



The Kiwi



The Official Organ of the NEW ZEALAND SOCIETY of GREAT BRITAIN.
ISSN 0964-7821

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VOLUME 44 No. 5

SEPTEMBER 1995

WHOLE 252

THE NEXT MEETING WILL BE HELD ON SATURDAY, 23RD SEPTEMBER, 1995,
AT THE HAYLING ISLAND SCHOOL, CHURCH ROAD, HAYLING ISLAND.

This meeting was announced on page 65 in the last issue of
'The Kiwi'. To repeat the information then given:-

Doors open at 10.00 a.m. and admission costs 50p.

Our meeting is scheduled from 10.30 a.m. to 1.00 p.m.

It is hoped that this meeting will attract support from all
members who live within easy travelling distance from
Hayling Island. A formal display will be arranged if
possible, but we would suggest that members who are
able to attend bring items of interest to show the assembly.

We are looking for substantial support for this meeting to
demonstrate the viability of our Society.

On this page you will see two meetings announced. The Officers of
the Society and the Members of the Committee hope that as many as
possible will be able to attend either or both of these events. That
would demonstrate support for all our activities, which are designed
to benefit all. We look forward to seeing old friends and to making
new ones. Please do make the effort to attend.

THE FOLLOWING MEETING WILL BE HELD ON

SATURDAY, 30TH SEPTEMBER, 1995,

AT THE Y.W.C.A. CENTRAL CLUB, 16 - 22, GREAT RUSSELL STREET,
LONDON, WC1B 3LR, STARTING AT 2.30 P.M.

THE SUBJECT WILL BE KING EDWARD VII AND KING GEORGE V

THE DISPLAY WILL BE GIVEN BY MAJOR HENRY DUMAS

ALL WHO CAN ATTEND WILL BE ASSURED OF A SPLENDID ARRAY OF RARE
IF NOT UNIQUE PHILATELIC MATERIAL

EDITORIAL

From Monday, 2nd October, 1995, the postage rate for a medium standard letter will drop from 45 cents to 40 cents. This is being trumpeted by New Zealand Post Limited as a landmark decision in response to a record profit made in the year 1994/95. A new stamp will be issued showing Mitre Peak, which it seems will herald a new definitive set of pictorial stamps. While everyone is pleased with a reduction in any postage rate, it does call into question the need to raise it from 40 cents in the first place.

New Zealand Post are also claiming to be the first postal administration to reduce the rate of a standard letter. They really ought to study the history of their predecessor, the old Post and Telegraph Department. Back in 1932, they reduced the rate from 2d. to 1d. - a far larger percentage reduction. I wonder if we can expect reductions in other postage charges - we will have to wait and see.

ALLAN P. BERRY

MEMBERSHIP

NEW MEMBERS. We welcome

D.L.Canton, P.O.Box 517, Napier, New Zealand.

Rev. R.H.Gilding, Huntley, Bishopsteighton,

Teignmouth, South Devon.

Librarian, Post Museum, P.O.Box 9, FIN-00011 POSTI, Finland.

DECEASED

J.G.Evans, Little Copse, 8, Holmcroft Gardens,

Findon, Worthing, West Sussex, BN14 0UD

LAPSED

S.D.Crawford, P.O.Box 12121, Thorndon, Wellington, New Zealand.

J.Gartner, P.O.Box 439, Gisborne, Australia 3437.

Mrs. B.J.Gawith, 19, Seddon Street, Timaru,

South Canterbury, New Zealand.

T.Kerzner, 5:605, 19, Lower Villagegate,

Toronto, Ontario, M5P 3L9, Canada.

B.McCarthy, 7389, Cloister Drive, Apt. 3,

Sarasota, FL 34231, United States of America.

Mrs. V.M.Palenski, P.O.Box 1781, Palmerston North, New Zealand.

S.D.Schumann, 2417, Cabrillo Drive,

Hayward, CA 94545, United States of America.

CHANGE OF ADDRESS

Mrs. M.B.Sinclair, 5, Sheridan Crescent, Cambridge, New Zealand.

(previously of Hautapu Road, Hamilton, New Zealand.)

MEETING HELD SATURDAY, 29th JULY, 1995

THE 1920's - LED BY ERNIE LEPPARD

Alan Gardiner, our Chairman, opened the meeting at 2.30 p.m. with 17 present and gave five apologies for absence. He introduced Gerald Elliott from Auckland with his wife Val, and sister-in-law Shirley.

With three showings for the afternoon, Ernie had put up a range of the 1920's, starting with the Victory Issue showing die and plate proofs. Some Penny Dominions followed, with the Plate 12 and Plate 13 plate flaws and different papers, offsets and listed

flaws. The 1923 Map Stamp was shown, including the printing on unsurfaced Cowan paper with blocks showing the buffer bars. The 2/- and 3/- Admirals of 1926 and 1927 came next, with the overprints of the New Zealand Dependencies. A study of the One Penny Field Marshal followed, with the postal stationery of 1927 showing the stop after 'card' in two positions on formats of '4 percent interest' on reverse. Meter marks were then explained, with the change from black to red in 1921. Radio Ham Cards, stamps of the 1926 Dunedin Exhibition preceded the concluding pages, which were the 1920 - 1927 issue of Cook Islands and Dependencies shown with full sheets, die and plate proofs. A brief diversion allowed Ernie to give information about the 1911 New Zealand Arch set in Whitehall which suggested Ward and Lloyd-George came to a decision in 1917 - 1918 for its removal with the possibility of the Portland stone being reused in the construction of the Cenotaph in 1922.

Gerald Elliott provided the second part, showing the early missionary mail, remarking perhaps with tongue in cheek that he had misread the programme as the 1820's. He showed an astounding group of thirty entires from the Wesleyan missions in New Zealand, settled in 1813. There were covers from 1822 to 1832, with missions at Hokianga, Wesleydale and Marsdenvale. The covers provided rate markings and one was identified as being from the SS 'Enterprise', the first ship built in Hokianga Harbour. Many covers had Ship Letter marks put on them in the United Kingdom, examples being from Plymouth, Kingsbridge, Margate, Deal, Portsmouth, Penzance and Liverpool. The contents were from such eminent early Reverends as Samuel Lee, William White, John Hobbs, William Howden, James Wallace and Inspector Joseph Horden. Each letter contained a wealth of early information on social condition in New Zealand in the 1820's, including transport of bricks and brandy and the attacking of the Wesleydale mission in 1827. Separately, Gerald showed a bill of lading for the transport of bricks mentioned in one of the entires, which was lost when the vessel carrying them foundered near Hokianga Harbour.

Back to the more mundane affairs of the 1920s, John Smith showed his King George V stamps, recess and surface prints with many of the scarcer items of imperfs, double perfs, two perf pairs, shades and varieties. Alan Gardiner, with a runner, showed his developing collection of the 1926 Dunedin Exhibition, with plating studies of the ½d. and 1d. values and flaws on the 4d. value, including Dr. Watt's drawing of the 149 variations obtainable. The 1920 airmails of Canterbury Aviations and Walsh & Dexter and the 1928 first Tasman Flight, 15 carried of which 10 were signed, this by Kingsford Smith and C.T.P. Ulm, were also shown. With Alan Baker also showing the 1929 & 1930 Health stamps, the two Alan's embarked on a discussion of the selvedge buffer bars and missing pin varieties to be seen, with the name of the Nurse revealed as Nurse Nellie Burt.

Keith Collins, our Secretary, gave the vote of thanks to all who had shown, with special thanks to our distinguished visitor Gerald Elliott from Auckland, remarking on the outstanding material we had seen this afternoon. The meeting closed at 5.00 p.m.

NEWS RELEASE

NEW ZEALAND POST SALUTES RUGBY LEAGUE PIONEERS

New Zealand Rugby League has a lot to thank George Smith and Albert Baskerville for.

Smith, a member of the original 1905 All Black team that toured Great Britain, witnessed an early game of rugby league and, together with Baskerville, established New Zealand's first rugby league team, the "All Golds", on his return home.

New Zealand Post paid tribute to both men in a stamp issue released on 26th July, 1995. The issue celebrates the centenary of rugby league.

The game was founded in Huddersfield, England, on 29th August, 1895, when 22 rugby union clubs in England's industrial north cut ties with the English Rugby Football Union and formed their own organisation.

This year the Rugby League Centenary World Cup will be held in England and Wales from 7th to 28th October and the milestone will be celebrated during the international tournament. The Kiwis are one of 10 teams that will contest the World Cup.

To commemorate the centenary, New Zealand Post is releasing a special issue of stamps that reflects the history, dynamism and widespread popularity of rugby league.

The stamps are Club Rugby League (45 cents), Mini League (\$1-00), Early Rugby League (\$1-50) and International Rugby League (\$1-80).

It is the Early Rugby League stamp that features the amazing achievements of pioneers, Smith and Baskerville.

In 1907 they formed New Zealand's first rugby league side which included a number of former All Blacks. Without having played a game in New Zealand, the "All Golds" toured Britain and Australia winning the test series against both countries.

The stamp issue also includes two first day covers, a miniature sheet and a booklet of 45 cent stamps depicting the long-standing trans Tasman rivalry between the Kiwis and the Kangaroos.

The stamps, first day covers and miniature sheet were designed by Heather Arnold of Auckland. The sheet stamps and miniature sheet were printed by Jon Enschede of the Netherlands. Booklet stamps were printed by Southern Colour Print, Dunedin.

STAMP HUNTERS CLUB REACHES FIRST GOAL

New Zealand Post Stamp Hunters Club has achieved its first target of 20,000 young subscribers.

The Stamp Hunters Club was launched 12 months ago to encourage a greater number of New Zealand youngsters to take up philately and it set 20,000 members as the goal in its first year.

Last July New Zealand Post's Stamp Business Unit believed the time was right to promote youth philately, to ensure the future of the hobby. Many young people have since learned of the fun they can have collecting stamps. Parents and teachers too appreciate their educational value.

Recent issues have created great interest among children. In July last year, New Zealand Post released its first hologram stamp entitled Man on the Moon and other issues featured Wild Animals, Maori Language and Team New Zealand's victory in the America's cup.

Upcoming issues which should also fascinate children include the Centenary Rugby League on 26th July, 1995, the Farming booklet on 1st September, 1995, and the announcement of our six famous New Zealanders on 4th October, 1995.

Of the 20,000 youngsters who have joined, the majority are in the eight to twelve year age group, however, more than one in five are teenagers.

Stamp Hunters Club Co-ordinator, Suzanne Buchanan, believes that a fascination for philately developed at an early age lasts throughout a collector's lifetime.

Members who join receive a welcome kit which consists of stamps from New Zealand and overseas, a membership card and handbook, a sheet of Stamp Hunters' stickers, a birthday card and present and the bi-monthly newsletter entitled The Stamp Hunter.

The magazine features the Stamps Hunters gang including a dinosaur called Stampa, Scruff the cat and five youngsters called Tony, Lee, Lucy, PJ and Phil (as inately).

Suzanne Buchanan emphasises that stamp collecting is more than a pleasant pastime.

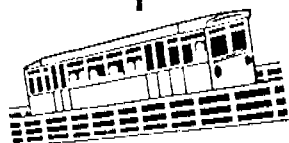
She says stamps are cultural ambassadors for New Zealand and inform every addressee about some aspect of national life.

"Every issue provides an educational opportunity for children," Suzanne Comments. "Philately offers the three F's - fact, fun and friendship."

One month a year is designated Stamp Month and this year a series of philatelic events, planned for October, will centre around the six famous people that New Zealanders voted for earlier this year, to appear on our stamps.

SPECIAL DATESTAMPS

Stampex'95



WELLINGTON N.Z.
1 JULY 1995

Stampex'95



WELLINGTON N.Z.
2 JULY 1995

Two special pictorial date stamps were used to commemorate the Stampex '95 National Philatelic Exhibition, held at Wellington Town Hall on 1st to 2nd July, 1995.

DISPLAYS TO LOCAL SOCIETIES

The Association of British Philatelic Societies are currently compiling their 1996 Yearbook. They have asked if any of our members are willing to give displays to other Societies. Would those of you who are prepared to give displays please send me, as soon as possible, the title or titles of your display or displays, the area to which you would be prepared to travel and what expenses and so on you would require. The dateline for the Association of British Philatelic Societies is very close, so an urgent response is required.

KEITH COLLINS, HON. GENERAL SECRETARY

COMMITTEE MEETING

Will the Officers of the Society and Members of the Committee please note that there will be a Meeting of the Committee following the close of the General Meeting to be held on Saturday, 30th September, 1995. An Agenda will be circulated before the Meeting.

ALAN GARDINER, CHAIRMAN

REGISTERED COVERS TO NEW ZEALAND FROM ITALY

AFTER THE SECOND WORLD WAR

RON INGRAM

A few covers are known which have been sent by Registered Mail from Italy to New Zealand after the end of the Second World War. The Registered Covers were believed to contain money that wounded soldiers were sending back by Registered Mail as a security measure.

These envelopes were sent from New Zealand Army K.W. Post Offices and as these bases were constantly on the move the date of mailing is important, as it is the only means of identifying from where a particular letter was sent. The mail was usually routed through a British Army Post Office.

The cover illustrated at Figure 1 carries a KW5 Registration Label. It was mailed on 27th September, 1945. At that time the Post Office was at Monte de Lago, which was back in the Lake Trasimene area. The mail was routed through the British Army Post Office No. S588 in Foligno. It appears that the 2/6 postage paid was made up 9d. for the air mail fee for the first half ounce, 1/6 for an additional one ounce, and 3d. for the registration fee.

The cover illustrated at Figure 2 is postmarked M.P.O.K.W.10. It bears the KW10 Registration Label, and was posted on 13th October, 1945. At that time, M.P.O.K.W.10 was at the No. 3 General Hospital at Polyclinic, Bari, Italy. It appears that the 4/- postage on this envelope covers 9d. for the air mail fee for the first half ounce, 9d. for each of four additional half ounces, and 3d. for the registration fee.

At the time the New Zealand troops were leaving Italy they were working closely with the American Red Cross, and the envelopes used were supplied by them. Both measure 9.5" x 4.125", and the illustrations have therefore had to be reduced. Both of the envelopes have had additional pieces of paper stuck on the flaps to make them more secure.

The central 1/- stamp on the cover illustrated in Figure 2 appears darker as it has been heavily re-entered.

It should be noted that these letters have been sent by the same person and to the same addressee, although mailed through two different M.P.O.'s. Mr. James Cable, the addressee, was a member of the New Zealand Munitions Command during the Second World War and visited Australia with the New Zealand Minister of Munitions to advise on ship-building and munitions making.

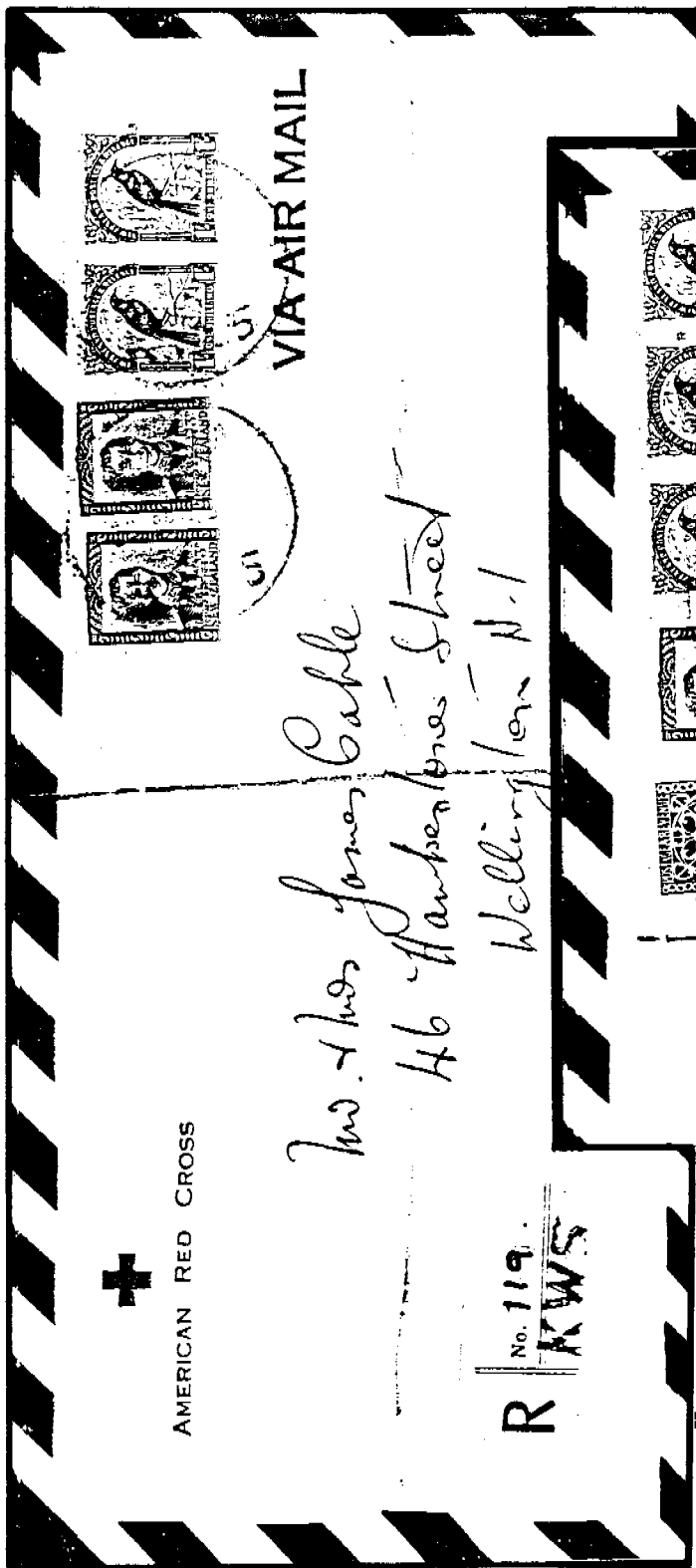


Figure 1



Figure 2

ALLAN MCKELLAR

I have yet again come across this scarce item which has prompted me to write this article. As far as I know, there are only three copies of this docket known. The reproduction of the copies that I have seen are:-

299783

UNPAID POSTAGE DOCKET.

From 28 JUL 1891 *N. CHAMBERS*
to the Postmaster of Cl Church

Collect 2/- on delivery hereof, affix the amount in Postage Stamps on the other side, cancelling them by writing your name across them, and forward this docket to your Head Office.

W
Initials of Postal Officer.

, 18 .

Docket No. 299783 Recorded in the Volume 1 Postage Stamps of New Zealand at pages 492-493.

652632

UNPAID POSTAGE DOCKET.

To the Postmaster at Cl Church

Collect 1/- on delivery hereof, detach docket, on back of which affix the amount in postage stamps, cancel same with your official date stamp, and then forward docket by first mail to your Head Office.

POST OFFICE

Docket No. 652632 Recorded in a Laurie Franks Auction Catalogue, date unrecorded.

370715

UNPAID POSTAGE DOCKET.

From _____
to the Postmaster of Cheriot
Collect 6 on delivery hereof,
affix the amount in Postage Stamps on the
other side, cancelling them by writing your
name across them, and forward this docket
to your Head Office.



Docket No. 370715 Recorded in Sotheby's Auction Catalogue for the sale of the 'Midas' collection, 11th December, 1989.

HISTORY

Before the introduction of postage stamps in 1855, letters sent within the colony could be paid for by the sender or addressee at the normal rate. Overseas mail had to be paid for by the sender.

It is recorded in the New Zealand Post Office Gazette of 6th February, 1862, that a new set of regulations would come into effect from 1st April, 1862. Regulations 39 and 41 concern under paid mail.

Regulation 39

If any letter or packet, liable to more than one rate of postage, and addressed to any place within the colony or to the United Kingdom, shall be pre-paid with at least a single rate, it must be forwarded charged with an amount of postage equal to the deficiency, together with another single rate as a fine. But, if any letter or packet so addressed bears less than the full rate of postage, it shall be retained, and returned to the writer, if known. If the writer be not known, the letter must be at once sent to the Chief Postmaster of the district to be by him opened and returned, where practicable, to the writer, in the same manner and following the same rule as is hereinafter laid down in the case of returned unclaimed letters opened by a Chief Postmaster in Section 56 (sic - actually 57) of these regulations.

Regulation 41

The receiving Postmaster must collect all postage due upon re-direction and insufficiently paid letters and packets, together with any fines that might accrue thereon, and he will

be considered chargeable with the full amount of the same specified in the letter bill.

INTERNAL MAIL

In 1862 it became compulsory to pre-pay all mail by means of the adhesive stamps, first issued in 1855.

From 1st April, 1862, the New Zealand Post Office underwent radical changes. A set of regulations were introduced for the guidance of Postmasters. Regulation 29 is concerned with the prepayment of postage and states:-

Regulation 29

All letters, packets and newspapers, except such as by law are free of postage, must be pre-paid in postage labels.

Note that Regulation 29 made the use of adhesive stamps mandatory as from 1st April, 1862, and also required all mail to be pre-paid.

The postage rates at 1st January, 1859, were:-

2d. per $\frac{1}{2}$ ounce; 4d. per ounce; 4d. for each additional ounce or part ounce.

From 1st January, 1867, a change to the internal mail system introduced a three tier system:-

Class 1 - Town Letters

1d. per $\frac{1}{2}$ ounce; 2d. per ounce, 2d. per additional ounce or part thereof.

Class 2 - Country Letters

2d. per $\frac{1}{2}$ ounce; 4d. per ounce, 4d. per additional ounce or part thereof.

Class 3 - Interprovincial Letters

3d. per $\frac{1}{2}$ ounce; 6d. per ounce, 6d. per additional ounce or part thereof.

August, 1870, saw an alteration to the internal postal rates. This amendment was the withdrawal of the Interprovincial Class, which was incorporated with the Country Class, the rates being 1d. per $\frac{1}{2}$ ounce for Town Letters and 2d. per $\frac{1}{2}$ ounce for Country Letters, these rates being listed on 1st August, 1870, and 1st January, 1874.

As from 1st April, 1862, internal mail was treated as mail for the United Kingdom so far as deficient postage was concerned. A correspondence had to be pre-paid by a single rate and any deficient postage was added plus a fine of a single rate.

So if a letter weighing one ounce was posted at the $\frac{1}{2}$ ounce rate it could continue to its destination, but would be charged for the $\frac{1}{2}$ ounce which it was short plus a fine of the $\frac{1}{2}$ ounce rate.

Totally unpaid letters were a different story altogether. These letters were detained and came under Regulations 31 and 153 gazetted on 20th June, 1867, to take effect from 17th July, 1867.

Regulation 31

If a letter be posted wholly unpaid, or if the postage stamps

affixed to it be less than a single rate of postage, the letter must be detained and dealt with according to Rule 153. If a letter liable to more than one rate of postage, and addressed to any place within the colony, or the United Kingdom, the colonies of Victoria, South Australia, and Western Australia, be pre-paid with one rate at least, the letter must be forwarded charged with the deficiency, and an amount equal to one rate as a fine; but a letter addressed to any other colony or foreign country, if not fully pre-paid, must be detained and dealt with according to rule 153.

Regulation 153

A letter which may be detained for postage (Rule 31) must have its address exhibited for seven days in some conspicuous part of the office. If not claimed at the end of such a period, the Chief Postmaster must send a notice in the proper form to the addressee. if the addressee be to a place within the Colony. Should the letter be unclaimed at the end of one month from the date of the notice, the Chief Postmaster shall open the letter and send a notice to the writer, if in the Colony, of the detention of the letter and its contents, if any; and should it remain unclaimed at the end of one month from the date of the last notice, the letter and its contents, if any, must be sent to the Dead Letter Office. If the detained letter be addressed to a place beyond the Colony, the Chief Postmaster will, if the letter remain unclaimed after the address has been exhibited for seven days, open the letter and send notice to the writer, if within the Colony, of the detention of the letter and its contents, if any; and should it not be claimed within one month of the date of the notice, the letter and its contents, if any, must be sent to the Dead Letter Office. A postmaster is not permitted to delegate the duty of opening such letters to a clerk or assistant, but must perform the duty.

These two regulations gave the Chief Postmasters a lot of extra work. For letters written and sent within the Colony there was a hold of the letter for approximately ten weeks before the letter was forwarded to the Dead Letter Office. If the letter was addressed outside the Colony the delay was five to six weeks. If an Office received an under-paid letter the Postmaster was charged the deficiency, which he had to claim from the recipient or from the Chief Post Office if unclaimed.

This was a very voluminous method of accounting and took up a lot of time and Postmasters experienced delay in receiving their dues.

In 1876, an amendment to the Regulations was published and Postmasters were instructed that:-

Unpaid postage (i.e. cash due to the despatching office) must be remitted by the Receiving Postmaster to the Despatching Postmaster at the same time that the Letter Bill is returned. The Despatching Postmaster on receipt of the Letter Bill, should transfer the several entries and the surcharges made by him to the Return Letter Bill for the Chief Office and forward the local Letter Bill as the voucher.

In 1877, further amendment to the regulations enabled the Receiving Postmaster to pay the Despatching Postmaster with adhesive stamps instead of cash.

DOCKETS SYSTEM

In the Annual Report of the Postmaster General for 1878, it was stated that:-

The collection of what is termed 'unpaid postages', together with the preparation of the necessary accounts, has always been a matter of perplexity to the Department. A system recently adopted admits to these postages being collected by the agency of 'unpaid dockets', which has this two-fold advantage: it ensures an almost absolute check against fraud and enables the Department to abolish the lengthy postage accounts, which means a saving of considerable importance.

The dockets system was introduced on 1st April, 1878, and was used until the issue of postage due adhesives on 1st December, 1899. The docket was a two tier system. Both parts of the docket were filled in with the Receiving Office's name and the amount due with the Despatch Officer's initials. The docket proper was attached to the letter which was short paid or under-paid and sent to the Receiving Office. The advice note was sent to the Accounts Department at the Chief Post Office, Wellington. When the Receiving Postmaster had collected the amount due he put stamps to the value of the amount due on the back of the docket, signed his name across the stamps and sent it off to Wellington.

It is interesting to note that ordinary postage stamps were used on the returned docket. In a manner of speaking, this could well be New Zealand's first postage due stamps. They would still have to be attached to the docket to be authenticated as during this period many small post offices in New Zealand used manuscript cancellation on the letter mail posted from them. These dockets are extremely scarce so the chances of finding a docket with the stamps on them must come under the term rare.

It had come to the notice of the powers that be that some postmasters were not using the right colour of pencil/pen to mark up postage due items.

Prior to compulsory pre-payment of postage, letters paid for by the writer had to be marked up in red and unpaid letters in black. On 27th November, 1879, all postmasters were advised that:-

It is observed great diversity at present exists in the manner of marking surcharges upon irregularly posted or insufficiently pre-paid correspondence, blue and red pencils, and, in many cases ink pencils being used.

As it is desirable that uniformity should be observed in the mode of taxing letters, postmasters are directed that, for the future, a surcharge must be either impressed with the tax stamps, or, when written, with black ink.

This direction must be understood as applying also to the preparation of unpaid postage dockets.

As can be seen by this instruction, some postmasters were using which ever pen/pencil was on hand.

I have very little information about the first two dockets

recorded at the beginning. The third one was offered in the 'Midas' collection and the description of the Lot was as follows:-

Postage Due 1888 Unpaid Postage Docket. 1888 August 3 large oblong cover from abroad to Christchurch re-addressed to Cheviot, endorsed 'Via San Francisco', manuscript '6', Wellington squared circle datestamp of 3rd August, the upper right corner of the cover which bore adhesives has been torn away; accompanying the cover is the exceptionally rare UNPAID POSTAGE DOCKET addressed to the Postmaster at Cheviot instructing him to collect 6d. postage due, postmarked and signed at Christchurch. These dockets were in two parts, the 'docket proper' was forwarded to the G.P.O. Accountant in Wellington, the advice portion was affixed to the cover and later sent on to Wellington when the postage due had been collected and the correct stamps affixed to indicate that it had been done. This is believed to be the only example of the advice docket in private hands.

As can be seen, it is not the only example but possibly the only item complete with the under-paid correspondence. It would appear that this letter was not claimed as the docket is still attached to it.

RAILWAY TELEGRAPH OFFICES

R.M.STARTUP

The completion of the main trunk telegraph network and development of branch lines paralleled the growth in railway line construction in the 1870's. The Telegraph Department - T.D. - network was close to the routes being followed by the provincial railways and, for the operation of train services, the Railways found it practical to use the T.D. lines. This saw the officered railway stations - i.e., in charge of a Stationmaster - linked by using the T.D. system. At this time the only salaried officer at most stations was the Stationmaster who thus had to learn morse-telegraphy as well as his other duties. He probably had the help of a local lad as messenger and assistant, while provincial capital stations, such as Napier, would have had two or three clerks versed in telegraphy.

In the financial depression of 1880-1882 Government restructuring saw the Telegraph department combined with the Post Office to form the Post and Telegraph Department. At this time most country telegraphists were also the local staff postmasters but restructuring also saw Stationmasters being given Post and Telegraph Department tasks with the telegraphist being withdrawn. The consequence of all this, for postal historians, is that by the late 1880's there were four types of railway telegraph offices possible.

- (a) Restricted to railway telegram traffic ONLY, but using postal-type datestamps to date messages. Spit Railway and Napier Railway are two examples.
- (b) Railway station telegraph office, but open to the public for the despatch of Post and Telegraph Department telegrams, such as Farndon.

- (c) Combined Post and Telegraph Department / Railway Station, where the Stationmaster was also telegraphist for public work and the Postmaster. Hastings and Kopua come to mind.
- (d) Post and Telegraph Department Office in the railway station building under the control of a Post and Telegraph Postmaster, with railway telegram traffic handled or left to the railway staff. Feilding and Marton Junction are two examples.

This situation changed with the growth in the telephone network in the 1890's and 1900's, when prestigious post office buildings incorporating telephone exchanges were built away from the railway. The 1900's to 1910's also saw the Railways establishing their own telephone network handling traffic directly between stations.

NEW ZEALAND TROOPSHIPS TO THE MIDDLE EAST 1914-16

JOHN FIREBRACE

Twenty-four Troopships were employed carrying the Main Body of the New Zealand Expeditionary Force and subsequent reinforcements to Egypt from the beginning of the War to April, 1916, when the New Zealand Division sailed for France and the destination of most of the subsequent troopships was changed to Europe. These events have been well documented.

What has so far not been explored is the subsequent career and fate of these twenty-four ships; this is their story.

Although working in the Southern Hemisphere all twenty-four ships were built in the British Isles. Fourteen were built on the Clyde - five by W.Denny & Bros. - including 'Maunganui', 'Tahiti' and 'Willochra' at Glasgow; five were built in Belfast, four in Newcastle and one in Dundee. The oldest ships built in the previous century were 'Limerick', 'Mokoia' and 'Warrimoo' and the newest, less than three years old when war broke out, were 'Hawkes Bay', 'Verdala' and 'Willochra'.

'Athenic' and 'Waimana' were over 10,000 g.r.t., while 'Mokoia', 'Navua' and 'Warrimoo' were under 4,000 g.r.t. The most used ships 'Maunganui', 'Tahiti' and 'Willochra' were the fastest ships with speeds of 16 - 17 knots, whilst the slowest were 'Knight Templar', 'Star of India' and 'Verdala', credited with speeds of 11 knots only.

The Union Steam Ship Company of New Zealand owned half the fleet, the other half being with nine other owners. Ten ships had Maori names: 'Waihora', 'Waimana', 'Waitemata' and 'Waitomo' are all names related to water and 'Maunganui' is a large mountain. 'Ruapehu' is a crater and 'Mokoia' means tattoos. 'Warrimoo' and 'Willochra' on the other hand are Australian aboriginal place names.

After their Middle East trooping missions had been completed, some of the ships had further first hand experience of the war which was to prove fatal for five ships. In November, 1916, 'Verdala' was fired at by a submarine off Ushant and 'Hawkes Bay' was renamed 'Port Napier'. In May, 1917, 'Limerick' was sunk by a torpedo off the Bishop Rock with the loss of eight lives and in November 'Aparima' was torpedoed and sunk in the English Channel with the loss of fifty-seven officer cadets. 'Dalmore' changed her

name to 'Waitotara' and was burnt.

In January, 1918, 'Knight of the Garter' was attacked by a submarine in the Mediterranean and in February attacked in the English Channel, but in both cases escaped without damage. In April, 'Knight Templar' was torpedoed south-west of the Scillies, but was towed into port, and in May 'Warrimoo', having been sold to a foreign buyer in Singapore, was sunk in collision with her destroyer escort off Tunis. Finally, in July, 'Waitemata' was sunk by a submarine in the Mediterranean without loss of life.

BETWEEN THE WARS

Between 1919 and 1934, the fleet was further diminished by the loss of eleven ships. 'Willochra' was sunk in collision near the Ambrose Light Vessel after having changed her name to 'Fort Victoria' in 1919. 'Tahiti' foundered 450 miles off Rarotonga in 1930 and in the same year 'Knight of the Garter' was wrecked as 'Hofplein'. The remaining eight were all broken up: 'Navua' was sold to Egypt in 1926, renamed 'Roda' and broken up in 1932. 'Orari' was sold to breakers the following year and in 1928 'Mokoia' was dismantled at Port Chalmers. Also in 1928 'Ruapehu' was sold to Italy for the same fate and in 1933 'Waitomo' was sold to China, renamed 'Meishan' and then broken up. The following year 'Tofua' and 'Ulimaroa' were both sold to Japan to be broken up and the last was 'Star of India' broken up after changing her name to 'Port Piree'. Five more ships changed their names during this period: 'Waimana' was renamed 'Herminius' in 1926 but reverted to her original name six years later and in 1927 'Waihora' was sold to Japan and became 'Tairgu Maru'. In 1928 'Arawa' was sold to German owners, renamed 'Koenigstein' in 1933 and became 'Gandia' in 1938. Finally, in 1927, 'Knight Templar' was sold to Norway and renamed 'Orwell', 'Athenic' following her the next year, renamed 'Palagos' and both vessels were employed in the whale oil industry.

WORLD WAR II TO 1962.

Eight ships are known to have survived into the Second World War and four of them were lost. Of most interest is 'Waimana', which was converted in 1939 to resemble the battleship HMS 'Resolution', but in 1941 became 'Empire Waimana' - a refrigerated cargo ship. The four casualties had all changed their names: 'Arawa', now 'Gandia' was sunk in 1942; 'Hawkes Bay', later 'Port Napier', was lost as 'Mar Bianco' in 1944 and in the same year 'Verdala', later 'Mongolian Prince', was lost as 'Maycrest'. Finally, 'Waihora' was lost as 'Tairgu Maru'.

Four ships survived the perils of both world wars. 'Waimana' reverted to her original name on being purchased by Shaw, Savill in 1946 and she was broken up at Milford Haven six years later.

In 1954, 'Knight Templar', now 'Orwell', was sold for scrapping at Hamburg. 'Maunganui', discussed at the beginning of this article and the best known of the fleet, had been sold to Panama in 1947, renamed 'Cyrenia', to be broken up at Savona in 1956 after forty-five years of service.

Finally, 'Athenic', built by Harland and Wolff and now named 'Palagos', left Norway for ship-breakers in Hamburg in 1962 after over sixty years at sea. 'Maunganui' and 'Athenic' were the two

largest ships in the fleet and their names with others are a lasting memorial to British ship-building.

Editors Note - This article was a small part of a much larger postal history article published in 'Postscript', the journal of the Society of Postal Historians, Volume 44, number 4, April, 1995. Due acknowledgement is given to Mrs. Sue Hopson, Editor of 'Postscript'.

COURIERPOST

COLIN CAPILL

This article on the CourierPost service continues on from the previous articles published in 'The Kiwi', Volume 40, page 103, November, 1991; Volume 41, page 71, July, 1992 and Volume 43, page 32, March, 1994. There were significant changes to the service on 1st November, 1994, and this article summarises those changes.

It became apparent during 1993 that due to changes in customer requirements the CourierPost service and the parcels service operated by Speedlink became more similar. New Zealand Post therefore decided in early 1994 to integrate the Speedlink service into CourierPost and to extend the range of CourierPost services. After months of planning these changes came into effect on 1st November, 1994.

During October letters were sent to Speedlink customers advising them of the replacement of the Speedlink service by CourierPost. These letters listed the benefits of the CourierPost service but did not mention the increased costs customers would have to pay - from 25% to 400% depending on the weight and distance sent. Customers were also advised that the Speedlink parcel tickets would be invalid from 1st November, 1994, but any on hand could be exchanged for the equivalent CourierPost ones.

On 1st November, 1994, New Zealand Post's courier business in Auckland, which had operated under the name "Streetfax" was renamed "CourierPost Urgent" and amalgamated with CourierPost operations. This was apparently a major exercise in itself. This name change brought it into line with New Zealand Post's similar operations in Wellington and Christchurch.

The range of CourierPost services was modified and from 1st November, 1994, the previous CourierPost service was renamed COURIERPOST OVERNIGHT and two new services, COURIERPOST NEXT DAY and COURIERPOST ECONOMY were introduced. As mentioned above, the COURIERPOST URGENT remained available in Auckland, Wellington and Christchurch.

Figure 1 on page 97 shows pairs of the of the three parcel tickets while Figure 2 on page 98 shows the parcel identification labels. All are self-adhesive. Figure 3 on page 99 is the cover from a book of parcel tickets.

In conjunction with the introduction of these changes the cost of CourierPost envelopes and parcel tickets were also increased. The following chart gives the retail prices (Post Shop prices) applying before and after 1st November, 1994. Commercial customers can get discounts through bulk purchases. In addition, the SIGNATURE REQUIRED service remained available at \$1-70.

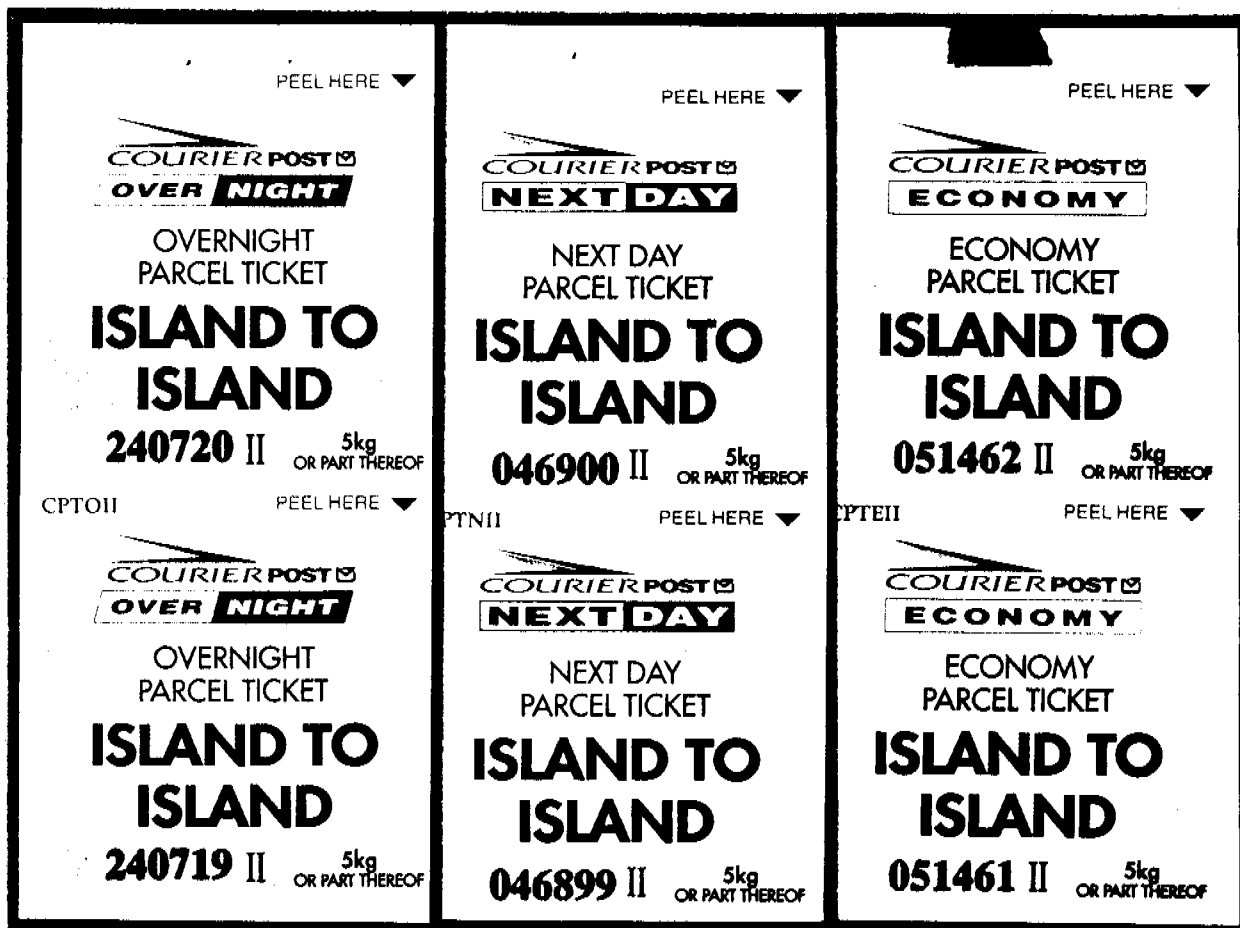


Figure 1

ENVELOPES

Before 1/11/94

After 1/11/94

A5	\$ 3-95
A4	\$ 5-50
Foolscap	\$ 7-05
Line Flow	\$11-95

\$ 4-50
\$ 5-75
\$ 7-05
\$11-95

PARCEL TICKETS

Local Up to 25Kg.	\$ 4-65
Local Towns Up to 25Kg.	\$ 5-20
One Sector For 15Kg.	\$ 6-35
Two + Sectors For each 5Kg.	\$ 9-90
Island to Island For each 5Kg.	\$19-70

Overnight	\$ 4-95
Next Day*	\$ 3-65
Overnight	\$ 5-35
Next Day*	\$ 4-10
Overnight	\$ 6-45
Next Day	\$ 5-40
Overnight	\$ 9-90
Next Day	\$ 7-80
Overnight	\$19-70
Next Day	\$16-25
Economy	\$12-50

* This applies to parcels weighing up to 35Kg.



Figure 2

The range of services offered by New Zealand Post is now:-

COURIERPOST URGENT

This is a 24 hour, 7 days a week, collection/delivery service for businesses in Auckland, Wellington and Christchurch. This service guarantees an on-time delivery of within 60 minutes within the metropolitan boundaries, or the customers' money is refunded. Super urgent services of 15 minutes and 30 minutes is also available for urgent deliveries.

This service also includes a NEXT FLIGHT INTERCITY service to major centres throughout New Zealand. A guaranteed 4 hour DESK TO DESK service is also available between Auckland and Wellington.

These services, although previously provided by New Zealand Post in Wellington and Christchurch and by Streetfax in Auckland, were refined and promoted more vigorously to businesses to counter competition by other courier companies.

To improve the efficiency of service a CALL/RECEIPT number system was also introduced. When a business phones CourierPost Urgent for an enquiry or to have goods despatched, they only need to quote their account number instead of having to give their name and address.

This service is only promoted to businesses. One common MANIFEST label - Figure 4 shown on page 99 - is used for all items with the

fee payable being recorded on the Manifest sheet. Accounts are payable monthly. Items sent by this service were charged a standard fee per item sent within each metropolitan area.



Figure 3

The image shows a form for 'COURIERPOST URGENT'. At the top, it says 'Customer manifest No 707742' and 'PEEL LABEL HERE' with a small arrow pointing to a 'PEEL HERE' label. Below this is the 'COURIERPOST URGENT' logo with a stylized wing. Underneath the logo, it says '24 HOURS 7 DAYS 0800-501-502' and 'No 707742'. There are fields for 'ACCT: _____ DATE: _____' and 'TO/FROM: _____' followed by three blank lines. Below these is a field for 'PRICE/EXCESS: _____'. At the bottom, there is a box for 'DELIVERY SIGNATURE No 707742' and a table with three columns: 'TIME', 'JOB', and 'COURIER'.

Figure 4

From April, 1995, a new fee structure was introduced. The Auckland metropolitan area was divided into 24 sectors and Wellington and Christchurch each into 16. The cost charged was \$4-50 per item for each sector traversed.

This service is for letters, documents and parcels up to 25Kg.

COURIERPOST OVERNIGHT

As earlier stated this is the name now given to the previous CourierPost service.

As the name implies, this is a guaranteed overnight service with delivery by 10.00 a.m. the next working day or the customer's money is refunded. Saturday deliveries can be effected if specified. Delivery to some rural addresses and remote areas may take longer.

All the CourierPost envelopes bought from New Zealand Post are sent by this service. The parcel sector tickets previously sold automatically apply to this new service.

This service is for letters, documents and parcels up to 25Kg.

COURIERPOST NEXT DAY

This is a new service for parcels which do not require the urgency of delivery that the OVERNIGHT service offers. This service has a "delivery target" of 2.00 p.m. the next working day to business addresses in the major centres with a "guaranteed delivery" of 5.00 p.m. or the customer's money is refunded, and two to three working days to rural addresses and remote areas.

Parcels weighing up to 35Kg. can be sent by this service.

COURIERPOST ECONOMY

This is an inter-island service for parcels which do not require urgent delivery. To business addresses it has a "delivery target" of 2.00 p.m. two working days after pick-up with "guaranteed delivery" by 5.00 p.m. three working days after pick-up or the customer's money is refunded. Delivery to rural addresses may take an additional day.

Parcels weighing up to 35Kg. can be sent.

COURIERPOST INTERNATIONAL

There were no changes made to the International service on 1st November, 1994. This service remains available to over 110 countries for letters, documents and parcels weighing up to 20Kg., although a lower maximum weight applies to some countries.

The Track and Trace system is automatically used for all articles except for those being sent by CourierPost Urgent. Barcoded Track and Trace labels were produced for Prepaid Parcels, Manifested Parcels and Interbranch Satchels for each of the Overnight, Next Day and Economy services.

CAVEAT LECTOR - INSTALMENT SEVEN - PART EIGHT

ALAN GARDINER

Albert Holden was born in 1888 at Coppers Gully, near Clyde. Holden was educated at Clyde School and played in his local football team. He also served in the Clyde Volunteers. Like so many of his contemporaries, he was attracted to gold dredging, which was booming at the turn of the century. He accepted a post in the Philippines and was actively engaged in dredging at the outbreak of the first world war. Travelling to Hong Kong, he enlisted in the Imperial Forces - the Yorkshire Regiment - but was later accepted for training as a pilot in the Royal Flying Corps. Serving as a Second Lieutenant with 23 Squadron on the Western Front, he was flying FE2B A5443 when shot down in air combat on 11th March, 1917, and taken prisoner. The fate of his observer, Air Mechanic Second Class A.G.Walker, is not known. Repatriated on 1st January, 1919, he returned to New Zealand and established himself in business in Auckland. However, the revival of gold dredging on the West Coast of the South Island saw him, once again, engaged in these operations and based in Westport. Here he became an active member of the Committees of the Returned Servicemen's Association and the Ex-Prisoners of War Association. It was in Westport that a much-respected Albert Holden died on 22nd January, 1959.

ANNUAL SOCIETY AUCTION

This will be held on Kiwi Day, Saturday, 25th November, 1995. Members who wish to place items in the Auction should note the following instructions:-

1. A list of your Lots, typewritten or in block letters please, should be prepared, giving a brief description of each Lot - e.g. U.M. = Unmounted Mint; F.U. = Fine Used, etc.
2. State your realistic estimate of the market value and reserve for each Lot. This is a must. If you have no reserve, please say so. Estimates for Lots should not be below £4-00.
3. All Lots must be mounted on card ready for display. A space about one inch square should be left at the bottom right hand corner for the insertion of the lot number.
4. Lots may be sent to the Auctioneer with your list, but in any case must be in my hands prior to the Auction. The Auctioneer will acknowledge receipt of lists and Lots. Lots handed in on the day of the Auction must have their Lot numbers clearly shown.
5. The Auctioneer is:-
L.Giles, 66, Bower Mount Road, Maidstone, Kent, ME16 8AT
Lists must reach the Auctioneer by Saturday, 30th September, 1995, so that the Catalogue can be printed in time for distribution with the November issue of 'The Kiwi'.
6. Commission is 10% of sales, and all postage, poundage, insurance, etc. is payable by the vendor. There is a lotting fee of 20p per Lot. Lots which comprise books, periodicals, boxes of stamps and other bulky items cannot be accepted unless the vendor undertakes to deliver and collect from the auction room, or, if sold, to deliver to the purchaser direct.

An analysis of previous Auctions suggests that modern Lots, such as First Day Covers, unless unusual, have a poor rate of sale and would be better disposed of through the Society's Exchange Packet.

APPEAL

Each year it has been the practice of many generous members to offer items, both philatelic and general, to be auctioned on behalf of Society's funds. This is much appreciated. Do please see what you have surplus to your requirements. No matter what it is, we will be delighted to receive it, preferably by 30th September, 1995, so that it can appear in the catalogue, otherwise at any time up to 2.00 p.m. on Kiwi Day.

Do remember to bring your catalogue to the auction. Copies available in the room will cost £1-00.
