, Cranborne Close, Lostock, Bolton, Lancs.

DELETION.

S. Gilchrist 4, Tulledelph Road, Dundee, Angus, Scotland.
DD2 2FN

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AUCKLAND 1

NEW ZEALAND

THE "HIGH R" VARIETY OF N1 REGISTRATION LABELS.

by I.D. Campbell

(reprinted with acknowledgement to the Mail Coach).

This variety was illustrated in the "Mail Coach" for November 1972 at page 57. In the description given in the October issue at page 37 it was said that the R was placed at the top of its panel, rather than exactly centred as in the original printings.

With this description it appeared to me impossible to classify many N1 labels. The distance from the top of the R to the top frame line ranges from 1mm to 4mm, with almost every conceivable intermediate position as well.

Further study of the labels shows, however, that there are actually three settings only of the letter R, which can be identified by the distance from the base of the R to the centre dividing line.

In the original printing (normal R) the distance is 1.5mm or thereabouts. In the later printings, which are fairly clearly distinguishable by the whiter and thinner paper used, the distance between the R and the centre line is 1mm (lowR) or 2mm (high R). The normal and low settings are not easily distinguished at sight, but the "high R" can be seen at a glance.

Most reprinting of the N1 labels seems to have been with "high R" setting; but the N1 labels which were perforated (instead of being rouletted), and new printings of N4 labels, were generally made with the low setting. Exceptions are Pahiatua, Invercargill, and Dannevirke, which used N4 labels with the High R, and there may be others. N1 labels without code letters have the high R except for the early printings (Eastbourne and Pahiatua, which have normal R), and the more recent Papakura (which has low R).

About 240 offices are known to have had "high R" labels. A quick check shows that some offices have used all three varieties of the N1 label. Examples are Armagh, Avondale, Balclutha, and Henderson. Presumably there are many more.

My earliest example of the use of the "high R" is on a cover posted at Wellington North on 25 Au 69. Collectors with earlier dates are requested to forward particulars of date and place of posting.

Any information should be sent to Mr. R.M. Startup, P.O. Box 275, Masterton, New Zealand.

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AUCKLAND.

NEW ZEALAND.

OBITUARY.

It is with sincere regret that we have to report the death of Mr. T.F. Hughes of Richmond. Mr. Hughes was a Member for many years and we enjoyed his company at our meetings on frequent occasions. We extend our sympathy to the members of his family.

NEW ZEALAND WRECK MAILS (contd).

by B.R. Peace.

In connection with the wreck of the "Tahiti", Mr. Hardeman Smith has three covers with "DAMAGED BY SEA/WATER" cachets. The first of these has the unboxed cachet in purple, on a cover postmarked Christchurch 5th August 1930, and addressed to London; the cachet is 40 x 9½mm overall. The other two are postmarked Wellington (August 7th) and Christchurch (August 2nd); they are both addressed to London and are officially sealed on the reverse with O.H.M.S. Label P.613B. These two covers both bear a boxed cachet in black (similar Fig. 8D) size 39 x 14mm. It would be reasonable to assume that these cachets were applied in London by the Post Office official who attached the labels.

The New Zealand National Airways Corporation Douglas DC3 Skyliner (ZK-AYZ) "City of Hastings", flying from Whenuapai to Tauranga, crashed in the Kaimai Range near Matamata during a violent storm on 3rd July, 1963. The aircraft was burnt out and less than 200 badly damaged pieces of mail were recovered. These were all addressed to Gisborne; no special markings were applied to the salvaged mail most of which were delivered by hand. Letters which were undeliverable were returned to their senders in Auckland and the remainder were enclosed in an O.H.M.S. envelope, together with an explanatory letter, before forwarding to the addressees. The official letter reads as follows:-

Chief Post Office,
GISBORNE.

Dear Sir,

12th July, 1963.

The enclosed letter has been recovered from the plane which crashed on the Kaimai Range on 3rd July.

I am sorry for the damaged condition.

Yours faithfully,

(Signed)

N.W. BOYLE

Encl.

Chief Postmaster.

The cover in the collection of Mr. Hardeman Smith is postmarked AUCKLAND/11 45PM/2 JUL/1963/NZ. It was enclosed in the official envelope described with a printed note THE ENCLOSED ARTICLE WAS DAMAGED IN THE POST. The O.H.M.S. envelope was postmarked GISBORNE/6-PM/12 JUL/1963/N.Z. and backstamped in blue with a boxed IF UNDELIVERED PLEASE/RETURN TO/CLERICAL BCH. GISBORNE.

Andrew Mathieson has furnished additional information concerning the "Airedale", "Arabic" and "Rimutaka". The "Airedale" he states was a 400 ton steamer (Startup in "Pacific Stamp Journal" February 1960 - 363 tons) used on the Branch Service NELSON-PICTON-WELLINGTON-LYTTELTON (for Christchurch) -PORT CHALMERS (for DUNEDIN) by the Intercolonial Royal Mail Steam Packet Co. "The "Arabic" was a screw steamer of 4863 tons (see July KIWI, page 92). The "Rimutaka" was a P. & O. 16,576 ton steamship on charter to the Union Steam Ship Co. of N.Z. from August 1938. She was previously the "Mongolia" (see July KIWI, page 96).

National Airways Douglas DC3 (ZK-AQT) which crashed at Paraparaumu was named "Piere" not "Pierre" (see July KIWI page 97) - my mistake for not spotting Corrigenda to Vol. 3 of the "Handbook".

STAMPEX AWARDS.

We congratulate the following Members of the Society on their success at STAMPEX.

E.K. Hossell, for N.Z. 1960 Pictorials, which won him the Urch Harris Trophy and a Bronze - Silver Medal.

Bronze-Silver Medals.

A.B. Johnstone; C.A. Longworth-Dames; J.A.W. Smith.

Bronze Medals.

F.G. Fifoot; A.B. Johnstone (2); J. Murr (2).

I hope I have not missed anyone - if I have my apologies.

SUBSCRIPTIONS.

Subscriptions are coming in very slowly this year and our Treasurer asks that Members who have not yet paid shall do so as soon as possible. We are urgently in need of funds and it will save considerable expense if reminder demands can be reduced. There are still some of our quite active Members who have overlooked payment for 1972 and in these cases, the Treasurer will be pleased to receive a remittance covering 1972 and 1973. By clearing the arrears Members will ensure that they do not miss any numbers of KIWI to be issued during the current twelve months.

Noel Turner.

"As the President said to the Treasurer - if you cannot raise enough money by fair means you could always hold another Auction".

(With acknowledgements to S.W.G. writing in a recent issue of "Stamp Collecting").

LETTER TO EDITOR

158, Park Road,
Palmerston North,
New Zealand.

5.2.73.

Dear Sir,

Congratulations to Mr. Peace on his exhaustive and well-informed two-part article on New Zealand wreck mails in The KIWI, which I found exceptionally interesting. I cannot add greatly to his findings, but he might be interested in the wreck of the S.S. Kapanui in 1905, although no official cachet was used.

The stamp, and with it the place of origin, have been washed off the cover in my possession, but the envelope has been postmarked on front and reverse with the Auckland cds for 2 Jan. 1906, 1.15 p.m. Officially sealed on the reverse and signed with the initials JSP at the Auckland Post Office, and endorsed in manuscript at the top of the front "Saved from the wreck of S.S. Kapanui". A close examination of the writing shows that the endorsement was written by the Post Office official who signed the Officially Sealed label (compare for instance the k of 'wreck' and of 'Ak', or the p of 'Kapanui' and of 'open') (photographs enclosed). The cover is addressed to Queen Street, Auckland.

The Kapanui and the S.S. Claymore, both owned by the Settlers' Steamship Company, collided off the Devonport wharf in Auckland when the Kapanui turned in front of the Claymore with its red light out and its green light obscured (!) on a dark night. The Kapanui sank in 5 minutes. By a remarkable coincidence, the same two ships had previously collided at Waiwera, but on that occasion no lives were lost whereas on this one six people were killed. The Kapanui was a wooden, the Claymore a steel vessel. Salvage operations commenced on the 27th December, when a wire rope was placed round the hull of the Kapanui and a diver went down three times without immediate result.

(The Christchurch Press, Tues. 26 and Thur. 28
Dec. 1905).

According to Ingram and Wheatley's Shipwrecks: New Zealand disasters 1795-1936, p. 405, the Kapanui was later drawn up onto the beach, her damaged hull patched, and the ship floated into dock. Built in Auckland in 1898, weighing 75 tons, she was eventually scrapped in 1909.

The ensuing Marine Department enquiry found Mewett, the Master of the Kapanui, guilty of 'negligent and improper navigation' (N.Z. Parliament, Appendices to the Journals of the House of Representatives H-15, 1906).

Since the ship was comparatively small, the amount of mail damaged cannot have been large. I do not know of any other covers from the wreck, and would be interested to hear of any that may exist.

One other footnote to Mr. Peace's article; the Cygnus was also carrying mail from the Pacific, for my collection includes registered covers damaged in this crash from Nauru and from Rarotonga.

Yours sincerely,

Robin Gwynn.

P.S. I expect that the photographs won't be much use as far as the KIWI is concerned, but if you wish to try to reproduce them, do trim them in any way you wish; if not, they might be sent on to Mr. Peace.

"Thank you, Robin, sent on to Mr. Peace as suggested."

Editor.

"WORDS OF WISDOM"

by Gerald J. Elliott

(Reprinted by permission of the Mail Coach)

POSTAL HISTORY

I would say that, without doubt, more and more Philatelists and Collectors of Stamps are realising that with the ever increasing production of new issues, that the study of the use of stamps is more important. Sets of stamps can in many places be purchased over the post office counter, or from the many stamp dealers, with money being the only criteria for completeness, not so Postal History.

Facts have to be sought out, checked, and re-checked. This without doubt is the great attraction, and more and more people are obviously aware of the great interest which can be enjoyed.

Philately has been described as the science of postage stamps and the collecting of such, Postal History has been described as the humanity of the hobby.

HOLIDAYS AND ABSENCE FROM HOME.

Members on the Packet List are requested to advise the Packet Secretary as early as possible of 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.