



# ***THE KIWI***



**THE JOURNAL OF THE NEW ZEALAND SOCIETY OF GREAT BRITAIN**

**ISSN 0964 7821**

**VOLUME 51, NUMBER 3, MAY 2002**

**WHOLE NUMBER 292**

**THE NEXT MEETING OF THE SOCIETY WILL BE HELD ON JUNE 1st, 2002 STARTING  
AT 14.00 AT THE UNION JACK CLUB, SANDELL STREET**

**THE SUBJECT IS "MY FAVOURITE 12 SHEETS" (See Page 46)**

## **TABLE OF CONTENTS**

Membership	46
Next London Meeting of the Society	46
Next Meeting of the Northern Group	46
Notes of the London Meeting held on April 6, 2002	46
Notes of Northern Group Meeting held Feb. 16, 2002	48
Anniversary Meeting at the Royal	48
Awards to Members (Northpex Medals)	49
Media Releases: (Fungi, Bird Habitat, Architectural Heritage)	50
Special Datestamps (Northpex)	50
Review of Publications Received	52
Developments in New Zealand Postal Services	53
The Laver Correspondence	55
World War I Field Ambulance	56
A Further Example of a Presentation Booklet of Stamps	57
A Further Thought on a Cancellation on a Chalon	57
A Once in a Lifetime Find: A New Manuscript Cancellation	58
The Story behind the Cover: Wellington to London via India	60

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

**Annual Subscription £12.00**

**OFFICERS OF THE NEW ZEALAND SOCIETY OF GREAT BRITAIN**

**Honorary General Secretary:**

Keith C. Collins 13, Briton Crescent,  
Sanderstead, Surrey, CR2 0JN,  
☎ 0208 - 657 - 4566

**Honorary Packet Secretary:**

B. T. Atkinson, 77, Wood Lane,  
Osterley, Middlesex, TW7 5EG  
☎ 0208 - 560 - 6119

**Honorary Treasurer:**

E.W. Leppard, 68, Chestnut Grove,  
Balham, London, SW12 8JJ  
☎ 0208 - 673 - 4710

**Honorary Editor:**

Andrew Dove, 12, Stella Avenue,  
Tollerton, Notts NG12 4EX  
☎ 0115 - 937 - 3762  
e-mail: DDOVEAF@CS.COM

Internet Address: <http://www.cs.stir.ac.uk/~rgc/nzsgb>

**SOCIETY NEWS:**

**MEMBERSHIP:**

**NEW MEMBERS:**

We welcome:

R.J. Bell, Midlothian  
I.C.C. Hannah, Derbyshire

**DECEASED:**

R. Ingram, J.W. Rolph

**RESIGNED:**

S. Kettle, D.L. Canton, H. Smedley

**LAPSED:**

K. Austin, W. Bird, A.S. Craig, W. Carson, A.T. Cook, F.E. Daems, T. Kirkby, G.P. Lewis, J. Long,  
F. Matheson, A.I.C. Naples, D.J. Patterson, R. Rhodes, R. Tromans, R.J. Wooders, G.D. Younger.

**NEXT LONDON MEETING OF THE SOCIETY**

The next meeting of the Society will be a members meeting. Will all those attending bring along their favourite 10 - 15 sheets from their collection. They do not need to be on the same subject. Hopefully, it will be a wide ranging afternoon with lots of interest.

**NEXT MEETING OF THE NORTHERN GROUP**

The next meeting of the Northern Group will be held on 22nd June, 2002, at St. Luke's Church, Orrell, starting at 13.30. The subject is the "1950's". Members are invited to bring along any items associated with the period.

**NOTES OF THE MEETING HELD IN LONDON ON APRIL 6, 2002**

Derek Diamond opened the meeting with 14 members present. Apologies had been received from Margaret Frankcom. Appreciation was expressed for the Anniversary Booklet which had been sent to all members. Derek also commented that the Society display to The Royal Philatelic Society of London had been a great success. He then gave the meeting over to Keith Collins who was to display the Second Pictorials.

Keith started by explaining the genesis of the issue. In 1931, some of the plates used to print the King George V definitive stamps were becoming worn and the decision was made to issue a new set. Because of general dissatisfaction with the 1d Field Marshal and 2/- and 3/- Admiral stamps, a

Board of Adjudication was constituted to run a competition. The guidelines published specified the general content:

*"1. The design of each stamp must include a representation of characteristic, or notable New Zealand scenery or genre, or industrial, agricultural, or pastoral scene; otherwise, the design may be any pattern, provided the words 'New Zealand Postage and Revenue' in Roman characters and the value in words, or in Arabic figures, or in figures and words, are plainly shown."*

When the competition closed, more than 1,500 entries had been received. Designs were selected and forwarded to the New Zealand High Commissioner in London with instructions that proofs must be approved by the Post and Telegraph Department in Wellington. The initial proofs were produced in Photogravure by Waterlow & Sons except for the 9d which was unsuitable for this method of production and was produced by the lithographic offset method.

After viewing the proofs, the Board of Adjudication decided that:

1. The 9d should be produced by the lithographic offset process by Waterlow & Son.
2. The production by the photogravure process should be abandoned and the other values be printed from line engraved plates.
3. The selected design for the 1/- (*a sheep drover with his dog and flock*) was unsuitable for reproduction by line engraving and that a design portraying a Tui should be substituted.

These recommendations were accepted and the contract for the 9d awarded to Waterlow & Son and for the other values to De La Rue & Co. The engravers produced Dies and these were received in New Zealand in January 1934. Although there some variation from the original designs, to save further delay they were approved. The new set was placed on sale on May 1 1935. It remained current until it was demonetised in 1951.

Keith's display was divided into two parts. The first started with sheets showing essays from the competition and proofs. A number of Postal Stationery with the new design were also produced and these were shown with a variety of advertisements on the reverse.

The remainder of the display was divided into years with full illustrations of the variations of paper, watermark and perforations in each.

Of especial interest was the war period as several of the De La Rue printing works were destroyed by enemy action. Consequently, the printing and production was shared out between De La Rue, Waterlows and Harrisons giving rise to a number of variations of the perforations (these will be the subject of an article in a future issue of *The Kiwi*). Also applied during this period were the 'shift markings' which appear in the top margin of sheets of the 4d & 8d and the side selvages of sheets of the 5d & 6d. There was some debate about the reason for these marks which were thought to have been applied to allow identification of the shift during which a particular plate was in use.

The first stamps with Official overprint were issued in 1936. The format of the overprint changed from previous issues as the word Official appeared in italics with only the initial letter capitalised.

It is impossible to give a full description of a display with this quantity of content. Suffice it to say that it provided an excellent example of a specialised study with essays, proofs, variations, varieties, postal Stationery, postal use, counter coils (very rare), and fiscal use. Many questions were raised and interesting discussions held.

Ernie Leppard showed some essays by Archer from the competition.

Lew Giles gave a vote of thanks and the meeting closed at 16.00.



## **NOTES OF THE MEETING OF THE NORTHERN GROUP HELD 16 FEBRUARY 2002**

Twelve members were present at the meeting and apologies were received from two more. We welcomed two new members of the Society, Brian Bretherick and Graham Chadwick. The afternoon was devoted to members displays and, as always, the displays were interesting and varied.

Jack Lindley showed a selection of Chalon stamps including reproductions, shades and postmarks. Harold Howard showed a selection of laminated sheets from Post Offices advertising new issues, Adson's and Health miniature sheets on cover.

Geoff Wragg showed King George V postal stationery envelopes and a nice illustrated cover showing a cover. Next Brian Stonehouse displayed a selection of internal and external airmails.

Graham Chadwick illustrated the postal history of Campbell Island with the four different types of postmark. Walter Williams showed 1d Universals and 1d Dominions, Brian Cartmill as election of covers bearing King George V stamps and Mike Hanson a selection of covers with King George VI Official stamps. The last display was by Paul Wreglesworth of 1960 coil stamps with black and red numbers and end papers.

There was agreement that this had been a most enjoyable session and the meeting closed at 16.30.

## **ANNIVERSARY MEETING AT THE ROYAL**

**DEREK DIAMOND**

I feel sure that it is no exaggeration to say that the 21st March 2002 was a very important day in the life of the New Zealand Society of Great Britain. It was also, of course, a day of great fun and considerable excitement for those who participated. The element of importance derives from the impact made by the quite remarkable quality of the display of 624 sheets at the home of what is clearly the national headquarters of philately in Great Britain - despite its tradition of calling itself the Royal Philatelic Society of London.

Our President, who with great determination and very considerable persistence was entirely responsible for creating the opportunity, masterminded the arrangements for the display. Everyone who was fortunate enough to be able to view it must have been struck, as I was, by the extraordinary depth and breadth of the material on show. To see what must be the great majority of British members' treasures in one room all at the same time created a display that was rightly rewarded by over a hundred visitors.

A brief description of the contents of the display has already appeared in *The Kiwi* (1) and will not be repeated here save to note that all 13 members displaying wanted more frames and this takes no account of several topics of New Zealand philately that were not represented - for example, Life Insurance, Postage Dues, Coils, Dependencies, external airmails, fiscals, etc. etc.

Mr. Gavin Fryer, President of the RPSL, congratulated the Society on its fine display and in noting some of his favourite sheets clearly showed he had viewed the material on display with enthusiasm. He presented our President with a 'plaquette' suitably inscribed to commemorate this event in our fiftieth year.

At five o'clock, a glass or two of New Zealand wine was provided by the New Zealand Society of Great Britain for all those present. Amongst the animated conversations going on all around I overheard a Fellow of the Royal say how greatly he had enjoyed viewing because it was obvious that "there was lots of love on display". Very true.

Reference:

1. "Notes of London Meeting held Jan.26th, 2002". *The Kiwi* (2002). Vol.51. No.2 Pp.27-28

\*\*\*\*\*

The following is the text of a letter from the President of the RPSL, Gavin Fryer to Ernie Leppard after the display.

"Dear Ernie,

I am writing to say how much Fellows and Members enjoyed the 50th Anniversary display presented by the New Zealand Society of Great Britain.

I fully appreciate that to arrange such a display on a selective basis does involve a great amount of work and in turn that meant some choices had to be taken as to what to include and what to leave out. In the event, a great variety of material was shown of which the handout provided at the meeting was a good summary. As I said during the afternoon on 21 March, this reminded many members just how broad is the variety of interest that makes up the philately of New Zealand.

I wish to thank you and the Officers of your Society for making these arrangements and to the Members who contributed to the display, a fine way to mark the Anniversary.

I wish you and your members many years of interest in course of their collecting and I hope the Society will successfully celebrate its centenary in due course. I am writing a similar letter to Derek Diamond.

Yours sincerely, Gavin"

#### AWARDS TO MEMBERS

Congratulations to the following members of the Society who were successful at Northpex 2002:

Grand Award and Large Gold Medal:

Robin Gwynn: Maritime Disaster Mail

Runner up to the Grand Award and Large Gold Medal:

Mike Shand: The Airmails of New Zealand, 1919-1940

Gold Medals:

Gerald Elliott: Royal Navy Mail

Stanley Kundin: The Coil Stamps of New Zealand

Stephen Schumann: New Zealand Postal Stationery, 1876-1936

Don Scregg: The New Zealand International Exhibition of Arts and Industries 1906/7 (and Frank and Shirley Jans Special Award)

John Woolfe: Early New Zealand Mail to or through the UK (and Perfin Society of Australia and New Zealand Special Award)

Large Vermeil:

Gordon Darge: Postal History of New Zealand Forces 1912-1919

Len Jury: New Zealand 1920 Victory Issue

Vermeil:

Len Jury: Taranaki Postmarks

Richard Wooders: The 2d Chalon 1855-1873

Silver:

Brian Vincent: New Zealand Express Delivery

## **INFORMATION RECEIVED:**

### **NEWS RELEASES**

#### **FANTASTIC FUNGI ADORN STAMPS**

**15 February, 2002**

Fungus icicles and sky blue mushrooms are two of the beautiful and exotic collection of native fungi that adorn New Zealand Post's latest stamp issue.

Stamps General Manager Ivor Masters says the 'Native Fungi' stamps, which will be released on Wednesday 6 March, 2002, represent a sample of the thousands of fungus species found in New Zealand.

"Every year New Zealand Post releases a flora and fauna stamp issue and this year we have featured fungi found in New Zealand forests," Mr. Masters said. "The six stamps capture some of the brilliant colours and shapes of our native fungi, which are sometimes described as 'the colourful hippies of the forest'."

Landcare Research mycologist Eric McKenzie, a world expert on fungus stamps, is very impressed with New Zealand Post's Fungi stamp issue and hopes the stamps will raise the profile of fungi.

"Fungi are an essential but often overlooked part of our eco-system," Dr. McKenzie said. "The release of the stamps is timely for fungi enthusiasts as there are many fungus-related activities happening in New Zealand and abroad over the next year, including some international conventions."

"We've called this year the unofficial 'Year of the Fungus' to celebrate these events and undoubtedly these marvellous stamps will help build awareness and interest in fungi."

The fungus varieties on the stamps include the wax gill (*Hygrocybe rubrocarnosa*) 40c; a sky blue mushroom (*Entoloma hochstetteri*) 80c; a flower fungus (*Aseroe rubra*) 90c; fungus icicles (*Hericium coralloides*) \$1.30; a violet pouch fungus (*Thaxterogaster porphyreus*) \$1.50; and a coral fungus (*Ramaria aureorhiza*) \$2.00.

The stamps, first day covers and miniature sheet were designed by DNA Design, Wellington and printed by Southern Colour Print, Dunedin. The photographs were taken by Don Horne Photography, Hamilton.

\*\*\*\*\*

#### **PERSONALITY PLUS GAME BIRD LATEST IN STAMP SERIES**

**2 February, 2002**

New Zealand's native pukeko is the subject of the 2002 New Zealand Game Bird Habitat stamp issued on World Wetlands Day, 2 February 2002.

Fish and Game New Zealand has been running a stamp programme since 1993 and the pukeko stamp is the ninth in the series. Income from the sale of the stamps and related products is used by the New Zealand Game Bird Habitat Trust Board to fund grants for the restoration, development and enhancement of wetland habitats.

In addition to the stamp, the 2002 programme includes a miniature sheet, a six stamp sheetlet and two first day covers.

The pukeko is a large, purplish, wetlands dwelling bird with a reputation as a friendly cheeky bird. It is often nicknamed "Swamp Hen" or "Pook".

The stamp was designed by well-known New Zealand artist, Ronald Cometti. Ronald Cometti has a passionate interest in New Zealand wildlife and natural history. Some of his paintings have featured in "New Zealand Forest and Bird" and "New Zealand Geographic" magazines and are held in many international private collections.



A beautiful limited edition artwork is also available. This portrays a pair of pukeko against a West Coast wetland setting in the South Island of New Zealand. The print run has been limited to 500 prints and includes two 2002 New Zealand game Bird Habitat stamps.

Enquiries about the New Zealand Game Bird Habitat stamp products can be made to New Zealand Post, Stamps Centre, Private Bag 3001, Wanganui, New Zealand.

\*\*\*\*\*

## NEW ZEALAND POST CELEBRATES ARCHITECTURAL HERITAGE

14 March 2002

New Zealand Post is helping preserve the country's architectural heritage by featuring some of New Zealand's most well-known and important buildings in its latest stamp issue.

Stamps General Manager Ivor Masters says New Zealand Post felt it was appropriate to produce the 'Architectural Heritage' stamp issue to commemorate the 150<sup>th</sup> anniversary of the Auckland War Memorial Museum.

"We wanted to highlight the beauty and significance of New Zealand's architecture, while paying tribute to New Zealand's first museum," Mr Masters said. "The six stamps and two commemorative Reserve Bank coins cover a range of architectural styles and periods and capture the spirit of the times in which they were built."

In the year of its 150<sup>th</sup> anniversary, the Auckland War Memorial Museum features on the 40c stamp in its current location, which was opened in 1929. New Zealand's oldest stone building, the Stone Store in Kerikeri, which was constructed in the 1830s is depicted on the 80c stamp.

Christchurch's Arts Centre, on the 90c, was completed in 1877 and originally housed the Canterbury University College. Government Buildings, which features on the \$1.30 stamp, was built in 1876 and is now the Faculty of Law for Victoria University of Wellington.

One of the finest stations from the steam age, the Dunedin Railway Station, which was opened in 1906, is depicted on the \$1.50 stamp. The Southern Hemisphere's tallest tower, Sky Tower in Auckland, which took two years and nine months to build, features on the \$2.00 stamp as well as the \$5.00 coin.

The stamps and first day cover were designed by Mission Hall Design Group, Wellington and printed by Southern Colour Print, Dunedin and will be available from 3 April 2002

---

## SPECIAL DATESTAMP

Three special datestamps were issued to celebrate the 25<sup>th</sup> anniversary of the North Shore Philatelic Society on 5<sup>th</sup>, 6<sup>th</sup> and 7<sup>th</sup> April.



## REVIEW OF PUBLICATIONS RECEIVED

### "Mails by Rail in New Zealand"

#### The Story of the Travelling Post Offices

Authors: Albert B. Johnstone and Robin M. Startup, Edited by Allan P. Berry.

Monograph Handbook 12. ISBN

Pub. The Royal Philatelic Society of New Zealand PO Box 1269, Wellington, New Zealand. Price \$NZ 90.00+\$NZ 35 P&P overseas.

This book has been some time in the making being was considered separately by the late Albert Johnstone and Robin Startup in the late 1980's and completed by Allan Berry's editorial skills from information supplied by Albert before his death in 1995 and Robin who is happily still with us.

It is a lavishly produced and illustrated hardback book of 206 pages. Allan and Robin's efforts serve as a memorial to Albert who was one of the New Zealand Society's long term members.

New Zealand is a long narrow country spread over two islands. The early European settlers clustered around the coast and the early communications were mostly by sea. In the late 1870s, there was a determined attempt to link the coastal towns by rail. With the arrival of the train, there was an ability to move mail quickly and the first railway travelling post offices opened in 1876-78 between Christchurch and Invercargill. The service linked with inter-colonial steamer services allowing overseas mail to be distributed soon after landing. The task of the RTPO Mail Agents was to pick up and sort mail for offloading further down the line.

The earliest RTPOs: Christchurch - Invercargill, Wellington - New Plymouth, Wellington - Napier and Auckland - Thames were attached to 'mail' trains that ran during the day. Attached to the train just behind the locomotive, the postal crew daily faced the thick smoke and cinders that poured back in to their van. In 1909, the Auckland - Wellington Main Trunk RTPO commenced operating but operated at night. The provincial RTPOs were withdrawn during the depression of the early 1930s, the Dunedin-Christchurch service finished in 1942 during the Second World War. The North Island Main Trunk service lasted until 1971.

The book covers all aspects of railway mail delivery in New Zealand from memories of former employees, descriptions of general working practices, separate descriptions of the individual lines where TPO's were used, together with listing and illustrations of all marks with proof dates where known and earliest and latest dates of use. In addition, there are chapters on train accidents, the mail vans etc. together with another on mail exchange between the moving trains, railway station post offices and, finally, a list of sources and references.

As indicated earlier, the book is illustrated with a large number of black and white contemporary photographs, postcards, maps etc. Many of the trains, stations and working practices are illustrated together with copies of letters and postcards showing the handstamps used by the sorters.

I have a number of minor quibbles. The absence of chapter numbers and an index is unusual although, knowing Allan, I am sure there must be good reasons but it does cause problems particularly as one or two chapters seem in a strange order. For example, why does a chapter on the Royal Train of 1934 come between the southern North Island services and those on the Main Trunk from Auckland to Wellington?

I also feel that the maps could have been better copied. Shipping routes seem to have little relevance to a book on Rail Services. Finally, unfortunately, the list of handstamps is not fully comprehensive, for example, I note that the Wairoa rail accident handstamp is not mentioned although the editor, no doubt, has made serious efforts to be as comprehensive as possible.



Clearly, a boundary has been drawn around any topic and the range of material covered is impressive. I wonder, however, whether some other topics might not have been included. I think especially of On Railway Business Only free postage, Railway Meter Marks, Railway Stationery and the attempt by the Railway to issue their own postage stamps in 1906, of which Essays and Proofs are extant.

This volume upholds the high standards of content and publication set by previous RPSNZ publications and is vastly more comprehensive than any other publication available on the subject and should find on the bookshelf of all collectors interested in any aspect of New Zealand TPOs.

\*\*\*\*\*

"The California, New Zealand and Australia Mail Line of Steam Packets 1870-1871".

Author Captain T.G.S. Ward.

Postal History Society of New Zealand Handbook No. 51.

Pub. Postal History Society of New Zealand, P.O.Box 99-673, Newmarket, Auckland, New Zealand. ISBN 0-908 588-61-5. 40 Pages softback. Price NZ\$12.50 + P&P.

With the closure of the Panama, New Zealand and Australia Royal Mail Company service in 1869 and the opening of the trans-continental American railway in the same year, the opportunity arose to open a new and improved route. Three steamers were chartered by Julius Vogel, the New Zealand Postmaster-General and the California, New Zealand and Australia Mail Line formed. The first sailings were in 1870 and the line only operated for about eighteen months.

This monograph is a fascinating account of the ships used by the line. It has extensive quotations from contemporary newspapers which provide a fascinating vignette of this part of the country's history.

Details are given about the "feeder" steamers which travelled the coast of New Zealand bringing the mails to make the connection in Auckland. There are also contemporary descriptions of occasional ports of call such as Honolulu, capital of the Sandwich Islands and Levuka in Fiji. The last section gives a description of each of the 18 voyages with much detail on each.

Although few collectors will have many covers carried by the Mail Line, this is an interesting and meticulously researched book and well worth reading whether you collect the period or not.

## **RECENT EVENTS IN NEW ZEALAND POSTAL SERVICES:**

### **DEVELOPMENTS IN NEW ZEALAND POSTAL SERVICES**

**ROBIN STARTUP**

#### **KIWIBANK: A NEW SERVICE FOR THE PUBLIC**

New Zealand Post Office was divided into three corporations on 1 April, 1987. Not long afterwards, on 5 February, 1988, the bank arm, PostBank, withdrew its agency from about 600 post offices. Subsequently the Government sold PostBank to the ANZ Banking Group. The remaining agencies were withdrawn from NZ Post and, ultimately, PostBank disappeared on completion of the merger. As the bank provided a valuable and convenient service, many customers were upset by its disappearance.

The present New Zealand Government has supported the reintroduction of a New Zealand owned trading and savings bank, run as a subsidiary of New Zealand Post through their post shops and franchises.

The first three KiwiBank branches opened on Tuesday 12 February, 2002, in company post shops in Palmerston North, followed by four more branches in Hawkes Bay on 13 February, 2002.

These are said to be trials and that, if successful, more branches will open nationwide in April and May.

I was in Palmerston North on 9 February and took the opportunity to visit the Palmerston North Central post shop where a branch of KiwiBank would open three days later. The former counter had been replaced with a more secure counter in the same position. The branch will be open between 07.30 and 18.00 daily - quite an advance on the 08.30 - 17.30 opening times for the Fielding Books and More post shop and a considerable advance on the 09.00 (or the even more frustrating 10.00 on 'training days') of the overseas owned trading banks.

A new stand - alone 'information' stand was in place in the public area, the empty spaces indicating that a variety of KiwiBank brochures and forms will be available although none were on display when I visited.

New teller or counter datestamps are anticipated although no indication has yet been given about their shape or textual content. It is possible that these will be used on counter delivery mail and they could, therefore, form an interesting addition to the wide variety of postal markings available to us in New Zealand.

\*\*\*\*\*

### UNIVERSAL MAIL STAMPS

I recently e-mailed Universal mail to enquire about the availability of their tourist orientated postage stamps. I received a reply from Richard Wooders that may be of interest.

"Your e-mail has been passed to me to answer.

The collector side of Universal mail is being handled by the Complete Stamp Company who have all the items that have been produced up to now.

Like New Zealand Post, their retail outlets only have a small selection and not a philatelic style range.

They are currently adding 20-30 or more retail outlets a week around New Zealand but this has created regional issues due to the focus on tourism. Therefore, in Wellington most of the stamps available will be Wellington based designs.

I am preparing a list of items that are available at present ... I think that they are now up to their 75th stamp design.

I will be having an Ebay shop that will list all items available and, at present, most of their issues are on Ebay under the seller code of universalmailnz. At Ebay.com.

My current website is currently being adapted to show all Universal Mail stamps and Posties Choice issues on line with a full image library and shopping cart. The address is [www.completestamp.co.nz](http://www.completestamp.co.nz).

A newsletter and information service is available by writing to: Universal mail Collector Service, c/- The Complete Stamp Company, P.O.Box 80-226, Green Bay, Auckland, New Zealand.

Hope this helps,  
Richard"

-----

## **RESPONSES TO PREVIOUS ARTICLES:**

### **THE LAVER CORRESPONDENCE**

**GERALD ELLOTT**

I enjoyed reading "Aspects of Collecting New Zealand Stamps" and found it to be full of interest.

I was sorry that the article on 'The Laver Correspondence' (1) relied on information taken from an article by AG Bairstow which was published in Campbell Paterson Newsletter in 1993 (2).

To my knowledge, AG Bairstow is neither a Philatelist or Postal Historian. A lot of the information in the original article was taken from secondary sources or, in some cases, was pure conjecture. The late Percy de Worms, himself a person of meticulous accuracy, was reputed to have said:

"Believe nothing that you hear,  
a quarter of what of what you read,  
and only half of what you see,  
and check and re-check your facts."

Perhaps a suitable motto for writers on Postal History to adopt.

For the record:

Quartermaster Laver arrived in Auckland from Sydney aboard HMS *Curacao*, leaving with the Headquarters of the 12<sup>th</sup> Regiment on 23 September 1863, arriving in New Zealand on **2 October 1863** (not 3 March 1863).

It is recorded that the Headquarters staff of the 12<sup>th</sup> Regiment, under the command of Colonel Hamilton, which included Q.M. Robert Laver, marched from Auckland on 9 October 1863 to the advanced post at Koheroa, 2 miles south of Queen's Redoubt, arriving there on 12 October 1863. There is a surviving cover from R Laver dated 23 Oct 1863 which has the manuscript endorsement on the flap '**Koheroa Camp**'.

The date of the Battle of Rangiriri was **20 November 1863** not 30 November as stated in the article.

The second and penultimate paragraphs are also misleading as the Great South Road was constructed between 1 January 1862 and 17 June 1862 (3).

There are two typographical errors in the penultimate paragraph: 'Ngaruawalia' should read '**Ngaruawahia**' and 'Pokino' should read '**Pokeno**'.

The correct date for the departure of the 12<sup>th</sup> Regiment from New Zealand, including Robert Laver, was **17 May 1867** not May 1847.

Interestingly, I have no record of Robert Laver being encamped at Te Awamatu, Rangiriri, Drury, Otahuhu or Queen's Redoubt (Pokeno) although there are some letters from him cancelled at Queen's Redoubt.

Headquarters of the 12<sup>th</sup> Regiment, to which Laver was attached, were first stationed at Koheroa (12 Oct 1863) then to Ngaruawahia (23 December 1863), Te Rore (27 Jan 1864 to 12 Oct 1864, returning to Ngaruawahia (13 Oct 1864 to 4 Dec 1865), Napier 11 Dec 1865 to 9 April 1867 and, finally, they were sent to Tauranga before leaving New Zealand (Auckland on 17 May 1867).

In the original article by Bairstow, he mentions "his (*Laver*) surviving letters provide a remarkable insight....." and then quotes a letter describing the 12<sup>th</sup> Regiment embarking aboard the Gunboat *Pioneer* for Rangiriri (a similar description appears in *Road to War* (3)). HOWEVER, in spite of numerous personal enquiries over many years, I have not been able to trace one surviving letter and Bairstow confirmed that he had no knowledge of any!! Furthermore, the reference to the 12<sup>th</sup> Regiment, including Robert Laver, going to the Battle of Rangiriri in the *Pioneer* is completely contrary to all the Official Reports.



It was the 300 men of the 40<sup>th</sup> Regiment which went in the Gunboats *Pioneer* and *Avon* down the Waikato River to land at Rangiriri for the battle. In the event, however, the *Pioneer* got into difficulties near the shore and the 40<sup>th</sup> Regiment were unable to land until after the initial attack by the 12<sup>th</sup> Regiment had taken place.

The 12<sup>th</sup> Regiment consisting of 100 Rank and File, 1 Captain, 3 Subalterns, 5 Sergeants and 2 Drummers marched from Mere Mere and took part in the initial attack. Consequently, the 12<sup>th</sup> Regiment suffered more than any other in proportion to its numbers: out of 5 Officers and 107 men engaged, the Regiment had 1 Officer and 5 men killed and 19 wounded (thus one man in four was hit).

References:

1. Giles L. "The Laver Correspondence". in "*Aspects of Collecting New Zealand Stamps*" Pub. NZ Soc. GB (2002). ISBN No. 0-9514667-2-0. P. 8
2. Bairstow AG "Robert Laver, A Prolific Early New Zealand Letter Write". Campbell Paterson Newsletter (1993). Vol.45. No. 3. Pp.2-6.
3. Lennard M. "*The Road to War 1862-1864*" Pub. 1986.

---

## WORLD WAR I FIELD AMBULANCE

GERALD ELLOTT

Some reflections on the covers illustrated in *The Kiwi* relating to the Field Ambulances (1).

I believe that the card illustrated in Figure 1 with the boxed cachet is from No.2 Field Ambulance and that the text would read "N. Z. EXPEDITIONARY FORCE / 21 APRIL 1916 / No.2 FIELD AMBULANCE".

The first units of the N.Z. Division disembarked at Marseilles on 11 April, 1916 (2), and arrived on the plains of Flanders near Hazebrouck.

The 1<sup>st</sup> N. Z. Field Ambulance opened its first tent sub-division at the Chateau de Morbecque.

The 3<sup>rd</sup> N. Z. Field Ambulance was in billets at Thiennes.

The 2<sup>nd</sup> N. Z. Field Ambulance accompanying the 2<sup>nd</sup> Brigade had arrived later on the 20 april 1916 and set up Headquarters at Roquetoire.

The 4<sup>th</sup> N. Z. Field Ambulance was not formed until the end of April 1917.

I believe that the card illustrated as Figure 2 is from No. 3 Field Ambulance in EGYPT. A similar postcard in the John Murr collection has identical markings:

- 1) Triangular Censor mark No. 3816,
- 2) Date stamp: NEW ZEALAND / RIFLE / BRIGADE / FIELD POST OFFICE / 3-AP-1916,
- 3) Boxed Cachet: N. Z. EXPEDITIONARY FORCE / -. APR 1916 / No. 3 FIELD AMBULANCE.

April 3rd, 1916, was an auspicious date. All available troops from Egypt were now being hurried to the Western Front. On the 3rd April 1916, the Commander-in-Chief of the MEF, Sir Archibald Murray KCB KCMG, accompanied by HRH The Prince of Wales inspected the NZ Division at War Strength. The great review was a moving sight with a march past of 20,000 horse and foot New Zealanders "eager to take their place in the Empires ranks in Flanders".

References:

1. Atkinson B. "World War I Field Ambulance" *The Kiwi* (2002). Vol. 51. No. 1. P. 18-9.
2. Carbery Lt. Col AD "*The NZ Medical Service in the Great War 1914-1918*" Pub. Whitcombe & Tombs Ltd. (1924)

## A FURTHER EXAMPLE OF A PRESENTATION BOOKLET OF STAMPS

JOHN PAINTER

In the article about Presentation Sets of Stamps in *The Kiwi* (1), the question was asked about any further examples.

I can report a Presentation Set prepared for a different purpose, the U.P.U. congress in Cairo in 1934, presumably for presentation to delegates from other postal authorities. It measures 258mm x 213mm and is fronted a brown card cover inscribed Nouvelle Zelande within a "Maori carving" pattern border. The booklet contains nine pages and is tied by a red cord.

Page one carries the New Zealand crest and "Souvenir de Xe Congres Postal Universel de Caire 1934". Page two has identical contents to pages two and three of the previous example (King George definitives from ½d to 3/-). Page three contains 1931 Airmail stamps (3d, 4d, 7d and the Fivepence overprint), Postage Dues (½d, 1d, 2d and 3d), and the 6d Special Delivery stamp. Page four contains definitives with Official overprint (½d, 1½d, 2d and 3d surface prints, 1d and 2/- Admirals, 4d, 6d, 9d and 1/- KGV heads and the 5/- Arms with vertical overprint). Page five contains the same Cook Islands and Niue issues as pages four and five of the previously reported booklet. The remaining four pages each have a single printed black and white photograph (actually printed reproductions), the first three of Maoris and the fourth of Fox Glacier and Lake Matheson. All descriptions and captions are in French. There is no printers imprint.

From a philatelists point of view, it is unfortunate that each of the stamps has been carefully stuck to the pages in slightly sunken rectangular spaces.

There appear to me to be a couple of noteworthy omissions from the otherwise comprehensive contents. First, there are no commemorative or Health issues (although the absence of Life Insurance Department issues is, perhaps, not surprising). Secondly, there is no 8d brown with Official overprint, presumably because stocks had been exhausted by 1934 (I assume that the 9d Official "superseded" the 8d).

Reference:

1. Dove AF "Presentation Sets of Stamps". *The Kiwi* (2002). Vol. 51. No.1. PP. 20-22.

## A FURTHER THOUGHT ON A CANCELLATION ON A CHALON

TONY STEPHENS

Since the publication of my query in the last issue of *The Kiwi* (1), I have developed a theory. I may be incorrect but if I am, no doubt those better informed will correct me.

The first sideface of 1874 only lasted for 8 years and in 1882 were replaced by the second sidefaces. The new stamps included the words "*and Revenue*" as the first sidefaces were valid only for postage.

April 1882 also saw the issue of the Postal Fiscal stamps which were authorised for postal usage.

It would seem, therefore, that prior to 1882, there was perhaps no requirement for revenue stamps and even if there was, previous issues were not valid for this purpose. It might therefore be assumed that a 1862 Chalon with pen cancel was postally used although it would be nicer if it were on cover.

Reference:

1. Stephens T "Cancellation on a Chalon". *The Kiwi* (2002). Vol. 51. No. 2 P.43.

## ORIGINAL ARTICLES AND READERS QUERIES:

### A ONCE IN A LIFETIME FIND: A NEW MANUSCRIPT CANCELLATION

BEVERLEY KING

My chief collecting interest is postmarks: a particular interest is the cancellations of Frankton Junction, the junction of the Wellington-Auckland Main Trunk railway and Rotorua line. It is situated 85 miles from Auckland and 1 mile from Hamilton.



Figure 1

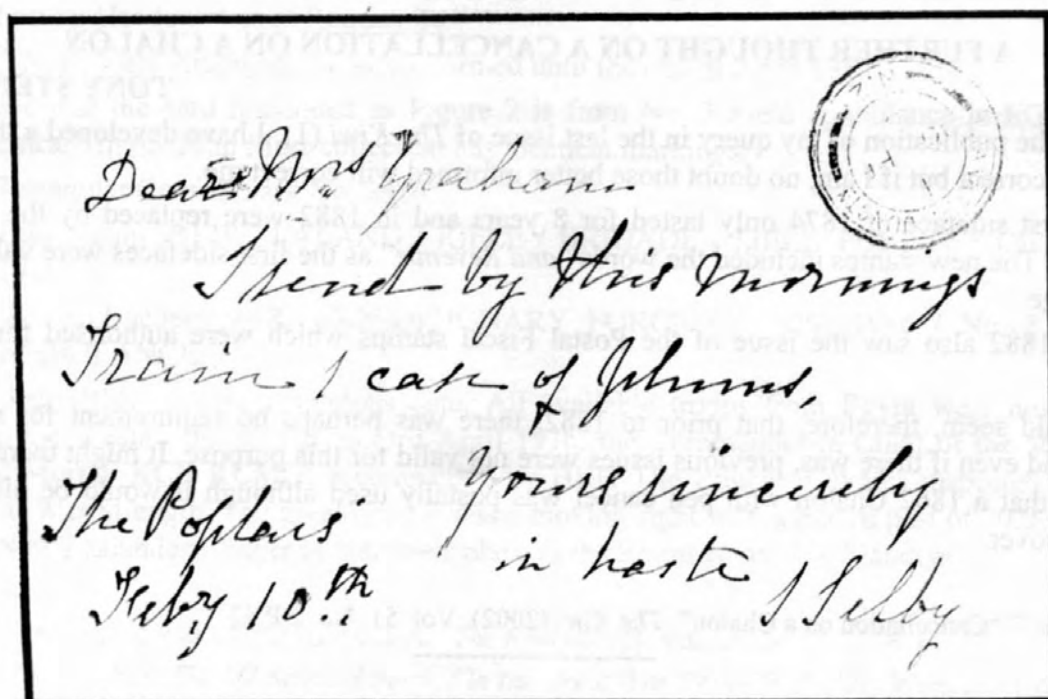


Figure 2



Recently, I acquired the postcard illustrated in Figure 1 (obverse) and Figure 2 (reverse). I thought it unlikely that the manuscript cancellation was from Frankton Junction as there was a perfectly good datestamp in use as demonstrated on the reverse. The message on the card advising the addressee of the "despatch of a case of plums" and the index "1" in the Frankton Junction 'H' class strike suggested that the card originated close to Frankton.

Reference to the New Zealand Railway Atlas (1) showed that the first stop north from Cambridge was Hautapu. The New Zealand Railway Working Timetable for 1902 records that the 'morning train' was a 'mixed' train (presumably goods and passengers) which left Cambridge at 08.30 for Frankton Junction. The train was scheduled to arrive at Hautapu at 08.35 and would have stopped there if there were a signal on the platform as Hautapu was an unmanned station.

Startup's New Zealand Post Offices (2) has the first Post Office in Hautapu between 1 Oct 1874 and 31 Jan 1902 when the name was changed to Pukeroro. The Office stayed open until 1 Feb 1913.

A new Post Office was opened in Hautapu on 1 Feb 1902, with Mrs. Beange as Postmistress, and remained open until 22 Feb 1915. The Chief Post Office in Wellington apparently ordered that the 'A' class cancellor be re-used. However, one of the common causes of manuscript cancellations is that new Post Offices are opened before the 'A' class cancellor arrives (3). As my postcard was dated 9 days after the new office opened, it seems likely that, for some reason, a new cancellor was ordered but had not arrived by this time.

So, it all fitted together but there was no hard evidence as the address was only given as "The Poplars". Robin Startup came to the rescue with an extract from "The Cyclopedia of New Zealand" (4):

**"SELBY, WILLIAM,** Farmers, "The Poplars" Hautapu. Mr. Selby was born in 1829 in London and was educated in Kent and brought to a commercial life. He first came to Auckland in 1853 by the ship "Joseph Fletcher" but returned to England the following year, and came back again in 1855 by the same vessel. Mr. Selby took up 400 acres at Pokeno, where he resided until warned by General Cameron in 1863 to leave his home. On the very day on which Mr. Selby with his family left for safety, an escort was attacked and seven soldiers were killed by Maoris, but fortunately for himself, he with his wife and family of four drove out of the escort, not fifteen minutes before the attack.

For several years, Mr. Selby resided in Auckland and in 1870 removed to Cambridge as Manager of the store of the late Mr. L. Bucholz. Two years later, the business being sold, Mr. Selby commenced farming at HAUTAPU, where he has 200 acres of land known as "The Poplars". In the early days, Mr. Selby was one of the promoters of the local Church of England, in connection with which, he acted as vestryman, and was Chairman of the Cambridge Road Board for several years. He was married in 1855, to a daughter of the late Mr. S. Selby, of Stoughton, near Leicester, England, and has six sons and six daughters, of whom, three sons and five daughters are living."

So there it was, all tied together. The result was the first recorded manuscript from this little farming community whose name means "death by violence".

#### References:

1. Anon. "New Zealand Railway and Tramway Atlas". Pub. Quail Map Co., 31 Lincoln Road, Exeter (1985).
2. Startup RM "New Zealand Post Offices" Pub. Postal History Society of New Zealand (1993). Handbook No. 33. ISBN 0-908588-42-9.
3. Marshal AR "New Zealand Postal Manuscripts". Pub. Postal History Society of New Zealand (1983). Handbook No. 20. ISBN 0-908588-06-2.
4. Anon. "The Cyclopedia of New Zealand Volume II Auckland". Pub. The Cyclopedia Company Ltd., Christchurch (1902). P. 765.

## THE STORY BEHIND THE COVER: AN OCCASIONAL SERIES

### 1. WELLINGTON TO LONDON VIA INDIA: 1841 PER OVERLAND MAIL

MARGARET FRANKCOM

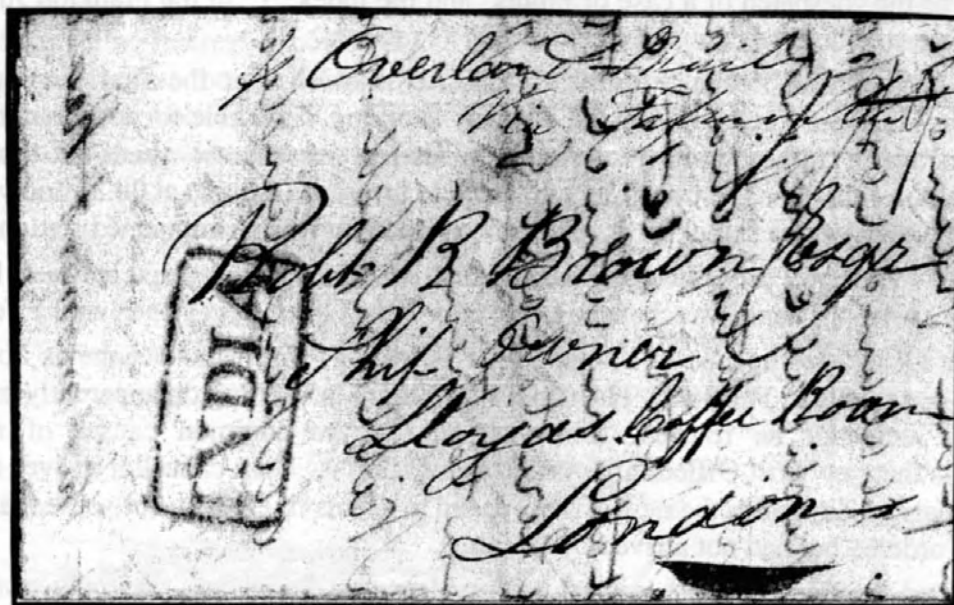


Figure 1: Front of cover

#### THE COVER:

This letter has been in my collection for several years but I have only recently detailed the history of the cover and have revealed a most interesting story. It is addressed to Robert B. Brown, Ship Owner, Lloyds Coffee Room, London and is dated January 4 1841 and was written in Wellington. The markings are as follows:

**Front:** Boxed 'INDIA', Manuscript 19 (annas) and 1/- all in red, manuscript endorsement 'Pr Overland Mail Via Falmouth'.

**Back:** Indistinct CALCUTTA STEAM LETTER 3 APRIL 1841, London circular receiving cancellation 8 JUN 1841, and a manuscript inscription which may be in Arabic.

#### THE SHIP AND THE VOYAGE:

The letter refers to the safe arrival of the emigrant ship, *Blenheim*, in Wellington. The *Blenheim*, a barque rigged ship of 375 tons had made a fast passage from Greenock, in Scotland, arriving at Wellington on 29 December 1840. She had sailed on 24 August 1840 with the second contingent of Scottish Settlers for the New Zealand Company's planned settlement at Port Nicholson. The first New Zealand Company ship, *Tory*, carrying Colonel William Wakefield amongst others, had arrived at Port Nicholson in September 1839, a little over two years previously.

The *Blenheim* was no stranger to Southern waters as she had been used in 1834, 1837 and 1839 to transport convicts to Australia under the command of Captain Grey.

#### THE LETTER:

The letter was written by three different people. The first, Colonel William Wakefield, Agent of the New Zealand Company, the second, Dr. Neil Campbell, Surgeon Superintendent for the voyage of the *Blenheim* and the third, Captain John Grey, Master of the *Blenheim*.

The contents of the letter give the details of the passengers landed from Blenheim on 29th December 1940:

"Married men 22, Married women 22, Single men 52, Single women 27, Boys under 14, 26, Girls under 14, 27, Births on the voyage 6, Died on the passage 2. Total number landed in New Zealand 180

William Wakefield, Agent of the New Zealand Company.  
Port Nicholson Wellington"

Interestingly, Wakefield includes both Wellington and Port Nicholson as the address. 'Port Nicholson' was only in use for a short time as, in late 1840, the Company adopted the name 'Wellington' in honour of the illustrious Duke.

The 20 cabin passengers are then listed by name; ten being McDonalds headed by Laird Donald McDonald, with a further six being Campbells. In *White Wings* (Volume 2) (1) Henry Brett states that the majority of the passengers were from the McDonald and neighbouring clans near Fort William.

Dr. Neil Campbell adds a paragraph:

"I hereby certify that Captain Grey of this ship has fulfilled all the conditions imposed on him, by the owner with regard to the emigrants brought out by him from Greenock on account of the New Zealand Company. The rations and medical comforts were given out to my entire satisfaction and I further certify that I attribute the comfortable and healthy state in which the Emigrants came here to Captain Grey's unremitting attention to them".

The final note is from Captain John Grey:

"Robt. Brown Esq. Sir, I have just this moment heard that the London is bound from here to Calcutta I thought it advisable to send you this by the overland despatch as well as duplicates by 2 other conveyances. I am at this moment going to start. Hoping you are in good health, I remain your obedient servant, John Grey".

#### THE ROUTE BACK

The London referred to in the letter was a frigate built ship of 700 tons captained by Captain by Henry Shuttleworth. She had arrived in Wellington on December 12 1840 having sailed from London on August 13 1840. She was the largest vessel to enter a port in New Zealand to date and had carried 228 passengers.

Although an official post office had been established in Port Nicholson in June 1840, the letter makes it clear that it was carried privately, presumably by the master of the London, and that no postage was paid until it reached Calcutta and entered the postal system. The imminent departure of the London for Calcutta was presumably the reason it was chosen.

From the date of the letter, it is probable that she departed Wellington for Calcutta on or around January 4 1841. Three months were to elapse before she made port at Calcutta on April 3 1841.

#### INDIA:

The INDIA mark would have been applied in India. The 19 (anna) postage was made up of the Inward Letter rate 3a, Outward Letter rate 2a plus the Steam Letter rate of 14a. An indistinct tripartite marking on the reverse reads "CALCUTTA STEAM LETTER 3 APR (I) 1841". The Steam Postage was a charge on letters sent from outside Bombay to connect with the Government Packets sailing from that port and was additional to the charge made for sea conveyance. The charge of 14 annas was based on the mileage from Calcutta to Bombay. Whether Captain Shuttleworth received the Captain's Gratuity which was due to him is not known.



In Bombay, the letter would have been loaded onto a ship owned by the East India Company which ran a regular monthly service to Suez. The journey usually took 18-20 days. The most likely ship to accommodate the Calcutta date (April 3 1841) is the *Berenice*.

#### ACROSS EGYPT:

The 'Pr. Overland Route' inscription referred to the journey from Suez to Alexandria. Passengers and mail travelled by slightly different routes. *British Letter Mail to Overseas Destinations* (2) gives a full and vivid account.

The East India Company had several agents in Egypt who were responsible, amongst other things, for the conveyance of mail. On arrival in Alexandria, the boxes of mail were taken to the office of H.M. Postmaster, where they were loaded onto donkeys in the charge of a Janissary. After several stops to care for or change donkeys, they arrived at Shoubra-el-Mohaditch, four miles from Cairo. The journey took about 48 hours. Dromedaries, again in the charge of a Janissary, were waiting there to continue to Suez. This section of the journey averaged another 20½ hours. By February 1844, one hundred and eleven donkeys were being used to carry the mail and the system was under strain.

Passengers who made the journey by road and boat disliked the primitive and uncomfortable journey and complaints were constant.

In 1840, P & O were given a charter to provide a service from India to Suez and undertook to begin operations within two years. They immediately began negotiations with the Pasha of Egypt to upgrade the overland service as well. The company spent large amounts of shareholders money in improvements to the Alexander-Cairo road, placed two steamers on the Nile, built a lock at Afteh where the canal to Suez met the Nile and imported an iron steamer to carry the mail and passengers along it.

I have yet to ascertain the date when these improvements were put into operation but during 1841 they would have been well under way as time was of the essence if they were to meet the terms of their contract.

There seems to have been a considerable amount of 'buck passing' before P & O assumed full control. Thomas Waghorn had originated a private overland courier service in the 1830s and had been appointed 'Deputy Agent in Egypt for the Superintendence of the Indian Mail' in 1837. He was directly responsible to the British Consul General and East India Company's Agent in Egypt. He was ostensibly in charge of the service and even owned a verminous Nile steamer for the conveyance of passengers. He denied responsibility, however, saying that all decisions came from the Pasha and that any shortcomings should be laid at his door.

#### THE FINAL SECTION:

The 'Via Falmouth' inscription indicates that the letter was to travel through the Mediterranean via Malta and Gibraltar by Packet Steamer. There would have been a P & O ship contracted to receive passengers and mail waiting at Alexandria. This letter was probably carried on the *Oriental* which sailed on May 22 1841 and arrived at Falmouth on June 7/8 1841 and immediately conveyed to London. There is a London backstamp of June 8 1841 so Mr. Brown, shipowner, would have been reading his letter in Lloyds Coffee Room soon after, having paid the sum of One Shilling, the Postal Rate for an INDIA letter. (Was he the founder of the great Clydebank ship Builders I wonder?).

Overall, the journey had taken 156 days, 30 more than the voyage of his *Blenheim* to New Zealand. Maybe the duplicates sent by other routes arrived before it. Perhaps one of them still survives with the answer.

## POSTSCRIPT



Figure 2: Reverse of cover

One part of the story remains unclear. At the bottom of the reverse of the cover (Figure 2) there is an inscription, which I have been told is in Arabic. It may be a signature. Mail was transported in a sealed box so how did it get there? Gerald Elliott suggests that if it is Arabic, it may have been applied at Alexandria where mail could have been resorted according to the onward route and final destination after Alexandria. Several Arabic speakers have looked at the inscription and can make nothing of it. If anyone can help, I would be most grateful.

### References:

1. Brett H. *"White Wings"*, Volume 2. (1928)
2. Moubray J&M *"British Letter Mail to Overseas Destinations"* Pub. Royal Philatelic Society of London (1992).

### Further Reading:

The following books have interesting information about the rates and routes used at this time:

Howath D&S *"The Story of P & O"* Pub. Weidenfeld and Nicholson (1986) describes the beginnings of the India route.

Kirk R *"The Postal History of the P & O Service to the Peninsula"* Pub. Royal Philatelic Society of London (1987) mostly covers the period after 1841.

Nicholson I *"Log of Logs"* Pub. The Roebuck Society (Vol. 1 Undated, Vol. 2 1993) Contains much information on primary source material.

Robinson R *"Carrying British Mails Overseas"* Pub. George Allen and Unwin (1964) has information on Mails by sea for India and the East

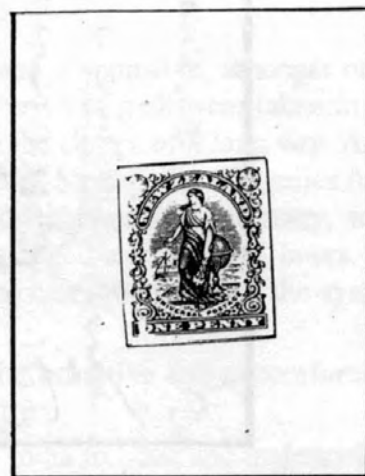
Ward LE *"Early Wellington"* Pub. Whitcombe and Tombs Ltd. (1928). A mine of information from early papers etc. but information needs checking.

Many thanks to **Gerald Elliott** for interpreting the CALCUTTA mark and the Indian postal rates for me. He tracked down the East India Company ship, the dates of the Oriental and read early drafts making valuable suggestions. He did the hard part.

1952 – Our Golden Jubilee – 2002

# Specialised NZ

in our May 25<sup>th</sup> Sale



Catalogue available online, on subscription or individually.

Can we help you build – or sell – your Collection?

Contact Ken Baker or Ian Kellock.



CAVENDISH HOUSE,  
153-157, LONDON ROAD,  
DERBY DE1 2SY, ENGLAND  
Tel: 01332 250970 (4 lines; 24hrs.)  
Fax: 01332 294440 Fax

E-mail: [stamps@cavendishphilauc.demon.co.uk](mailto:stamps@cavendishphilauc.demon.co.uk)  
[www.Cavendish-Auctions.com](http://www.Cavendish-Auctions.com)