



the kiwi

The Official Organ of the NEW ZEALAND SOCIETY of GREAT BRITAIN
Affiliated to: BRITISH PHILATELIC FEDERATION

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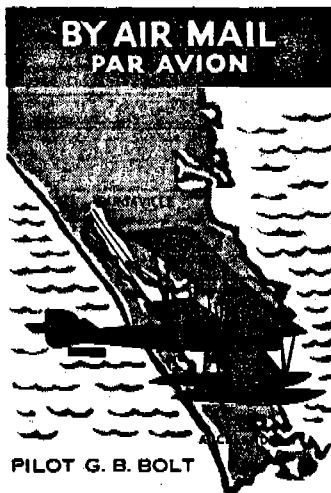
WHOLE 192

THE NEXT MEETING WILL BE HELD ON SATURDAY, 27TH JULY, 1985,
AT THE Y.W.C.A. CENTRAL CLUB, 16 - 22, GREAT RUSSELL STREET,
LONDON, WC1B 3LR, STARTING AT 2.30 P.M.

E.W.P.LEPPARD WILL GIVE A DISPLAY ON NEW ZEALAND POSTAL
HISTORY OF THE SECOND WORLD WAR.

THIS WILL BE FOLLOWED BY A DISPLAY BY J.BUCHANAN ENTITLED
"A MISCELLANY, 1898 - 1939".

YET MORE MUSINGS - A POSTSCRIPT



PILOT G. B. BOLT



ANNIVERSARY
FIRST OFFICIAL AIR MAIL
IN NEW ZEALAND
16TH DECEMBER 1919

COMMEMORATIVE FLIGHT AUCKLAND - DARGAVILLE



J. S. LANGABEER
20 WILLIAM DENNY AVE.,
WESTMERE.
AUCKLAND W.2.

OFFICIAL COVER ISSUED BY THE AIRMAIL SOCIETY OF N.Z. INC AND THE ROYAL AERONAUTICAL SOCIETY, N.Z. DIVISON (AUCKLAND BRANCH)

SEE PAGE 75.

EDITORIAL.

Members referring back to 'The Kiwi' for January this year will find on page 5 that the July Meeting of the Society was to be given over to an Engraver, H.G.Carradine. Unfortunately, this gentleman died on 3rd June, 1985, which has necessitated rapid new plans for this Meeting. The Officers and Committee are very grateful to J.Buchanan and E.W.P.Leppard for stepping in at such short notice to fill the gap left with displays announced on the front page of this issue.

Through the auspices of the British Philatelic Trust, a booklet entitled 'Guidelines for Successful Exhibiting' has been published by the Melville and Youth Committee of the British Philatelic Federation. Whilst this is primarily aimed at the junior collector there is much in it that will be of interest and use to anyone who is considering entering a National Exhibition for the first time. Copies of the booklet are available from Mrs. E.A.G.Berry, at 24, Irwin Road, Guildford, Surrey, GU2 5PP. A stamped and addressed envelope of a size to take the A5 booklet would be appreciated.

ALLAN P. BERRY

MEMBERSHIP

NEW MEMBERS. We welcome

C.J.Clifford, 10, Cannondoan Cottages, Maidenhead Road,
Cookham, Berks., SL6 9EA.

M.A.Cowheard, 111, Milner Road, Heswall,
Wirral, Merseyside, L60 5RX.

D.Holmes, P.O.Box 3496, Auckland 1, New Zealand.

W.Jackson, 29, Borrowdale Drive, Beverley Hills,
Leamington Spa, Warwickshire, CV32 6NY.

B.Koningham, P.O.Box 28-182, Auckland 5, New Zealand.

R.Williams, 'Hassendean', Buffs Lane, Heswall, Wirral, L60 2SG.

RESIGNED

Mr. & Mrs. J.D.Bowstead, 'Linstock', 143, Dovehouse Drive,
Wellesbourne, Warwickshire.

CHANGE OF ADDRESS

C.L.Douglas, 190, Ayr Road, Newtonmearns, Glasgow, G77 6DT.
(previously of Cambuslang, Glasgow.)

M.D.Jackson, 190, Queensway, Hemel Hempstead, Herts.
(previously of Leamington Spa.)

Lt.Col.R.Merton, 17, Clifton Road, Winchester, Hants., SO22 5BP.
(previously of 6, Grange Close, Winchester.)

H.N.Tilley, 11, Rectory Field, Hartfield, East Sussex, TN7 4JE.
(previously of Salisbury.)

MEETING HELD SATURDAY, 1ST JUNE, 1985 - FILM AND THEMATIC DISPLAY.

The Meeting was opened by our Chairman, John Smith, at 2.40 p.m. He introduced C.Bristow, attending a meeting for the first time, and presented apologies for absence from Ross Valentine, Phil Evans and Bernard Atkinson.

The Meeting was handed over to John D. Evans, one of our Vice-Presidents, who started the first section of the afternoon with a part thematic and part postal history display on New Zealand

Harbours. Maps of both the North and the South Islands of the country were followed by a print of the Chalon portrait of Queen Victoria, taken from an original first presented to the King of Portugal, and now in the ownership of Robson Lowe. This was followed by a photograph of the S.S. Simla from the Maritime Museum, the ship which in 1854 carried the printing plates for the Chalon Heads and other material from Perkins, Bacon & Co. to New Zealand for the first stamp issue in 1855. These were followed by an early cover of May, 1854, with the Auckland Paid crowned circle in red carried on the S.S. Simla.

The next section was devoted to examples of the Chalon Head stamps cancelled with Perkins, Bacon & Co. obliterations which were issued to places in New Zealand which were harbours. Included were Auckland obliterator 1, Russell obliterator 2, New Plymouth obliterations 6 and 9, Wellington obliterations 7 and 10, Nelson and Picton obliterator 14, Akarua obliterator 4, Lyttelton obliterator 16, Christchurch obliterator 17 and Dunedin obliterator 18. This was fully supported by pictures and prints showing these places as they were and as they are now, and other stamps of New Zealand, such as the modern Harbours issues of 1979 and 1980.

The second part of the afternoon was devoted to viewing the film 'Landscape on Stamp' produced by the New Zealand Post Office and kindly obtained for us from New Zealand House by our Secretary, Margaret Cole. Each scene or event was depicted with a familiar stamp and the accompanying commentary included poetry and music.

The final section was a part thematic and part stamp display on the theme of Lakes on Stamps, which gained for John Evans a bronze medal in last year's British Philatelic Exhibition. Lake Taupo was shown in some detail on the 1d. and 4d. values of the 1898 Pictorial issue, with various printings, perforations, watermarks and other varieties. Modern stamps showing Lakes Waikaremoana and Rotomahana issued in 1972 completed the North Island scene. This was followed by the South Island Lakes, represented firstly by Lake Wakatipu, shown on the 2½d. value of the 1898 Pictorials. The full range of printings and varieties were there to see. Stamps showing Lakes Hayes, Alexandrina and Matheson were on display, with much supporting material. Finally, the show closed with stamps depicting scenes of Milford Sound, Mitre Peak, Pembroke Peak and Sutherland Falls.

Our Chairman proposed the vote of thanks to John Evans for a most pleasing and interesting display, and to the organisers of the film show. The Meeting was closed at 5.00 p.m.

E.W.P.L.

SPECIAL DATESTAMPS

34TH ANNUAL PATA CONFERENCE



A special pictorial datestamp was used at the Chief Post Office, Auckland, on Monday, 15th April, 1985, to mark the 34th Annual Pacific Area Travel Association Conference.

25TH ANNIVERSARY OF CENTRAL INSTITUTE OF TECHNOLOGY



25th ANNIVERSARY CIT
HERETAUNGA SOUTH N.Z.
23 APRIL 1985

A special pictorial datestamp was used at the Heretaunga South Post Office on Tuesday, 23rd April, 1985, to commemorate the 25th Anniversary of the Central Institute of Technology.

CENTENARY OF SEVENTH DAY ADVENTIST CHURCH



A special pictorial datestamp was used on Monday, 20th May, 1985, to mark the Centenary of the Seventh Day Adventist Church.

25 YEARS OF TELEVISION IN NEW ZEALAND



A special pictorial datestamp was used at Jean Batten Place on Tuesday, 4th June, 1985, to mark and commemorate 25 years of television in New Zealand. The Jean Batten Place Post Office is the nearest post office to the original Shortland Street studios and the datestamp design features the four stars and stylised television screen of the T.V.N.Z. logo.

GOLDEN JUBILEE CRIPPLED CHILDREN SOCIETY



CRIPPLED CHILDREN SOCIETY
GOLDEN JUBILEE
TIMARU N.Z. 21 JUNE 1985

A special pictorial datestamp was used at the Chief Post Office, Timaru, on Friday, 21st June, 1985, to commemorate the Golden Jubilee of the Crippled Children Society. The Society was founded by Rotary in Timaru in 1935.

10TH ANNIVERSARY TELETHON



1975 TELETHON 1985

A special pictorial datestamp was used at the Chief Post Office, Auckland, on Friday, 29th June, 1985, to commemorate the 10th Anniversary of Telethon. The design features the Telethon logo.

UNITED NATIONS DECADE FOR WOMEN, 1976 - 1985



A special pictorial datestamp was used at the Chief Post Office, Wellington, on Monday, 15th July, 1985, to mark the end of the United Nations Decade for Women, 1976 - 1985. 15th July, 1985, marks the opening in Nairobi, Kenya, of the United Nations World Conference to review and appraise the achievements of the United Nations Decade for Women.

ADDITIONS TO THE LIBRARY LIST AS AT 1ST JUNE, 1985

ITEM	Lending Fee Code
76. Index of Suffix Letters, by L.G.Dale.....	B
77. Marlborough - Notes on Early Post Office History, by R.M.Startup.....	C
78. New Zealand Stamps, 1954-1958 - the Middle Values, by A.L.Nelson.....	B
79. From Whaling Station to Sheep Run, by Kathleen Money Penny....	A
80. The Air Mails of New Zealand - Volume 1, the Internal Flights.....	D
81. The Image Maker - the Art of James Berry, by J.R.Tye.....	D
82. New Zealand Postcards - Rates and Regulations to 1939, by Alan Jackson.....	C
83. Postage in Cash, by R.M.Startup.....	C

Lending Fee Code : A = 40p, B = 60p, C = 80p, D = £1-20, E = £1-00

Please ask for a Library Application Form if you are making your first request. Please note that all library requests must include the lending fee either as Postal Orders or Cheques, made out to the Society. Items must be returned after two months from receipt; this can only be extended if there is no waiting list and this extension is obtained from the Hon. Librarian in writing. Items are available in strict rotation in cases where there is more than one request for the same item. We regret that items from the Library are not available for loan to overseas members.

Hon. Librarian, New Zealand Society of Great Britain,
B.T. Atkinson, Esq., 77, Wood Lane, Osterley, Middlesex, TW7 5EG.
Telephone (01)-560-6119. Callers welcome.

ASSOCIATION OF FRIENDS OF THE NATIONAL POSTAL MUSEUM

W. RAIFE WELLSTED, CURATOR

In 1984, the National Postal Museum sent out a questionnaire to certain selected Societies to ascertain whether there was a basis for the formation of an Association of Friends of the Museum. The response was sufficiently encouraging to develop the proposals further and, as a result, a 'shadow' Committee was formed with leading collectors to discuss the matter further.

A draft Constitution was submitted to an inaugural meeting of interested collectors on 10th April, 1985, and, with certain revisions, was accepted. At the same meeting the Association was formally brought into being, and the first officers of the Association were elected.

The Association is intended for all those interested in the National Postal Museum, its records and archives, and in the Postal History and Philately of Great Britain in its widest sense. Membership is £8-00 per annum and the financial year will be from April 1st to March 31st.

In return benefits for members of The Association will include, two journals each year, which will contain definitive articles and enable research work by members to be published; all postcards issued by the Museum; publicity information on all Museum exhibitions; the facility to buy publications sold by the Museum

at a reduced price; extended hours to undertake research; and special meetings at the Museum outside normal opening hours.

Anyone who is interested in joining the Association should apply to the Secretary of the Association, Mrs. Hilary Wellsted, c/o The National Postal Museum, King Edward Building, King Edward Street, London, EC1A 1LP.

THE MAIL COACH

THE JOURNAL OF THE POSTAL HISTORY SOCIETY OF NEW ZEALAND

The Society Library's holding of this magnificent journal is not quite complete. The issues listed below are required to complete the run, so that the magazine can be bound into books and made available to Members for reference.

The Society is therefore anxious to obtain either original copies, or the loan of them for photocopying. If any member can help with the following list, would they please write to the Editor of 'The Kiwi'.

Volume 3, Number 12, August, 1967, and Index.
Volume 6, Number 9, May, 1970.
 Number 10, June, 1970.
Volume 8, Number 9, May, 1972.
Volume 9, Number 8, April, 1973.
Volume 10, Number 7, March, 1974.
Volume 11, Number 3, November, 1974.
Volume 13, Number 2, October, 1976.
 Number 4, December, 1976.
 Number 5, January, 1977.
Volume 19, Number 2, December, 1982.

Were it not for the generosity of our member LAWRENCE BESTOW, who has donated quite a number of the copies missing from the run the Society holds, the above list would be much larger. We are all most grateful to Lawrence for his kind donation.

NEW ZEALAND POST OFFICE TELEGRAPHS CHRISTMAS GREETINGS CARDS

ALAN JACKSON

Since the publication of my article of this title in 'The Kiwi', Volume 34, page 35, March, 1985, I can now report one further title. This is

CATHEDRAL PEAKS, LAKE MANAPOURI

- Blue

This will become number 4 in the alphabetical list, every subsequent one moving up by one. This makes a total of 34 different views now recorded, but I still feel that there may be more still to be found.

Editor's Note - since the above information was received, our Member TONY DODD has also reported one further view. This is

MANGAIA BOY, WITH FRUIT

- Black

In the new alphabetical list, this will become number 14, every subsequent moving up by one once again. Tony Dodd reports that this copy is unused, and the 'Boy' is between 30 and 40 years old!

BRIDGES FEATURE ON 1985 SCENIC STAMP ISSUE

Some notable New Zealand bridges are the subject of the 1985 Scenic stamp issue released on 12th June. Two of the stamps feature South Island bridges across the Shotover River (35c) and at Alexandra (40c), while the other two bridges, South Rangitikei Rail Bridge (45c) and Twin Bridges (70c) are in the North Island.

Robert Freeman of Auckland completed the graphic artwork for the stamps using photographs supplied by the National Publicity Studios (Shotover and Alexandra bridges) and Post Office Public Relations Division (South Rangitikei Rail Bridge and Twin Bridges).

Construction of roads and bridges began in New Zealand in the 1840's. The first section of railway line opened in 1863, and by 1880 most of the main lines of communication were complete. Many bridges were built in a huge programme of public works between 1870 and 1880 and there was another massive building programme in the 1960's when many of the earlier bridges had to be strengthened or replaced.

The road bridge across the Shotover River in Central Otago (35c) was described at its opening in 1975 as "mathematical precision combined with beautiful form". Both these elements, engineering skill and aesthetics, played their part in the design of the bridge which is on a route serving the important tourist area of Queenstown and the Southern Lakes.

The two-lane carriageway is 320 metres long and is made up of 169 pre-cast, pre-tensioned concrete box girder sections that were made in Dunedin and then transported to the bridge site by rail and road. Each section was lifted into place by a 50 tonne crane and had to meet its mate exactly.

Work was made doubly difficult by the extreme Central Otago weather when freezing temperatures in winter and searing heat in summer combined to affect the materials in the bridge. Temperature recorders were actually built into the structure to provide data on these weather conditions and how they affect the bridge during its life time.

Many of the original nineteenth century New Zealand bridges were built in wrought iron and timber and it was noticed that in the dry air of Central Otago the wrought iron hardly corroded, even when unpainted. As a result, steel was the chosen material for many new bridges, including one built over the Clutha River at Alexandra (40c) in 1958 to replace a bridge built in 1882.

Bridging the river at Alexandra was never an easy proposition. The Clutha is the longest river in the South Island and is reputed to carry the greatest volume of water.

Spanning some 158 metres, the new tied-steel arch bridge incorporated some special design features. It is anchored to one abutment by means of a hinge and there are bearings, or rollers, on the other abutment and all the piers that allow the bridge to expand and contract freely. The reinforced concrete deckslab is also designed with expansion joints so the deck can "breathe" with temperature changes.

The South Rangitikei rail bridge (45c) forms part of the main trunk railway line north of Mangaweka in the central North Island. It is a rugged landscape, scarred with deep gorges that presented

many challenges for bridge builders.

Flash floods that sometimes sweep down without warning from the high country had to be taken into account in the bridge design. So did earthquakes which are a constant threat in this area. The South Rangitikei bridge is able to move - in the event of an earthquake the legs of the high, slender piers are designed to alternatively lift off their foundations.

Construction of the 315 metre continuous span was halted in 1975 when the second of six sections collapsed 80 metres down into the river below. Work was restarted in 1980 and the bridge was completed the following year. It subsequently won an environmental design award.

An unusual bridge located at the confluence of the Mangakahia and Awarua Rivers in Whangarei County, Northland, is the subject of the fourth new stamp. Twin Bridges (70c) takes its name from two bridges built there in the 1920's. These were replaced in 1970 by a single reinforced concrete structure, but the name remains.

A feature of the new bridge is a 19 metre landing which branches off to give access to farm land which would otherwise be isolated by the convolutions of the two rivers. The bridge is on a sealed road which passes through rolling, fertile volcanic land, steep hill country and generally attractive rural New Zealand scenery. Twin Bridges is 27 km from Kaikohe and with its clear water bubbling through rounded river boulders, shaded by native bush and trees, it makes a pleasant picnic spot.

The 1985 Scenic stamp issue is being printed by Helio Courvoisier S.A. of Switzerland, using photogravure. Two stamps (35c and 40c) are of horizontal format while the other two (45c and 70c) are of vertical format.

A New Zealand Post Office Feature Article.

A TALE OF TWO COACHES.

RICHARD BLAKE

Mail coaches of all types have long been a passion of mine. A passion spawned from a twin interest in philately and postal history.

When it came to tracing the history of the mail coach's development, however, information proved scant and dissipated, there being no definitive book on the subject. I therefore decided to put my artistic talents to some use and compile a catalogue of the world's mail coaches; each one being carefully recorded in the form of a side view painting.

In the case of my two examples from New Zealand's mail coach era, I was aided by the fact that both vehicles have survived the rigours of their time.

The first one I located, presently on display at the Otago Early Settlers' Association's Museum, Dunedin, was a Cobb & Co. fourteen seater, typical of the style of five-horse coach used during the hectic days of the country's gold rush period. See Figure 1.

As such it features an adjustable thoroughbrace suspension, consisting of two parallel leather straps on which the body is mounted by way of a pair of rockers.

This technique of cushioning the body originally evolved in

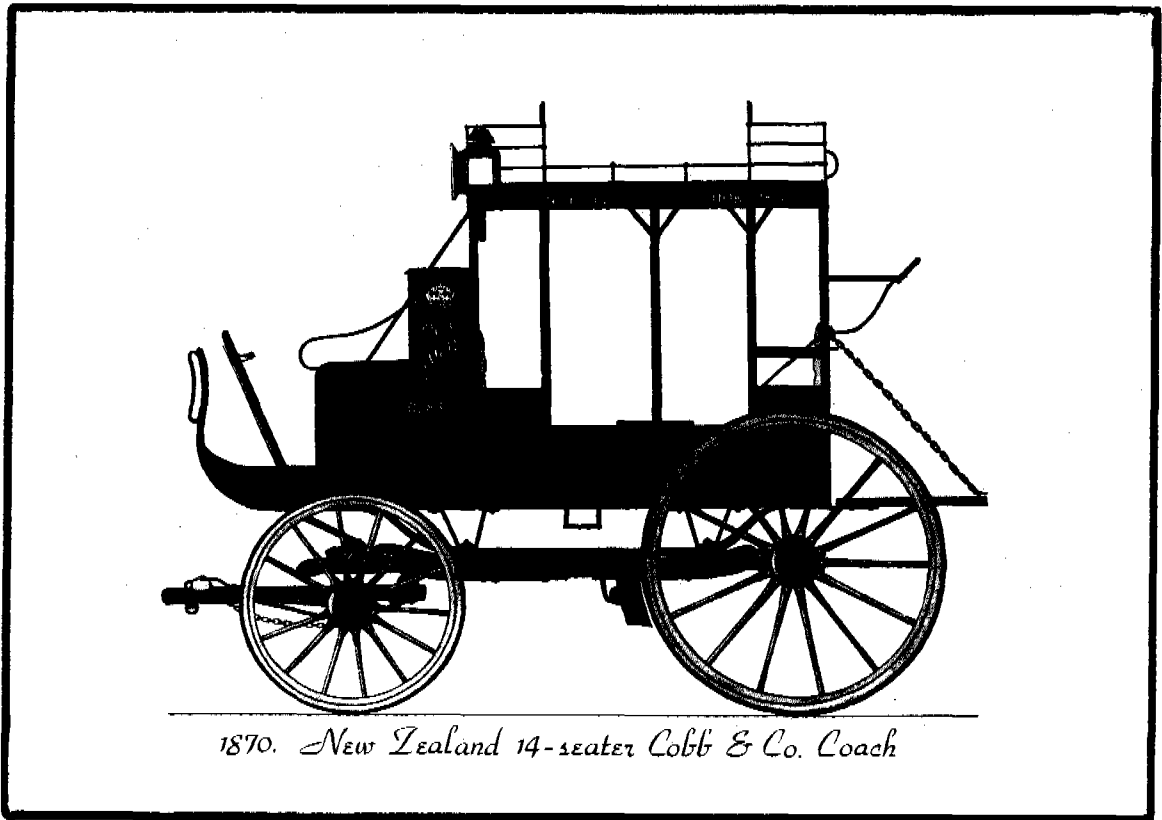


Figure 1

Europe. Later, in the 19th century, the idea was revised and perfected by American coach builders who found its greatest attribute lay in its simplicity of repair. In the rugged atmosphere of the 'Wild West' even a small-town blacksmith could lash together a metal band or a piece of chain in order to keep the coach running until a new thoroughbrace could be fitted.

Not unnaturally when a similar state of affairs presented itself in Australia, the Cobb & Co. coach builders of Bathurst, New South Wales, chose to copy this type of suspension. The bodies of their coaches were, however, built lighter than their American counterparts with simple straight raved sides.

So it was that when New Zealand's coach builders began constructing a carriage suitable for their own country's conditions they incorporated both American and Australian concepts. But instead of panelling the side of their coaches they opted for a more open look.

The reason for this was two-fold. Firstly it enabled the passengers a quick exit in the case of an emergency, and secondly on the mountainous trails where high winds prevailed, it offered less wind resistance. In some instances this latter hazard even led to the tops of some coaches being cut off.

For those that retained a roof, roll-down leather curtains were fitted to give the passengers some degree of protection from the elements. For the driver, though, there was no such luxury and accounts of frozen beards and fingers being thawed out with hot water are legion.

The coach's canoe shaped front also had a purpose. Being built

like a flat bottomed punt the coach could float, but attempting a river crossing in this fashion proved an exceedingly dangerous practice, requiring both skill and luck on the part of the driver. Without either such an undertaking was doomed to failure with the coach and mails being swept downstream, in some cases to be retrieved at a later date, in others to be lost for ever. A fate that could equally befall the passengers, driver and horses.

Despite its flimsy appearance, though, these coaches were extremely sturdy with angle irons being strategically placed to give the vehicle maximum strength. Although my example is classed as a fourteen-seater this number was frequently exceeded and in its heyday, when Hokitika's postal revenue amounted to more than £17,000 per quarter, there was the additional weight of the mailbags.

The second mail coach I found came as a result of an enquiry to the Museum of Transport and Technology in Auckland. Here they had on display a Wagonette-Omnibus which carried the Royal Mail in the Kaitaia - Mangonui district of the North Island. See Figure 2.

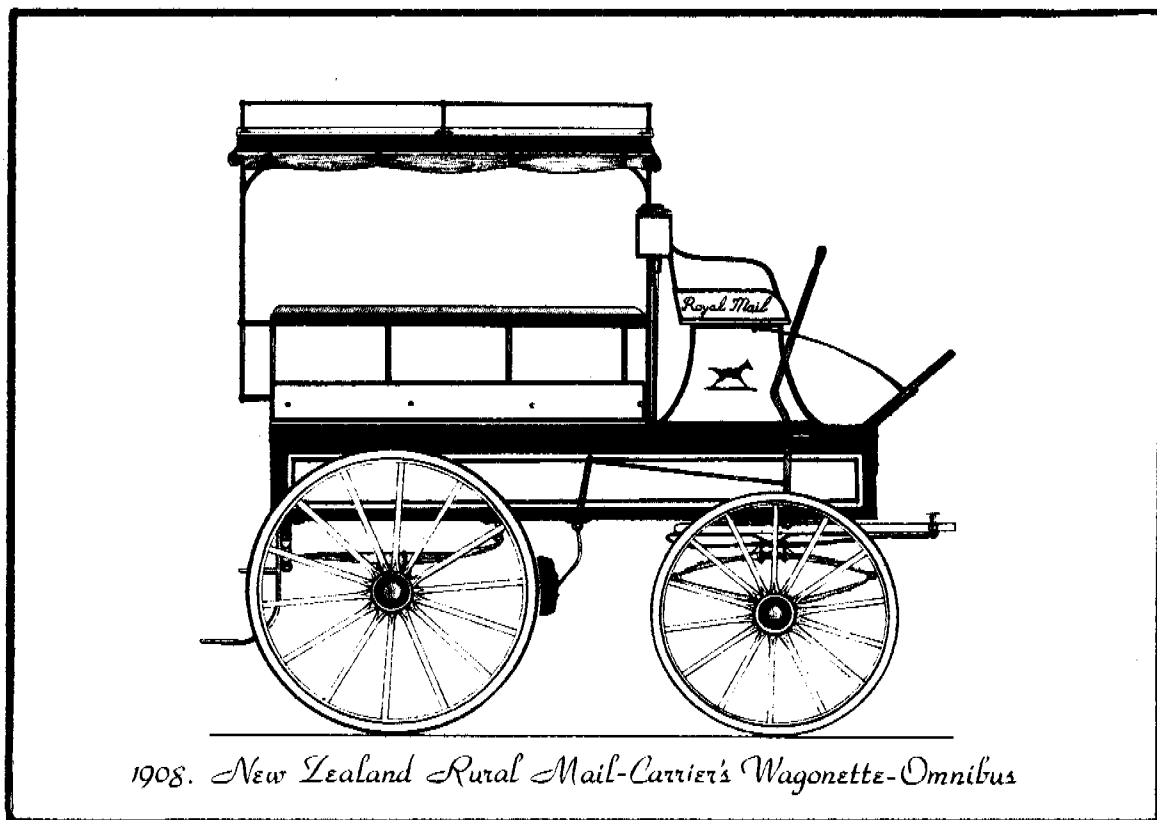


Figure 2

Built at Whangarei, North Auckland, in 1908, by the firm of Siddall, Smith and Woodman, this carriage differs from the Cobb & Co. coach in that it features an elliptic fore spring suspension with a side and cross spring arrangement at the rear; a suspension that epitomises progress.

At the time of its construction road surfaces were much improved, and whereas on the earlier rutted routes steel springs had proved ill-suited, by the turn of the century they had become an accepted part of the New Zealand coach builders' art.

Better road conditions also meant that this coach could happily operate with just a two horse team. But one thing that remained common to both vehicles, though, was the use of leather curtains which on the Wagonette-Omnibus rolled down on all four sides, the back and the front of the body being of open construction.

Acting akin to today's postbus service, the driver of this coach, a gentleman affectionately referred to as 'Joker Harris', fulfilled a diverse role. Besides carrying passengers and mail his services also entailed the delivery of newspapers, groceries and the like to a number of outlying rural communities.

Since locating these two coaches others have been brought to my attention, and I am hoping to complement this pair at a later date with an American Concord or 'Jack' coach as it was known, as used in New Zealand during the 1860's. And then I really should include a coach in the livery of New Zealand's most famous coaching firm, 'Newmans', a firm which successfully made the transition from horse-drawn to motorised transport. Even more outstanding is the fact that Newmans Coaches are still at the forefront of New Zealand's transportation system.

Needless to say, if any reader can direct me towards any other mail coaches of this region I would be much obliged.

For further reading, I can heartily recommend:-

Old Coaching Days in Otago and Southland, by E.M.Lovell-Smith.
High Noon for Coaches, by J.Halket Millar and G.Spencer.

Editor's Note - Postcards showing the two coaches discussed and illustrated in this article may be obtained from Richard Blake, at The Mardens, Tupwood Lane, Caterham, Surrey, CR3 6ET, for 40p the pair, plus 20p postage and packing - total 60p.

FINDINGS FROM FILES.

SUPERVISION OF WORK AT HARRISON & SONS LTD

ALLAN P. BERRY

In June, 1961, the New Zealand Postal Administration decided to take over the supervision of work carried out at Harrison & Sons Ltd. at High Wycombe. The story of the hand-over of control is contained in the files now held at the National Postal Museum. It starts with a letter from the New Zealand High Commission to The Controller, Post Office Supplies Department, dated 6th June, 1961. This letter reads:-

"For many years your office has carried out supervision of our stamp work carried out by Harrison & Sons Ltd. at High Wycombe, but the New Zealand Postal Administration has decided that, in future, the printing at this establishment will be under the direct control of this office, in conjunction with our Audit Officer in London, thus bringing the procedure in line with that adopted with other printers.

"In making this change, the New Zealand Authorities are most anxious that I should convey to you their appreciation of the valuable services that your Department has rendered over the years and the ready co-operation always forthcoming from all concerned.

"No doubt it will be necessary to settle details of the hand-

over procedure, and it is proposed to visit High Wycombe within the next few weeks for this purpose."

This letter was acknowledged on 9th June, 1961, in which thanks were given for the kind comments made. This was followed by a further letter dated 10th June, 1961, which reads:-

"...will you kindly advise me what arrangements you desire made about paper making. At present we control the manufacture and despatch of the paper made at Guard Bridge Mill and are responsible for safe custody of the dandy roll."

The New Zealand High Commission replied on 11th July, 1961, saying:-

"It is the intention of the New Zealand Post Office that the control of the paper making also should be undertaken by this office and I now see that my letter of the 6 June did not make this clear. I am sorry for any confusion I may have caused.

"About 10 days or so ago I and the Audit Officer visited Harrisons at High Wycombe and discussed future arrangements. We decided that the dandy roll should be placed in the custody of the Guard Bridge Paper Company.

"I also saw there, your colleague - I think it was Mr. B - and arranged with him to supply me with a list of all items under Post Office custody so that we could issue formal disposal instructions. I am still waiting for this list which I assume would include the dandy roll.

"Would you, therefore, please take this letter as a formal request to hand over custody of the dandy roll to the Guard Bridge Paper Company and we will deal with the other items under Post Office custody as soon as we receive the list which I shall be pleased to have as soon as it can be conveniently arranged."

The next paper on the files is a hand-written memo from the Post Office Supplies Department, but it is not clear to whom it is addressed. It is dated 14th July, 1961, and reads:-

"A month or so ago we were advised by the New Zealand Govt. that they no longer wished us to control the manufacture of their stamps. They have now written to say that they do not want us to control paper making either and have asked us to hand over custody of the dandy roll to the Guard Bridge Paper Company.

"So far as we know the dandy roll is already held, in a safe, by the Guard Bridge Paper Company and the box containing it was sealed by the Control Officer on his last visit.

"On the face of it, all the papermaker has to do to get at the dandy roll is to break the seal but perhaps you will please confirm."

The reply, dated 1st August, 1961, reads:-

"I am sorry that we have lost this type of work - it always made an interesting change of duties for the Stores Staff to visit a paper mill. Mr. L, Supplies Supt., who usually visited Guard Bridge, confirms that at the end of every visit the dandy roll was put back in its case, the case was sealed by him personally and then locked in a store-room with other dandy rolls. The firm hold the key to their own store-room so the

paper maker has only to break the seal."

Following these memos, there is another hand-written document from the Post Office Supplies Department to the Post Office Control Officer at High Wycombe, dated 9th August, 1961. This reads:-

"In a recent letter to us about their dandy roll at Guard Bridge Paper Mill, the New Zealand Govt. said that they were awaiting a list of all N.Z. items under P.O. custody from you so that they could issue disposal instructions. Mr. B apparently saw Mr. B early in July and arranged this.

"Has the list yet been sent to N.Z. House please."

The Post Office Control Officer at High Wycombe replied on 11th August, 1961, saying:-

"Instructions were received via you for me to transfer all New Zealand Items to the care of Messrs. Harrisons. For the last few weeks I have been pressing Mr. Y to arrange for the take-over, when the objective has been finally achieved I will let you know."

A further memo from the Post Office Stores Department to the Post Office Control Officer, dated 19th September, 1962, reads:-

"I understand that Harrisons have still not taken over what you hold for N.Z. Will you please let me have a list of what you wish to transfer."

The reply, dated 21st September, 1962, reads:-

"You are correct. I have been for the last 18 months trying to get Mr. Y to take over these items. He never runs out of excuses. Please see the attached complete list of all items on behalf of New Zealand."

The list referred to in this last memo is quite extensive, and is the next paper on this section of the files. It reads as follows:-

"The following items connected with N.Z. Stamps are still held by us in Studio and Cylinder Store.

N.Z. PICTORIAL ISSUE

Negs No's	1. 1A.	1/-	Value	
Negs No's	3. 3A.	1/3	Value	
Negs No's	4.	1/9	Value	
Negs No's	5.	3/-	Value	All of these Negs are marked up NOT TO BE USED
Negs No's	7.	10/-	Value	
Negs No's	9. 9A.	1/6	Value	
Negs No's	10.	£1	Value	
Negs No's	12.A.B.C.	1/3	Value	
Negs No's	2. 2A.	2/6	Value	
Negs No's	6. 6A.	2/-	Value	
Negs No's	8.	5/-	Value	
Negs No's	11. 11A.	1/-	Value	
Negs No's	13. 13A.	1/6	Value	

Negs No's	14.	3/-	Value
Negs No's	15.	10/-	Value
Negs No's	16.	1/9	Value
Negs No's	17.	20/-	Value
Negs No's	18.18A.18B.	1/3	Value
Negs No's	19.19A.	9d.	Value

N.Z. PICTORIAL ESSAY POSITIVES

Pos No's 1. 1A. 2. 2A. 3. 4. 5. 6. 7. 8. 8A. 9. 9A. 10. 10A.
 11. 11A. 12. 12A. 12B. 13. 13A. 14. 15. 16. 17. 18.
 35. 35A.

N.Z. PICTORIAL POSITIVES

Pos.	19. 20.	2/-	Value
Pos.	22. 22.	2/6	Value
Pos.	23.	3/-	Value
Pos.	24.	5/-	Value
Pos.	25.	10/-	Value
Pos.	26. 27. 30. 31.	1/6	Value
Pos.	28.	£1	Value
Pos.	29.	1/9	Value
Pos.	32. 33.	1/-	Value
Pos.	34. 34A. 34B.	1/3	Value
Pos.	36. 36A.	9d.	Value

N.Z. PICTORIAL ESSAY PLATES.

Plate No's 3065 1d. 2d. 5/- Values
 Plate No's 3108 1/- & 2/6 Values
 Plate No's 3109 1/9. 3/- . 10/- . £1. 1/3. 1/6. & 5/- . Values
 Plate No's 3110 1/3. 1/6. & 2/- . Values

N.Z. REMBRANDTS NATIVITY STAMP ESSAY PLATE

Plate No. 3168 2d. Value

N.Z. REMBRANDTS NATIVITY ESSAY POSITIVES

Pos. No's	1.	Value	2d.
Pos. No's	1A.	No	Value
Pos. No's	1B.	No	Value

N.Z. REMBRANDTS NATIVITY - POSITIVES

Pos. No's	2.	Value	2d.
Pos. No's	2A.	No	Value

N.Z. PICTORIAL STAMPS - CYLINDERS.

Cyl. No.	1A.	No Value	(2/-)
Cyl. No.	2A.	Value	2/6
Cyl. No.	2B.	No Value	(2/6)
Cyl. No.	3.	Value	5/-

Cyl. No.	5.	Value 3/-
Cyl. No.	1C.	Value 2/-
Cyl. No.	7.	Value 1/9
Cyl. No.	6.D.	Value 1/6
Cyl. No.	6.E.	No Value (1/6)
Sleeve No.	12.	Value £1
Cyl. No.	13.	Value 10/-
Sleeve No.	14.	Value 9d.
Sleeve No.	14A.	No Value (9d.)
Cyl. No.	15.	Value 1/-

N.Z. REMBRANDTS NATIVITY STAMP - CYLINDERS

Cyl. No.	1.	Value 2d.
Cyl. No.	1A.	No Value (2d.)

Finally there is a letter on the files, dated 15th November, 1962, from the Post Office Control Officer at High Wycombe, to the Post Office Stores Department. This states:-

"All Original Drawings, Negatives, Positives, Plates and Cylinders proper to production of New Zealand Stamps have now been taken over by Messrs. Harrison's and signed for by R.A.H. Receipts are being retained in my records at High Wycombe."

I am very grateful to the National Postal Museum for allowing access to these files, and for permission to publish extracts from them.

THE MARKINGS 'M' AND 'N.R.'

ALAN JACKSON

Two markings sometimes found on early New Zealand picture postcards have puzzled New Zealand postal historians for many years. Examples of their useage are illustrated on the following page. They are clearly abbreviations of instructional or explanatory markings. It has been suggested that these abbreviated handstamps were introduced for specific use on picture postcards, because of the limited space available on the cards. For the markings to be useful, though, they would have to be readily understood. It would appear, therefore, that they were intended for the benefit of Post Office staff, rather than the public.

'M' perhaps stands for 'Missent', although nothing on the card illustrated suggests that this is the correct interpretation. The card was posted at Masterton in 1908 - the date on the c.d.s. is illegible - to Northcote in Auckland, and bears the additional c.d.s. of AUCKLAND 3 JL 08 and NORTHCOTE 3? JL 08. All examples seen of this marking appear to have been applied at Auckland.

The 'N' in 'N.R.' may stand for 'Not'. Could the whole mean 'Not Received'? No such explanatory marking, though, had been used previously in New Zealand. The readdressing of the card by the Post Office from 'Newton, Auckland' to 'C.P.O., Auckland' is clearly significant. The card was posted at Dunedin on 21st or 31st January, 1908.

Both markings have been applied in violet. Examples of these markings are of some rarity.



The Marking 'M'.



The Marking 'N.R.'

YET MORE MUSINGS - A POSTSCRIPT.

L.BESTOW

In 'The Kiwi', Volume 33, page 100, November, 1984, our Member, TOM HETHERINGTON asks about the 1959 commemoration of Bolt's 1919 flight. Illustrated on page 59 is one of a pair of covers bearing examples of the labels he mentions.

The covers are backstamped at Auckland or Dargaville with the pictorial datestamp and are in agreement with the details of the 1919 flight given on page 303 of Volume IV of the Postage Stamps of New Zealand.

Although not clear from the illustration, the covers indicate that the outward flight was made via Cape Rodney, the return being by a more direct route.

GOLD AGAIN - OBLITERATOR 'O OVER 46'

JOHN D. EVANS

Because I ran across this I decided to find out what it was. Temporarily relieved from attendance on some of my wife's relatives - by them I hasten to add - I ventured into a Thames riverside town south of Oxford and at the local stamp shop and with the spirit of the collecting schoolboy in me still, I cast a fly - or should I say an eye - over the dealer's stock. There I found and bought a 6d. Second Sideface Queen Victoria definitive, 7 mm watermark, perf. 12 x 11½, Die 1 of 1888, in drab brown, with the obliterator 'O over 46'. On return home I found that by comparison 'O over 46' within seven horizontal bars has a much smaller 'O' in relation to the size of the figures '46'. The 'O' is small and the figures are relatively large as in 'O over 140' illustrated on page 78 of Volume III of the Postage Stamps of New Zealand, but the 'O' and the '46' are much closer together. 'O over 46' is not illustrated in Volume III of the Postage Stamps of New Zealand. I turned to 'New Zealand Postal Manuscripts', by A.R.Marshall to find that 'O over 46' was used at Beaumont where an office was opened on 24th July, 1865. No manuscript cancellation was known but there is proof of use of the obliterator 'O over 46' on 10th September, 1887, presumably on a stamp of the Second Sideface Queen Victoria definitive issue.

From R.M.Startup's 'New Zealand Post Offices', Beaumont was a gold mining centre 16 kilometers north-west of Lawrence (formerly Tuapeke where gold was first discovered by Gabriel Read in May, 1861) and had the alternative name of Dunkeld - still used on official land surveys with Beaumont in brackets.

In the 1862 gold rush to the Dunstan there were two 'direct' routes over cold, snowy and exposed mountain ridges; one by Outram and the Rock and Pillar Range, and the other by Lawrence and Beaumont over Knobbly Range to Manuherikia Valley. Beaumont was on the coach route to the Dunstan and a stop for change of horses. The settlers built a great bridge over the Molyneux River at Beaumont which was submerged and carried off in the Great Molyneux Flood of 1878.

Beaumont no doubt survived during the period of dredging for gold on the Molyneux River from 1884 to the turn of the century but the office which operated from a general store from 1926 was

closed on 31st August, 1977. Diverting for a sentence, there are mercifully in West Sussex where we live two sub-post offices within general stores and long may they survive. Beaumont post office has apparently been replaced by a rural delivery from Lawrence - 12 miles away - but perhaps this is not surprising as a recent estimate of the population was 160.

From the above, 'O over 46' is bound to be scarce and perhaps I may mention that I have not over thirty years come across it before. There was no example of this obliterator either in the Robson Lowe Postal History Auction of 11th March, 1975, which, however, included 'O over 44' (Ophir) and 'O over 45' (Hindon), or in their much bigger Auction on 6th April, 1982, when 45 examples of 'O over a number' cancellations, including 'O over 44' were offered in Lot 1161 for £450 and realised £520.

Members may have later knowledge of this obliterator 'O over 46' and I am sure our Editor who has kindly given me some of the above historical background would like to hear from any member who has any further information.

NELSON HEALTH CAMP

ALAN MCKELLAR

The Nelson Children's Health Camp Association was formed in 1935, after a report from the then Postmaster to the local Rotary Club that he had received a large sum of money from the 1934 Health Stamp Campaign.

The Association held its first Camp during the summer holidays of 1935 - 1936 at Wakefield School, Nelson. There were 45 children in attendance - 20 boys and 25 girls. For the next two years, the Camp was held at Tahuna School, Nelson, and after that it appears to have been held at the Showgrounds at Richmond, until the Camp was opened in 1941. In 1946 - 1947, no Camp was held due to financial difficulties, and in 1947 - 1948, it was cancelled due to an outbreak of polio-myelitis.

Nelson Camp was seasonal, opening only between January and March of each year. The Nelson Children's Health Camp Association joined with several other Health Camp Associations to form the National Federation of Health Camps. In 1938, the 'trust board' or, to give it its proper name, the Health Camp Fund Board, was formed. Both organisations were amalgamated by Act of Parliament in 1953 to form the Children's Health Camps Board.

Nelson Children's Camp was opened by the then Minister of Health, A.H. Nordmeyer, as a permanent structure, in 1941. The new Camp was only open during the summer holidays and held two courses of 48 children per annum.

Vegetables were supplied by a local farmer, Mr. Shalders, on the same principle as the Turakina Health Camp.

Nelson Children's Camp was one of eight camps which formed the Federation in 1941, the others being Roxburgh, Otaki, Gisborne, Invercargill, Christchurch, Auckland and Whangarei. There were two other Camps associated with the Federation in the early days, one at Hamilton and the other at Timaru, which held a three week course during January each year.

Nelson Camp closed in 1974, and was sold in 1975.