



THE KIWI



THE JOURNAL OF THE NEW ZEALAND SOCIETY OF GREAT BRITAIN

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WHOLE NUMBER 282

THE NEXT MEETING WILL BE HELD AT THE CHESTER MOAT HOUSE HOTEL
BETWEEN SEPTEMBER 22ND AND SEPTEMBER 24TH.

MEET AT 6 P.M.

FOR DETAILS SEE PAGE 98

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The Society is affiliated to: The Association of British Philatelic Societies, The New Zealand Philatelic Federation and the Midland Federation

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SOCIETY NEWS:

MEMBERSHIP:

NEW MEMBERS:

We welcome:

B.R. Alexandre, Christchurch, New Zealand
B.J. Calvert, Dunstable
D. Edwards, Edinburgh
P.M. Knauf, New South Wales, Australia
S.J. Kundin, Columbia, Maryland, USA
F. Matheson, Reading
D.J. Patterson, Washington State, USA
Post Museum, Finland
S.D. Schumann, California, USA
G.G. Spence, Wiltshire
T. Ward, New South Wales, Australia

LAPSED

W. Carson, NZ

RESIGNED

R. Shewring

"Chester 2000"

Philatelic Weekend - September 22nd - 24th 2000

The idea of a philatelic weekend is not a new one and the possibility of the New Zealand Society holding such an event has certainly been considered in the past but this is the closest that we have ever got to actually holding one. We are nearly there!

I must admit to mixed feelings as our weekend approaches. An inevitable feeling of apprehension (this is the first one for me as attendee let alone organiser). Have I forgotten something (probably), will everyone turn up (I hope so), will I have time to enjoy myself? (I shall certainly try!).

Location

The Moat House Hotel, Chester, has been used by other Societies and the facilities are excellent. I was surprised how difficult it was to find a hotel with adequate accommodation

together with suitable meeting facilities (size and decent lighting). A map of the location is shown with this note.

The hotel is a short walk from the city centre with its fine shops and historic attractions so, hopefully, there is something for all those less interested in our philatelic programme. For the more active, the hotel's leisure facilities are available to those staying at the hotel.

The Philatelic Programme

Jos Gregson will be trying to tempt you with items from his stock during the weekend but there is also a varied display programme that will suit most tastes. Something for everyone?

Friday evening will open with a brief session where as many folk as possible will bring a couple of sheets of material, recent acquisitions, curios, queries etc. Anything - it is up to you.

Saturday morning :Don Scregg has agreed to show his Christchurch Exhibition material followed by a display by members of the Northern Group.

Saturday afternoon : we will have the Annual Society Auction followed by a display, led by Derek Diamond, of Proofs and Essays. Bring along anything of interest.

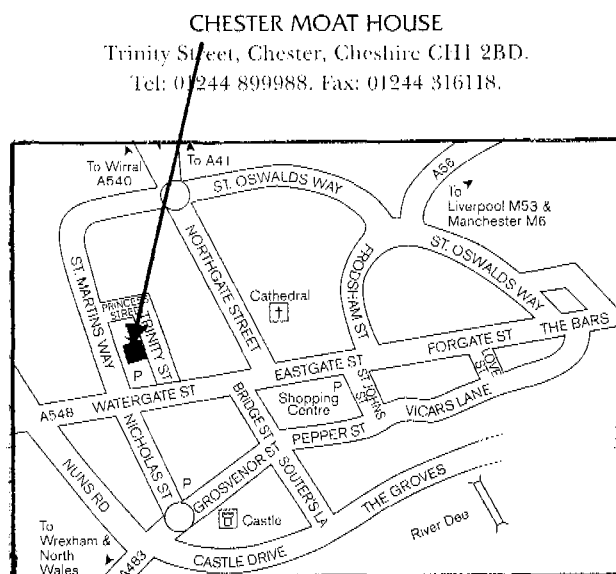
Sunday morning : John Woolfe has agreed to lead a session on Routes and Rates. Again, bring any items of interest for display or discussion.

The Social Programme

I hope that the weekend will be as much a social success as a philatelic one. There will be plenty of opportunity to meet fellow members, starting with a welcome reception on the Friday evening (6 pm), hosted, most generously, by Jos and Jenny Gregson. All are welcome.

We are holding a dinner on the Saturday evening and I am pleased to report that there has been an excellent response from members and their partners.

We will hold a raffle during the Dinner and there is an excellent selection of prizes to be won courtesy of a number of generous individuals both in New Zealand and the UK. Anybody who wishes to contribute further prizes please bring them along or send them to me.



ROAD: M6 Jct 16 to A500 to A51 or M56 Jct 15 to M53 Jct 12 to A56.

RAIL: Chester Station 1 mile.

Last Chance

It is still not too late to join us. Contact Paul Wreglesworth (☎ 01625 420694) for details.

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Meet Warwick Paterson at the Chester Convention
or write to: P O Box 5555, Auckland, New Zealand
and ask about our monthly Newsletter – now in its
51st year of continuous publication.

NEXT MEETING OF THE MIDLAND GROUP

The next meeting of the Midland Group will be held at the Carrs Lane Church Centre on October 14th, 2000 starting at 2 p.m. Lewis Giles will display New Zealand Airmails. For details, contact Bernard Symonds ☎ 01962 813985

NEXT MEETING OF THE SCOTTISH GROUP

The next meeting of the Scottish Group will be held at Gatehouse of Fleet on October 14th, 2000 starting at 12.30. Lunch provided. Please bring interesting items. For details, contact Kenneth Andison, ☎ 0141 638 5766.

NOTES OF THE MEETING HELD IN LONDON ON JULY 29TH 2000

Lew Giles opened the meeting with 16 members present. He first showed a gavel presented to the Society by John Smith for the purpose of keeping the rowdier elements in order. He then introduced the speaker for the afternoon: himself, his subject being New Zealand Airmails.

The display was divided into two parts: the internal mails and the external mails.

The story of the internal mails started with the wreck of the Wairarapa on Great Barrier Island in 1894. This drew attention to the isolation of the island and in 1896, experimental flights were made between the Island and Auckland using homing pigeons. The first stamps were issued in 1898 in two rates: 6d. for transmission between the Island and Auckland and 1/- between the Auckland and the Island. The differential was due to the difficulty of training pigeons on the Island. Examples of the stamps mint and used on piece were shown.

Lew showed a copy of probably the first letter carried by air: it was flown by Scotland in 1914 and appears to have been thrown from the aeroplane over Christchurch.

The first official airmail flights commenced in 1919 with the pioneering flights (thanks to Ernie Leppard for his contribution - vide infra). Two flown envelopes were shown and the point made that these covers are rare. The experiment lasted about three months. There was little activity after this until 1930 when the New Zealand Air League sponsored regular Christchurch to Dunedin flights.

During the next few years, a number of small airline clubs flew survey flights. During this period Kingsford-Smith was developing the transport of mail by air between New Zealand and Australia. One flight in November, 1931, was planned by the N.Z. Air League, in conjunction with the Postal department, to pick up mail throughout both islands for despatch to Sydney to connect with a special Australia-England direct air-mail. It was also licensed to collect mail from points en route as internal mail.

In 1931 and 1932, special Christmas Flights were organised: each year, the aim was to publicise Airmail and distinct cachets were provided. There were a large number of legs flown and separate cachets were produced for each one.

An interesting vignette of New Zealand history was provided by a cover flown by Captain T.W. (Tiny) White at the South Island Air Pageant at Invercargill on February 20 1932. When the aeroplanes from the Pageant were returning to Wellington, they were requisitioned by the Post Office to carry emergency mail following damage to the railway bridge at Pareora, just south of Timaru.

Matters were becoming more organised. On New Years Eve, 1934, J.C.Mercer, founder and chief pilot of Air Travel (N.Z.), inaugurated the South Westland air mail and passenger service. This was the first unsubsidised air mail service in New Zealand and one of the first in the world. This service was the only one to run throughout the Second World War and continued until 1947.

On March 16 1936, contracts were awarded to four Airlines to run regular airmail services: Union Airways to provide a service: Palmerston North - Blenheim - Christchurch - Dunedin and return. East Coast Airways: Gisborne - Napier. Cook Strait Airways: Nelson - Wellington - Blenheim - Nelson. Air Travel (N.Z.): South Westland routes.

Each step of the development described above was fully illustrated with maps, covers and original posters. One cover caught the meeting reporters eye: it was a seamaile cover from Bournemouth in the U.K. to New Zealand, it arrived in Wellington and was flown across the Cook Strait as ferry transport had been suspended because it was feared that a Japanese submarine was located in the Strait.

The second part of the afternoon focussed on Overseas Airmails.

The display opened with an example of the 1911 Coronation Air Mail Post, flown from Windsor to London and then forwarded by sea mail to New Zealand. Twenty six covers are known.

From 1929 onwards, the passage of mail was speeded by sending it, at least in part, by airmail. Covers of this period chart the extending reach of the aeroplane.

On July 1, 1930, new Air Mail Regulations, resulting from deliberations at a meeting of the UPU in London in 1929, came into force. The effect was that stamps from the originating country were valid for all UPU member countries. An Airmail cachet should be attached and cancelled when the mail had finished its passage by air.

The next part of the story reflects the ambition of Charles Kingsford Smith and C.P.T. Ulm. Kingsford-Smith and Ulm made their first successful Trans-Tasman flight on September 10/11 1928. No official mail was carried although a cover from his first flight was shown as some letters were carried in pockets. Thereafter, Kingsford Smith made a number of proving flights.

Ulm purchased the aeroplane, Southern Moon, from Australian National Airlines. This was strengthened and became "Faith in Australia". He sought a contract to carry mail and flew a number of publicity flights including a survey of the route between Auckland and Invercargill. His first official flight was in 1934 and a considerable quantity of mail was carried.

Many of the airmail routes were opened by Empire Flying Boats. The trip between the UK and Australia involved about 15 take-offs and landings. Considering that the most hazardous time for a plane is take-off and landing, it is not surprising that a number of crashes were experienced. Examples of mail from three crashes were shown.

The routes taken and charges made are complex: Lew's display explained and illustrated the changes clearly.

The postage rates during the early part of the Second World War are particularly complicated. For example, In early 1940, mail between NZ and the Uk went via the USA and was charged at

6/3 as it had to be re-sorted in the USA and this added 6d to the cost. By October 1940, there was sufficient mail for it to be bagged in NZ and, therefore, the rate was reduced to 5/9.

The display ended with examples of "Jusqu'a" cachets. These were applied to specify the extent of airmail component of the covers journey. Thus "Jusqu'a Auckland to Sydney" (made up) meant that the cover would be carried by airmail to Sydney by airmail and, thereafter, by sea mail.

Each development and its underlying cause was lucidly explained and well illustrated by Lew.

Ernie Leppard added to the afternoon with 16 sheets which included 2 Coronation covers (only 26 known), 2 Pioneer Airmail Covers from the First Flights in December 1919 Auckland to Dargaville and back and a range of Routing cachets. Two covers were shown which caught the eye: first, an envelope with an "OAT" marking from the Second World War. The marking stood for "Onward Air Transmission" and was applied to covers arriving in the U.K. destined for European destinations and ensured that the journey was completed by air. Secondly, an envelope bearing the "AV2" marking: this was applied to covers arriving at the wrong destination. A form, AV2, was completed to allow onward transmission of the item to the correct destination.

A vote of thanks was given by Derek Diamond and the meeting closed at 16.30.

A.F.D.

NOTES OF THE MEETING OF THE NORTHERN REGIONAL GROUP: JUNE 3RD 2000

The meeting opened with 13 members present and apologies from a further 4. The theme of the meeting was Military Mail. The members present contributed a superb range of material.

Starting with the Maori Wars, a wide range of postmarks, including 4 Onehunga, 5 Otahuhu, Drudry, Port Waikato, Queen's Redoubt, Headquarters and Headquarters excised for emergency use in Tauranga. The cancels were shown on stamps and covers. There were also five covers from the Laver correspondence.

We then moved on to the Boer War with Postal Stationary cards showing military scenes. This was followed by the Territorial Camps and an example of the MILITARY CAMP postmark.

The First World War was next and a wide range of material was displayed including Troopship cancels and material from Egypt, Gallipoli, France and England, covers commemorating the Anzacs and a number of postcards.

The Second World War also produced a wealth of material. Included were censored covers, propaganda covers and leaflets, emergency flights and many different postmarks - K.W.s etc.

The meeting showed the extent of this topic as we did not move on from W.W.II.

The meeting closed at 4.30p.m.

ADVANCED NOTICE: The next meeting is on November 11th, 2000 and it is our competition.

J.L.

NOTES OF THE MEETING OF THE SCOTTISH GROUP: JUNE 18TH, 2000

The meeting was held at the home of Mr. and Mrs. D. McGill and our thanks are due for their hospitality.

The theme of the meeting was 10 sheets per member and something recently purchased. Seven members displayed a variety of items.

David McGill displayed various issues from 1978/9 including a booklet with "Marlborough Sounds" missing. Kenneth Anderson followed showing used and officially used sets from 1954.

David Stalker displayed mint Christmas stamps since 1990 and an interesting display of designer errors, for example, incorrect uniforms for the period, wrong types of ships etc.

Alexander McCulloch displayed mint examples of the 1898 issues including a khaki 1½d Boer War and variations of perforations and flaws. Dave Edwards followed on with ½d Mount Cook with examples of progressive wear and flaws.

Bob McSherry showed a range of millennium stamps and covers, hexagonal blocks of post and some censor mail. The last display was by John Studholme of Boer War postcards.

David McGill has completed his year as co-ordinator. The new co-ordinator is Kenneth Andison who may be contacted at 19, Lothian Drive, Clarkston, Glasgow G76 7NA, ☎ 0141 638 5766.

ERRATUM

In the article on the Millennium Mistake in the last issue of *The Kiwi* (1), The illustration in Figure 1 was omitted:



Figure 1.

Reference:

1. Tunnicliffe A. "The Millennium Mistake - The Plot hickens". *The Kiwi* (2000). Vol. 49. No. 4. P. 80

A NOTE FROM THE PACKET SECRETARY

The Packet Secretary is looking for new members of the circulating Packet circuit. At present, about ⅓rd of UK members belong to the circuit. New material is also required as the better the contents, the more members will join.

Would those members who receive the Packet please pay particular attention to the Packet rules, especially the one stipulates telephoning. Please note also that two packets should not be mailed in one envelope.

For further information please contact Bernard Atkinson, 77, Wood Lane, Osterley, Middlesex TW7 5EG. ☎ 0208-560-6119.

EDITORIAL NOTE

Recently a member of the Society resigned. Amongst the reasons that he gave was that *The Kiwi* was too specialised. I must confess that I have much sympathy with him. Unfortunately, I can only publish the material that I am sent.

So, if you have views about the content of the Journal or are, hopefully, willing to contribute, please get in touch. It is important that *The Kiwi*, the Journal of the New Zealand Society of Great Britain, meets the needs of the membership of the Society. My predecessor as Editor, Allan Berry, said that without the Journal the Society would cease to exist.

Initially, I wondered whether this might be a little melodramatic but, as time passes, I am sure that he was right. If the Journal cannot meet the expectations and requirements of the membership, much time is being spent in vain and those giving the time will become discouraged and give up. The Society will then cease to exist.

Please let me know your thoughts or, hopefully, send me your contributions for the Journal: I am happy to work them up for publication with you.

LONDON STAMP SHOW 2000: A PERSONAL IMPRESSION

DEREK DIAMOND

The pre-show publicity had been intense and many of my philatelic friends who were involved as volunteers had spoken of nothing else for many months so I approached Earls Court on the opening morning with high expectations and I have to say that I was not disappointed. Indeed, I knew that it was going to be both fun and informative when, within 5 seconds of arriving, I spotted the bold figure of Allan Berry (together with Liz) sporting a large "Press" badge. Modern Kiwis seem to have lost all the camouflage and retiring habits of the originals!

I filled four days with examining displays and visiting dealers and the impression that remains most strongly with me a month later is the sheer variety of what was on offer. There really must have been something for everyone and, in some cases, the effort and ingenuity involved were truly amazing, none more so than the displays intended to attract the attention of the young collector. I was not the only adult to view these frames so perhaps all stamp collectors are young at heart.

The Championship Class was a real surprise to me - twenty-two exhibits ranging from Gerald Ellotts unbelievably fully researched Maori Wars display to one simply entitled, "The Triangulars", showing Cape of Good Hope 1853-64 in which large multiples on covers abounded! The Grand Prix d'Honneur went to Mr. A. Nyman showing "Finland 1856-85". New Zealand philately was well represented and on more than one occasion, I found myself getting into lengthy discussion with a complete stranger as we both viewed some stunning material.



Robert Samuel at the Society Meeting

I found all the exhibits of New Zealand philately of outstanding interest and there were many items that are unlikely to be seen again in the U.K. for a considerable time. In particular, the displays of Q.V. Postal Fiscals and the Postal History of Otago kept me enthralled and added substantially to my understanding of New Zealand philately. Nor was I expecting quite such contrasts in how the material was displayed and for me, Andrew Dove's wonderful effort to let the stamps speak for themselves produced a modern minimalist masterpiece amid many that were Victorian Gothic! What could be more appropriate for New Zealand's equivalent of the Penny Black? - I thought.

What else? Robert Samuel's talk to the Society was as entertaining as it was erudite, - the production of replica Penny Black stamps by the original method was fascinating to watch, - the items from the Queen's collection deserved more time, - and I will have to find time to follow up some items in the philatelic collections of the British Library. Among dozens of frames by specialist societies in the Association of British Philatelic Societies section were two elegant and highly appropriate single frame displays by our President. Thank you, Ernie!

A concluding story. I arrived at the stand of a well known New Zealand dealer to find a gentleman offering him a complete black proof sheet of the 2d. Chalon. Within seconds, another

person arrived anxious to acquire the sheet. A deal was struck to the satisfaction of all three and at that point, I realised that the item was not the usual Hausberg reprint from Plate 2 but one of the very rare reprints made from Plate 1 at the very end of its life. It was too late to have regrets but it has gone to a good home.

The complete list of New Zealand entries is:

New Zealand Maori Wars 1838 - 1874

New Zealand Classics

New Zealand Dependencies QV Postal Fiscals

New Zealand Full Face Queens

New Zealand - King George V

Postal History of Otago, New Zealand

New Zealand Postal Stationery 1876 - 1936

Gerald James Elliott

Joseph Hackmey

Bruce Edward Ralph Alexandre

Hiroaki Inoue

Andrew Frank Dove

Gregory C. Francis

Stephen D. Schumann

The New Zealand Society of Great Britain Salver for the best New Zealand Display was awarded to Joseph Hackmey.



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New Zealand has long been one of our favourite countries, and you will find an attractive selection of stamps, errors, proofs and covers on our regular illustrated lists (available on request). Alternatively, you can visit our Website.

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For further information, please contact either Mike Harvey or Pauline MacBroom.



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INFORMATION RECEIVED:

NEWS RELEASES

NEW STAMPS REFLECT ON NEW ZEALAND'S BEAUTY

New Zealand's lakes and waterways will be featured in the new stamp issue from New Zealand Post, called "Scenic Reflections", when it goes on sale Friday 7 July.

"Scenic Reflections" is the latest in New Zealand Post's annual series of scenic stamps and follows on from "Scenic Walks" from 1999 and "Scenic Skies" in 1998. Both the 1998 and 1999 scenic issues were voted as favourite issues of the year by collectors of New Zealand Post's stamps in the annual stamp poll.

"The six locations for this issue, three from the North Island and three from the South Island, were chosen for the magnificent reflections seen in their waters, showcasing New Zealand's stunning natural environment", says Wendy Riley, New Zealand Post Stamps Marketing Manager.

The issue features Lake Lyndon (40c), Lake Wakatipu (80c), Mount Ruapehu (\$1.10), Rainbow Mountain Scenic Reserve (\$1.20), Tairua Harbour (\$1.50) and Lake Alexandrina (\$1.80).

The spectacular 1995 eruption of Mount Ruapehu, photographed by Leigh Mitchell-Anyon, is captured in reflection on the lake below while Rainbow Mountain Scenic Reserve overlooks one of Rotorua's geothermal ponds and was photographed by Shaun Bennett.

A dramatic image of Tairua Harbour, on the Coromandel Peninsula, completes the North Island selection and was photographed by Cam Feast, whose work was featured on the \$1.50 stamp from the 1998 "Scenic Skies" issue.

The South Island selection features the tranquillity of Lake Alexandrina, photographed by Warren Jacobs, as well as New Zealand's longest lake, Lake Wakatipu, photographed by Hadden Lowry, which will evoke memories for the many bungy jumpers and jet boat riders who have enjoyed its spectacular location.

The South Island selection is completed by Kelvin McMillan's photograph of Canterbury's Lake Lyndon, a favourite year round spot for ice skaters and water-skiers in winter and trout fishing enthusiasts in summer.

Donna McKenna, from Wellington, designed the "Scenic Reflections" stamp issue and first day cover to showcase this stunning photography of New Zealand's lakes and waterways. The stamps were printed by Southern Colour Print, Dunedin, by offset lithography. Donna's previous stamps for New Zealand Post include "World Wide Fund for Nature" (1993), "Town Icons" (1998) and "Art Deco" (1999).

NEW ZEALAND ISSUES THE QUEEN MOTHER OF ALL STAMPS

New Zealand Post is marking the Queen Mother's 100th birthday on 4 August by issuing a set of three commemorative stamps and related collectibles which will be of special interest to royal enthusiasts, or for senders to use a piece of history on their mail.

"This stamp issue depicts some of the experiences and special aspects of the Queen Mother's 100 years, including visits to New Zealand. Her three visits were all renowned for being both informal and hectic, visiting numerous towns and cities in both islands, and participating in a variety of activities," says Wendy Riley, New Zealand Post Stamps Marketing Manager.

"The series of images featuring on these stamps touches on some of the memories of the Queen Mother specifically for New Zealanders as some of the more traditional things associated with her life to date."

The 40c stamp features Lady Elizabeth Bowes-Lyon aged about seven years (1907) holding a sprig of flowers. This photograph was taken at Glamis Castle, a portion of which appears in the

background. Glamis Castle was the Queen Mother's childhood home and it was there that she learnt to fish, a talent which is depicted on the \$1.10 stamp.

The image of the Queen Mother fishing at Lake Wanaka on the \$1.10 stamp was taken during her 1966 visit to New Zealand. She is regarded as an expert fisher and a serious spot of fishing was included on the itineraries of her visits to New Zealand.

The \$1.80 Stamp features a photograph taken during the Queen Mother's walk on her 97th birthday outside Clarence House, her London Home since 1953. This stamp highlights another of the Queen Mother's interests, horse racing. She has an extensive knowledge of thoroughbred breeding and racing.

The set of three stamps can be purchased individually or collected as a miniature sheet which is linked by a background scene including Glamis Castle, Lake Wanaka and a thoroughbred, and by two symbols of her heritage - the Glamis Rose and the Star of the Order of the Thistle.

"New Zealand Post has specially produced a special book for enthusiasts of this occasion "A Life that spans a Century", filled with memories of the Queen Mother's childhood, reign, achievements, interests and visits to New Zealand. It includes four special collectable items mounted and exclusive to this volume and her story is told through a series of historical accounts, itineraries of her New Zealand visits, with black and white and colour photographs."

The stamps were designed by Communication Arts Design, Wellington and printed by Southern Colour Print, Dunedin, by offset lithography.

RESPONSES TO ARTICLES PREVIOUSLY PUBLISHED:

INFORMATION ABOUT "A NEW FIGURE HANDSTRUCK MARKING" (1)

GERALD ELLOTT

John Woolfe (2) has correctly identified the marking as the normal Handstruck numeral/figure '4' marking, and in this case applied on an incoming letter to indicate postage due. These markings were applied to both incoming mail to New Zealand and on paid and unpaid mail. Payment was not made compulsory until 1st April 1862, when the use of postage stamps was made mandatory.

The Handstruck markings '1', '2' and '4' were supplied to New Zealand by the G.P.O., London, on 31 October 1846 and they were in general use prior to 1 April 1862. The Handstruck '4' is recorded between 1848 and 1859.

New Zealand Incoming mail and Port to Port charges were as follows:

6 September 1843	4d	½ oz
19 December 1848	1d	½ oz
1 April 1851	2d	½ oz

Charges on incoming mail from the U.K. ceased on 27th March 1857 and for Foreign Mail on 1 January 1859.

The Rates from the U.K. to N.Z. at this period were:

- Route 1 - via Southampton - 6d for ½ oz
- Route 2 - via Marseilles - 1/4 for ½ oz
- Route 3 - By Long Sea Route (Cape of Good Hope) - 6d for ½ oz

At the end of 1854, the British Government started chartering private ships to carry troops to the Crimean War, consequently, both P & O and the General Screw Steam Shipping Co. contracts were terminated.

Route 1 - via Southampton was withdrawn on 5 November 1854

Route 2 - via Marseille was withdrawn on 10 November 1854

Consequently, mail was sent by the Long Sea Route (Route 3)

According to one source, the UK - NZ mail at this time was carried by wool boats and small steamers.

A contract with the Black Ball and White Star Line was let to carry the mail twice a month between Liverpool and Melbourne, the time allowed was 65 days. The first sailing was the *Donald Mackay* on 6 June 1855 (Black Ball Line) and the *Ben Nevis* on 20 June 1855 (White Star Line). The Mail carried on this Service received the 'Australian Packet Paid Liverpool' datestamps. Re-establishment of steam communication with Australia took place on 24th February 1857, when the European and Australian Royal Mail *Oneida* left Southampton with the Australian Mail.

Although I cannot be certain because of the poor quality of the photocopy, I do not think that the Embossed Stamp is, in fact, a 6d value making up the sum of 10d (There was no such rate at this date). I believe that it is either 10d value or 1/- vale, and if it was the latter it would be consistent with the rate of 1/4 (Route 2 via Marseilles).

When the letter was received in New Zealand it arrived at Wellington, and was then forwarded to Nelson (2d due on arrival at the Port of Wellington and an extra 2d for the Port to Port charge, Wellington to Nelson). The figure '4' was struck in black at Nelson indicating 4d to be paid by the recipient.

As John Woolfe mentioned, the GPO London seldom made mistakes! The change of route and rate was probably unknown to the sender at the time of posting on the 28 November 1854.

Further Reading:

Gerald J. Elliott

NZ Postal Routes and Rates Pre-1874 (3 Volumes)

John White (Ed)

The Postal History of New South Wales 1788/1901

Jane and Michael Moubray

British Letter Mail to Overseas Destinations 1840-1875

References:

1. Leppard E "A New Figure Handstruck Marking". *The Kiwi* (2000). Vol. 49. No. 3. P.59
2. Woolfe AJ "Discussion of "A New Handstruck Marking". *The Kiwi* (2000). Vol. 49. No. 4. P.83

THE MILLENNIUM STAGECOACH

ALLAN BERRY

Readers may recall the experiment by Waikato Mail Centre on the 15th November, 1999 which resulted in the production of a cancellation reading:

"CARRIED BY THE MILLENNIUM STAGE COACH HAMILTON-RAGLAN 1999-2000>>>>>

NEW ZEALAND POST WAIKATO MSC 5PM 15 NOV 1999>>>>>>>L1>>>>>>>>

that was reported in the January issue of *The Kiwi* (1).

At the time, it was believed that this was a made up text however, it appears that a stage coach did run between Hamilton and Raglan as suggested on the slogan but New Zealand Post states that the coach did not carry mail that was specially cancelled.

It seems a strange coincidence that the slogan was made up using these words when there was no intention to cancel mail. There is also the interesting question of whether any New Zealand mail was carried and, if not, whether other mail carriers made use of the run.

Reference:

1. Startup RM "A Fascinating Ink-Jet Error". *The Kiwi*. (2000). Vol. 49 No. 1. P.19.

THOUGHTS ON THE POSTCARD ILLUSTRATED IN "TO RUSSIA WITH LOVE??"

NORMAN BANFIELD

I was interested to hear about this card and I was moved to speculate on the route it might have taken from New Zealand to St. Petersburg.

1. The time taken is 37 days.

2. In my view, there are three geographical possibilities:

a) Wellington → Sydney → Port Said → Alexandria → Odessa → Moscow → St. Petersburg

b) Wellington → Sydney → Japan → Vladivostok → Chinese Eastern Railway (opened February 1902) → Irkutsk → Moscow → St. Petersburg

c) Wellington → Sydney → N. Europe (perhaps Bremerhaven) → St. Petersburg

3. Of these, I prefer (a).

4. Turning to the transit time:

a) I have seen a 1901 postcard from Alexandria to Helsinki with a transit time of 9 days. The Russian Company for Steamshipping and Trade (R.O.P.i.T.) had a weekly Odessa- Alexandria express line: Odessa → Constantinople → Smyrna → Piraeus → Alexandria and back, using just two ships - they must have been fast for their time. An 1899 German publication "Schedule of Mail Steamship Lines for World Postal Services" contains timetables and comparison shows 1-2 days Odessa → Constantinople and 4 days Constantinople → Alexandria. Say a total of 6 days for this section of the journey.

b) The German shipping line Norddeutscher Lloyd took 36 days Port Said → Sydney but it was only 25 days Port Said → Fremantle with a further 11 days Fremantle → Adelaide (1 day in port) → Melbourne (2 days in port) → Sydney. Unfortunately, I do not know if they went direct from Sydney or perhaps Sydney → Fremantle → Colombo → Aden → Port Said. They also served Brisbane so it might have been Sydney → Brisbane → home. if direct, the timing seems possible with good connections.

c) P & O took 32 days Port Said → Sydney but, again, I do not know the return route/times.

d) The Orient Line took 30 days Port Said → Sydney.

5. Considering possibility 2b: the Kobe → Sydney route took 30 days so, if one adds the rail section Vladivostok → Moscow, the transit time would have significantly exceeded 37 days.

6. Considering possibility 2c: San Francisco → Auckland took 20 days so, presumably, the return route took the same time. The fastest Bremerhaven → New York run was 8 days. This makes a total of 28 days + say 1 day Pahiatua → Auckland = 29 days. This leaves 8 days to travel San Francisco → New York (could this be done in 4 days?) and Bremerhaven → St. Petersburg by rail 3 days.

7. Overall, I still think the best bet is Wellington → Sydney (5 days), Sydney → Port Said (?? days), Alexandria → Odessa (6 days) then rail Odessa → St. Petersburg. This still seems to take 40 days rather than 37.

Reference:

1. Carter A "To Russia with love??" *The Kiwi*. (2000). Vol. 49. No. 3. Pp. 66-68.

FURTHER DETAILS OF ENZED STAMP COMPANY POSTCARDS.

WARWICK DELAMORE, from Auckland City Stamps, writes that further to Keith Collins article in the last *Kiwi* (1), he can report a further design of card (Figure 1). The picture of the Maori King is printed in brown. The card is used on 1 OC 37 in Papanui, a suburb of Christchurch.

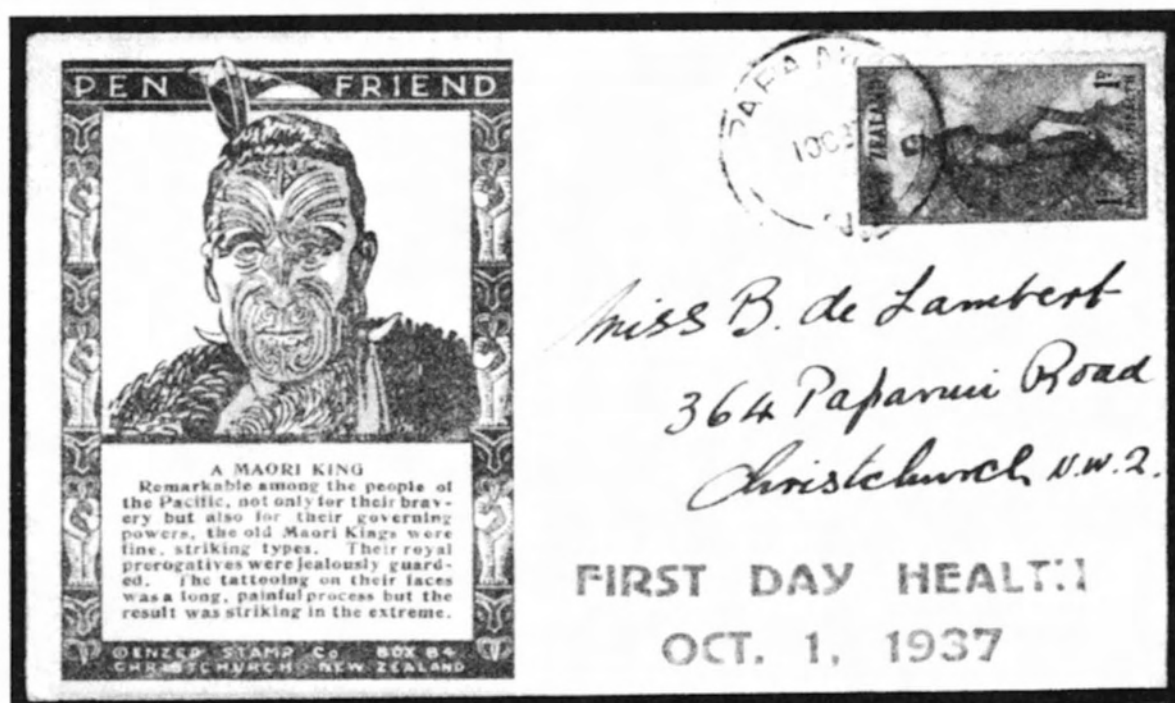


Figure 1

ALAN BAKER writes: I was interested to read about the Enzed covers (1), I have an example of the Kiwi card illustrated in Keith's original article. It is used as a First Day cover for the 1937 Health Stamp issue and is postmarked Hokitika and addressed to an address in Hokitika, confirming Keith's supposition that they were more widely available than just the Christchurch area.

Reference:

1. Collins K., "Enzed Stamp Company Christchurch". *The Kiwi*. (2000). Vol. 49. No. 4 P.94.

AIR SERVICE INTERRUPTED

HARRY FOX writes: I have been interested in the articles concerning the "AIR SERVICE INTERRUPTED" cachet (1,2). I have an example in my collection which is postmarked NELSON 20 SP 37 and addressed to St. Aubin in Jersey in the Channel Islands. The cachet appears to be like illustrated by Allan Berry (2). The cover has been the subject of an enquiry by a previous owner to the New Zealand Airmail Society. He received a reply from James Stapleton, sometime President of the Society. The reply, in part, says:

"Your enquiry has been passed on to me and I am pleased to shed a little light on your problem.

Firstly the AIR SERVICE INTERRUPTED cachet was one used by the Post Offices at Nelson and Wellington in the late 1936 to 1938 period. The coloured inks used differ from post office and occasion use probably depending on the ink pad available at the time. As you will note, the postage, 2½d, is insufficient for external airmail to the U.K.

The cover would have been carried by Cook Strait Airways Ltd. using Dragon Rapide aircraft and the weather in the Cook Strait was sometimes affected by very turbulent conditions causing some disruption to services. This cover has been backstamped at Wellington where the mail was re-sorted and the cachet would most probably have

been applied there. Comparatively small mail were flown from these smaller cities and covers existing now would be in rather small numbers."

ROBIN M. STARTUP writes: this particular example of this marking was held in the mailroom at the Westport Chief Post Office amongst the standard range of rubber stamps. Westport is a small isolated provincial town whose air service over the years was provided by light or small aircraft - in today's terms by 12 seat "feeder" aircraft connecting with trunk air services at Nelson. The light aircraft could not cope as easily with poor weather as could larger aircraft and, as we have seen from the covers evidenced, from time to time, airmails could not be despatched as scheduled. This marking would then be applied to explain the delay in reaching the "outside" world, and would have been used on mail addressed both within and beyond New Zealand.



Figure 1

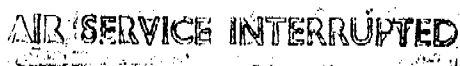


Figure 2

Figure 1 and Figure 2 show impressions of postal markings held in the mailroom on 21 September 1972, and on 18 August 1976. As can be seen, the earlier marking has been replaced by 1976. The replacement stamp was probably held until 1988 when the airmail service was replaced by Fastpost, although I have not heard of any usage after 1976.

References:

1. Stonehouse B. "Air Service Interrupted Marking" *The Kiwi* (2000). Vol. 49. No.3. P.62.
2. Berry AP, Gwynn R, Shand M. "Air Service Interrupted" *The Kiwi* (2000). Vol. 49. No.4. Pp82-3.

ORIGINAL CONTRIBUTIONS:

NEW ZEALAND HERITAGE STAMPS

DR. DAVID STALKER

Set 1 - The Land

Issued October 5th 1988

In 1838, the New Zealand Colonisation Company was formed and, despite fluctuating fortunes, despatched 57 ships containing 8,6000 emigrants in the short space of four years. The Company was dissolved in 1856. As part of the Company's staffing, artist surveyors were included to help plan new settlements in the Colony. Some of these artists were capable topographical artists whose work was to be both of a utilitarian and propagandist value to the Company. From the paintings that they made, we have a valuable record of the country and its people and features as they were in the mid nineteenth century.

First on the scene were the **Romantic Realists** such as John Gully and William Fox.

John Gully (1819 - 1888) was described by the New Zealand Herald in 1926 as the "greatest landscape painter of this country, as was Turner of Europe". John Gully had arrived in New Zealand in 1851, settling first in New Plymouth before moving to Nelson in 1860. His speciality was water-colour landscapes of mountains and lakes. Often his concern was with the elemental forces of nature on a grand scale. Gully was a landscape painter, not a sketcher of topographical views a transcriber of fact. Gully remains a popular painter to this day.

John Gully's work is represented in the 40c value of the stamp issue by his painting of "Lake Pukaki" painted in 1862 (Figure 1). Lake Pukaki is located just south of the Mount Cook National Park.

Sir William Fox (1812 - 1893) was closely associated with the New Zealand Company and, although not a surveyor, undertook journeys of exploration designed to discover suitable land for settler development. Arriving in Wellington in 1842, he became editor of *The New Zealand*

Gazette and Britannia Spectator. In 1843, he explored the Wairarapa and soon afterwards was appointed Resident Agent for the New Zealand Company in Nelson. In 1846, he extended his explorations extended to the area surrounding Lakes Rotoiti and Rotorua.

His watercolours were regarded by some of his contemporaries as being coarse in colour. His best achievements in this medium are notable for their tonal and poetic qualities.

Sir William's work is represented in the 60c value of the issue by his painting "On the Grass Plain below Lake Arthur" painted in 1846 (Figure 2).



Figure 1



Figure 2

Next came the Surveying and Exploring Artists: amongst this group, J.B.C.Hoyte and Charles Heaphy were prominent.

John Barr Clarke Hoyte (1835 -1913), worked as a school art teacher and travelled widely in search of landscape subjects for his watercolours. Soon his tranquil views of Auckland became well known. It seems that wherever Hoyte settled he was involved in the work of organising exhibitions and Art Societies.

The first exhibition of the Societies of Artists held in 1871 was a huge success. A reviewer writing in the Daily Southern Cross wrote of Hoyte's paintings "They are masterful, truthful views of a beautiful country and are treated in the most artistic manner. The colour is full and pure, and is based upon sound principles of perspective. In due course, Hoyte moved to Sydney where he spent the remainder of his career churning out views of tourist spots and copies of his most celebrated works.

Hoyte's work is represented in the set by the 70c value which shows a "View of Auckland" painted in 1873.



Figure 3



Figure 4

Charles Heaphy (1822(?) - 1881) painted most of his best watercolours within a few years of his arrival in New Zealand in 1839. Later on, his exceptional creative energies diverted him into various forms of public service. Heaphy allowed the factual appearance of the New Zealand landscape to influence the manner in which he portrayed the scene. Viewing "Mount Egmont from the South", we can feel the young artist's awed reaction on beholding the towering volcanic cone. He boldly exaggerated the soaring profile and placed the peak centrally in his composition. The painting is a synthesis of topographical drawing and poetic imagery, similar to Japanese woodcuts.

Sir Charles Heaphy was an interesting individual as he was the first person serving with the New Zealand Military Forces to be awarded the Victoria Cross. The citation for his award was published in the London Gazette of January 1st, 1867 (1) and read:

“Charles Heaphy, Major, Auckland Militia. For his gallant conduct at the skirmish on the banks of the Mangapiko River, in New Zealand on 11th February 1864, in assisting a wounded soldier of the 40th Regiment, who had fallen into a hollow among the thickest of the fallen Maoris. Whilst doing so, he became a target for a volley at a few feet distant. Five balls pierced his clothes and cap, and he was wounded in three places. Although hurt, he continued to aid the wounded until the end of the day. Major Heaphy was at the time in charge of a party of soldiers of the 40th and 50th Regts., under the orders of Lieutenant-Colonel Sir Henry Marshman Havelock, Bart., C.B., V.C., the senior officer on the spot, who had moved rapidly down to the place where the troops were hotly engaged and pressed”.

“Mount Egmont from the South” was painted in November, 1839 and is shown on the 80c value of the issue.

Following came the **Settler Artists** such as the Reverend John Kinder and Charles Barraud.

The **Reverend John Kinder** (1819 - 1903) was ordained as a priest in 1849. He had readily accepted an invitation to become headmaster of Auckland Grammar school from Bishop Selwyn as he was unhappy about the reactionary state of the Church of England. A keen watercolourist and photographer, Kinder carried his sketchbook on his many journeys by foot and horse, making many pencil drawings of topographical features in the landscape. Very little of New Zealand's landscape comes through in his work, indeed he emphasised the lyrical and rhythmical characteristics of the land, especially in the coastal regions of the North Island.

His work “Anakiwa” is depicted on the \$1.05 stamp in the set. Anakiwa is a small tourist resort at the head of Queen Charlotte Sound, about 15 miles from Picton.



Figure 5



Figure 6

Emigrating to New Zealand in 1849, **Charles Decimus Barraud** (1822 - 1897) spent the next 26 years sketching and recording his impressions of the picturesque and beautiful scenery, being especially fond of the atmospheric effects of late afternoons. He painted portraits of a number of notable Maori Chiefs. Amongst other scenes depicted in his paintings were the Pink and White Terraces in Rotorua that were destroyed in the eruption of Mount Tarawera in 1886.

Barraud enthusiastically supported the foundation of the New Zealand Academy of Fine Arts in 1869 and served as its first President. He held this office until his death in 1897.

Please Note: all illustrations are enlarged by 25%.

Reference:

1. Ed. Sir O'Moore Creagh and E.M.Humphris "The Victoria Cross, 1856 - 1920". Pub. J.B. Hayward & Son, The Old Rectory, Polstead, Suffolk. (1985).

NEW ZEALAND PIONEER AIRMAILS: 1919-1922 (Part 1)

E.W.LEPPARD

In 1995, J.M.A.Gregson Ltd. published a catalogue describing the collection of Pioneer New Zealand Airmails collected by Brian Peace. This collection was based on the collection of the late Harry Pettit with selective additions from the Douglas Walker collection. The scarcity of these covers is shown by the fact that the Pettit collection contained 11 Pioneer flights and, the Walker collection, 41 Pioneer flight covers. The only other substantial collection of these flight covers to have been offered in the last 20 years is that of Michael Burberry which contained 24 covers.

Comprehensive details of all Pioneer Flights are contained in Volume 1 of *The Airmail Flights of New Zealand* (1). This, in turn, built on information contained in *"The Air Mails and Pigeon Posts of New Zealand"* (2) which was edited by R.J.G.Collins. However, a number of our members have raised questions about these flights. A search through back numbers of the *Journal of the Royal Philatelic Society of New Zealand* (*The New Zealand Stamp Collectors Journal*) has revealed a series of articles by R.J.G.Collins about the flights (3, 4, 5).

These articles are re-printed in full as they give full details about the service, its development and its termination:

FIRST ARTICLE:

AERIAL MAILS OF NEW ZEALAND

By R. J. G. Collins

Remote as New Zealand is from the centres of civilisation, any means by which the Old World can be brought relatively nearer must naturally create intense interest. And when the war has proved the usefulness of the aeroplane as a means of communication it was generally felt that, before many years had passed, a commercial airway between New Zealand and England would be an accomplished fact.

By his successful attempt to blaze an air trail across the world, the late Sir Ross Smith showed that such a project was practicable, and although nothing material resulted from the amazing exploit of the intrepid pioneer, the recent flight of Captain Cobham over the same course must encourage the serious consideration of another link in the world's airways.

The safe arrival of Captain Cobham in Australia will probably focus the attention of collectors of aerial stamps and covers upon the flights in Australia and in New Zealand and it seems an opportune time to place on record all that can be ascertained concerning the New Zealand flights.

In the compilation of the following article the writer is deeply indebted to Mr. W. Peers of Christchurch, who is well known as an air stamp specialist, and who has kindly allowed me to supplement my own data with information that he had obtained.

Authority for the establishment of air mails in New Zealand was provided by Section 47 of the Appropriation Act, 1918, which amended Section 4 of the Post and Telegraph Act, 1908, to provide that the Postmaster - General could enter into contracts for the conveyance of mails by air as well as other means.

An Air Board was set up to make the necessary arrangements and to control and report upon the various trial flights.

Official references to the establishment and operation of the posts were contained in the Annual Reports of the Postmasters-General. The report dated the 8th September, 1919, stated that :-

"The great possibilities of the aeroplane as a means of rapid communication are not being lost sight of, and the matter of the establishment of mail-services by air is now under consideration."

This was followed in the next report, dated the 12th July, 1920, by the statement that:-

"The conveyance of mails by air marked an important development in mail transit in the Dominion. On the 16th December, 1919, a seaplane carried a quantity of mail-matter from Auckland to Dargaville. The route was via Whangaparaoa, Mullet Point, Pakiri, thence overland above Raupo to Dargaville. The distance covered was approximately 112 miles and the time occupied 1 hour 35 minutes. The return journey was via Poutu, Te Kopuru, Helensville, and Riverhead. The distance covered was approximately eighty-six miles and the time occupied 1 hour 23 minutes. The flight was made primarily to demonstrate the practicability of the seaplane for mail carrying purposes. It was carried out by the company of Walsh Bros. and Dexter, proprietors of the New Zealand Flying School at Auckland. In January, 1920, an agreement was made with Messrs. Walsh Bros. and Dexter for a series of experimental flights for the carriage of mails between Auckland and Dargaville, Auckland and Whangarei, and Auckland and Thames. Subsequently, it was arranged for mail to be forwarded by seaplane from Auckland the Opoiki, Tauranga, and Whatakane. The services were successfully performed and enabled the Department to obtain valuable information for use in connection with consideration of the question of establishing permanent services for the conveyance of mails by air."

A paragraph in the report of the 4th October, 1921, gave the information that:

"The department during the year continued to utilize aircraft for the carriage of mails. Between April and July, 1920, mails were carried by seaplane between Auckland, Raglan and Kawhia: Auckland, Russell, Whangaroa, Mangonui, and Whangape.

In June, 1920, an aeroplane carried mails from Gisborne to Tokomaru Bay and from Gisborne to Napier.

On the 19th, October, 1920, Captain Russell took mails by aeroplane from Wanganui to Napier and Hastings.

In December, 1920, Government approved of the recommendation of the Air Board that aerial mail-services between Auckland and Whangarei, and between Christchurch and Timaru via Ashburton, be established by way of trial. The Christchurch-Timaru service, a daily one, was inaugurated on the 31st January, 1921, to run for a period not exceeding three months. For the flight from Christchurch to Ashburton forty minutes was allowed, and for the flight from Ashburton to Timaru the same time. The service was not used for mail-matter to any appreciable extent, but the objects of the Air Board were attained.

The seaplane service between Auckland and Whangarei has not yet been established but arrangements for its commencement are now well advanced."

Finally, the report of the 4th July, 1922 advised that:-

The trial aerial mail-service established by the Air Board on the 31st January, 1921, between Christchurch and Timaru was terminated on the 7th April, 1921, on Government giving the contractors one week's notice in accordance with the contract.

The seaplane service between Auckland and Whangarei was commenced on the 9th May, 1921. It was terminated on the 30th July in the same manner as the Christchurch-Timaru service.

A proposal to establish about September, 1921, a trial service between Christchurch and Blenheim was abandoned.

The procedure adopted for the various flights differed according to whether an aeroplane or a seaplane was used, but in either instance the pilot for each flight before being entrusted with the conveyance of a mail, had to be sworn in as a postal officer and the flights were, to this extent, under official surveillance.

The procedure, where the mail was carried by seaplane, has been described by the Postal Department as follows:-

"Special arrangements had to be made to meet the aircraft at the waterfront at each port. Weather telegrams were necessary in connection with the services and daily weather reports were received from the localities of flight and even while en route the airman received weather reports. The equipment of the contractors did not permit of the carriage of mails irrespective of weather conditions. It was anticipated, however, that with higher-powered machines, regular timetables could be maintained under any but the most adverse weather conditions.

In the case of a mail for delivery at a point en route at which a landing was not to be made, the practice was to spread a white sheet on the ground and to hoist a flag in order to attract the attention

of the pilot. Accurate judgement of distance, however, proved to be difficult; and a mail bag dropped from a machine in flight often came to earth half a mile distant from the point selected as the landing point.

But in no case was a mail lost. The mails were carried between post offices and aerodromes by departmental officers on motor cycles.

Where the mails were carried by aeroplanes no special arrangements - other than for despatch and receipt of the mail bags - were necessary on the part of the Postal department as the planes descended at fixed points on the routes.

Only in certain instances were the flights subsidised by the department and special rates of postage charged, otherwise the letters were carried "Per Complaissance".

The first flight was undertaken on the 16th December, 1919. A Boeing seaplane (fitted with a Hall-Scott engine) from the N.Z. Flying School (Proprietors - Messrs. Walsh Bros. and Dexter Ltd.) left Auckland for Dargaville via Whangaparaoa, Mullet Point, Pakiri and Raupo, with 22lbs of newspapers of letters and 28lbs of newspapers. The mail was delivered at Dargaville and the return trip was made via Poutu, Te Kopuru, Helensville and Riverhead, on the same day, 27lbs of letters and 27lbs of newspapers and packets being received at Auckland.

No extra postage was charged for this flight and no cachet was applied, the envelopes and wrappers being marked "Per Aerial Mail" in manuscript.

As the initial flight proved satisfactory, arrangements were made with the N.Z. Flying School to undertake a series of flights between Auckland and Thames, Auckland and Whangarei, and Auckland and Dargaville. The services were to be performed over each route twice in each third week, i.e., to Thames the first week, to Whangarei the next week, and to Dargaville the third week, but the programme was not adhered to.

On the 24th February, 1920, 9lbs. of letters were taken to Thames and on the same day 9lbs. of letters were brought back from Thames to Auckland. A second flight over the same route was made on the 16th. March, 10lbs. of mail being despatched from Auckland and 230 letters being carried on the return journey.

The flights to Whangarei commenced on 1st. March and between that date and the 16th. April, five flights from Auckland to Whangarei and back were completed. The particulars of the mails carried are as follows :

	Outward	Inward
March 1	240 letters	1742 letters
" 4	810 "	660 "
" 19	1727 "	1170 "
April 14	18lbs. letters	1100 "
" 16	39lbs. letters	1200 "

Then on the 8th March a flight was made from Auckland and Dargaville and back. A second return flight was accomplished on the 11th. March and on the 31st. March, the seaplane again left Auckland and reached Dargaville on that day but the return flight was not made until the 3rd April.

	Outward	Inward
March 8	1113 letters	460 letters
" 11	1035 "	585 "
" 31	859 "	-----
April 3	-----	675 "

The flight to Thames, a distance of 42 miles, was made direct. That to Whangarei, a distance of 95 miles, was made via Whangaparaoa, where a bag of mail was dropped on each flight. The flight to Dargaville, a distance of 90 miles, was via Ruawai, where a bag of mail was dropped. Although

thes flights were arranged by the Postal Department, who paid the contractors a subsidy, no extra postage was charged and no cachet was applied to the envelopes, the inscription "Per Aerial Mail" being again added in manuscript.

(To be continued)

FINDINGS FROM FILES

CHARGE TO NEW ZEALAND GOVERNMENT - PART THREE

ALLAN P. BERRY

This story starts with two certificates written by Officers of the Stamp Section of the Post Office Stores Department. The first is dated 8th August, 1934, and reads:-

New Zealand Revenue or Postage Stamps and Watermarked Paper

"On average I have spent 2 to 3 hours each week since July, 1932, in connexion with the New Zealand Stamp and Paper Contracts or say 1/15 of my time. The sum of £80 may be regarded as a fair equivalent up to the end of July, 1934."

Value of Stamp Contract £2,560

Value of Paper Contract £ 780

£3,340

The next certificate is handwritten, and is dated 11th April, 1935. This reads:-

"I estimate that since I came on to the Stamp Section on the 30th July last I have spent 35 hours on work in connection with New Zealand stamps."

There follows a document, dated 11th April, 1935, set out as follows:-

NEW ZEALAND STAMP PRINTING

AND WATERMARKED PAPER CONTRACTS.

New Zealand Postage Stamps	Printing - Waterlows. (Abortive save so far as 9d. denomination is concerned)
do.	Paper - Wiggins, Teape & Co.
do.	Printing - De la Rue & Co.
New Zealand Health Stamps	Printing - De la Rue & Co.
Western Samoa Stamps	Printing De la Rue & Co.
do.	Paper - Wiggins, Teape & Co.
New Zealand Silver Jubilee stamps	Printing and Paper - Bradbury Wilkinson & Co.
New Zealand Postage (Repeat supply)	Printing - De la Rue & Co.
do.	Paper - Wiggins, Teape & Co.

"In connection with the above mentioned contracts, from July 1932 to date, I have spent approximately 125 hours.

"Mr. ... has already given a statement of the time spent by him.

"A small amount of time has been spent by Mr. ... and perhaps two days of a Shorthand Typist's time has been used.

"Mr. ... of the High Commissioners Office is asking that an account be rendered early in respect of our services." (Initials)

A small note is the next paper on the file. This is dated 20/8/34, well out of sequence, and reads:-

"For New Zealand file. We are under promise to advise a/cs of the cost so that they can add necessary percentages & rope in A.G.D." (Initials)

The next letter is from the Stamp Section to the Accounts Section of the Post Office Stores Department. It is dated 17th April, 1935, and reads:-

NEW ZEALAND STAMP PRINTING
AND WATERMARKED PAPER CONTRACTS.

"The work undertaken by this Department in connection with certain contracts has now been completed and the High Commissioner has requested an account be rendered at an early date. The contracts concerned are as follows:-

New Zealand Postage Stamps	Printing - Waterlows. (Abortive save so far as 9d. denomination is concerned)
do.	Paper - Wiggins, Teape & Co.
do.	Printing - de la Rue & Co.
New Zealand Health Stamps	Printing - de la Rue & Co.
Western Samoa Stamps	Printing - de la Rue & Co.
do.	Paper - Wiggins, Teape & Co.
New Zealand Silver Jubilee stamps	Printing and Paper - Bradbury Wilkinson & Co.
New Zealand Postage (Repeat supply)	Printing - de la Rue & Co.
Wiggins, Teape & Co.	do. Paper -

"The time spent in connection with these contracts from July 1932 to date has been as follows:-

Senior Staff Officer	125	hours.
Staff Officer	285	hours.
Shorthand Typist	2	days.

"The Accounts Section will no doubt render the necessary account, after adding any appropriate percentages, through A.G.D." (Initials)

The final note to this section appears on the same piece of paper as this letter. It is undated, and reads:-

"Ascertained from High Comm's office that the amount claimed from them by the A.G.D. was £250."

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

A LETTER HOME FROM A NEW ZEALAND SOLDIER

ANDREW F. DOVE

For some years, I have been collecting New Zealand Military Postal History from the First World War. I recently acquired an honour envelope containing its original letter. A transcript follows. I am not sure how reassuring his parents would have found the letter.

"21/6/16

Dear Dad and mater,

How are you all now? I am out on rest with the rest of us. Been having a very decent time on the whole. Had one or two shake up's in the trenches but so far our platoon has been very lucky, only one casualty, and that was our sergeant who poked his nose once too often above the parapet. A sniper caught him a graze just above the ear. Another $\frac{1}{4}$ of an inch and he would have snuffed out.

I am writing at one of the clubs. The Y.M.C.A. one. Its jolly decent. Plenty of books and writing material.

I am in a permanent raiding party. We have to make little raids on the Germans for the purpose of getting intelligence as to the no of troops in their trenches and such like & so forth. It will be good sport. We have had a lot of fun with old Fritz. You know that we use periscopes to watch their lines and they do the same. Well when he spots ours he gets behind his snipers plate and has pots at it & we do the same only over the parapet. I have landed two of his & he his our 3 times. We are only about 75 yds apart where we were. One day he was particularly active. I picked up his 'scope thro the glasses and I could see his face reflected in the top mirror of his scope and I watch him. He had a good screw at mine and walked to his snipers plate. I saw him open the loop hole, have a look thro, then he pushed his rifle thro, got his face down to aim and just as he did that I pulled my 'scope down & the shot went over the top. I did this just about all day, and about evening we gave him a slather up. We either smashed his 'scope or went very close to it, but at any rate he shifted it and we used armour piercing bullets on his plate. Any rate he was very careful of the plate next day and hardly fired a shot. He put his scope up tho, & concealed it with grass over the top and all around it. The corporal and I spotted it & he observed while I had a shot. I fired two shots at it and then Fritz pulled it down and waved it backwards and forwards above the trench as a signal for a miss. By jove we did laugh. We have lots of fun picking up their plates, 'scopes and little things like that.

We had a very bad spell of wet weather for our first 7 or 8 days in. It rained just about continuously all the time. If you could have seen us. You wouldn't have known what we were. We had our legs all done up in sandbags to keep the mud off our puttees. The mud was frightful. Just like the ponys yard but thick clay and about 3 or 4 times deeper and stickier. Our boots and clothes were wet and at the time but very few of us suffered any thing by it.

I have been in the best of health all the time. Have not had anything wrong with me except fright when the "sausages" and "mennies" come over. But I am used to them now and we have bets as to where they will land.

The Russians have been doing well haven't they?

Well I will cease now and get off to our bivy.

Good bye and love to all.

Will"

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current catalogues, forthcoming auctions, buying
and selling details, availability of society displays,
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E-mail: stamps@cavendishphilauc.demon.co.uk