



THE KIWI



THE JOURNAL OF THE NEW ZEALAND SOCIETY OF GREAT BRITAIN

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WHOLE NUMBER 334

THE NEXT MEETING OF THE SOCIETY WILL BE HELD AT THE UNION JACK CLUB ON
MARCH 28TH, 2009 STARTING AT 11.00

THE MORNING WILL BE FOR NEW ACQUISITIONS AND OTHER ITEMS OF INTEREST
AND THE AFTERNOON FOR THE BIENNIAL 12 SHEET COMPETITION.

FOR FURTHER INFORMATION, SEE PAGE 26 OF THIS ISSUE OF *THE KIWI*

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

Annual Subscription £15.00

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ENCLOSURE

With this issue of *The Kiwi*, you should find enclosed:

- ❖ A copy of Campbell Paterson's Newsletter advertising the disposal of Stamp Designer, Lindy Fisher's Archive.

If it is missing, please contact the Honorary Treasurer

SOCIETY NEWS:

MEMBERSHIP NEWS:

NEW MEMBERS:

We welcome:

D. R. Tanswell, Devon

DECEASED:

R. W. Johnson, Bedfordshire

B. Stonehouse, Cheshire

NEXT MEETING OF THE SOCIETY

The biennial 12 sheet competition will be held at the next Meeting of the Society. Full rules for the competition can be found on page 32 of this issue of *The Kiwi*. The judging will be undertaken by those present. These events depend on a lot of entries, please participate if you can.

The meeting will begin at 11.00 and the time before the competition will be used for those attending to show recent acquisitions and other items of interest.

NEXT MEETING OF THE WESTERN REGIONAL GROUP

The Spring meeting of the Western Region Group will take place at 13.30 on Saturday March 21st, 2009 at St. Jame's Church Hall, St. Jame's Street, Taunton TA1 1JS.

Members are invited to bring any new additions to their collections plus any Cook Islands or Samoa items. The Hon. Sec. will also report on our entries and displays at the Torquay weekend last Autumn.

For further information, please contact Paul North: ☎ 01392 877054.

NEXT MEETING OF THE SCOTTISH REGIONAL GROUP

The next meeting of the Scottish Regional Group will be held on Saturday, April 18th, 2009 at the Dewar's Centre in Perth, starting at 12.30.

It is an informal get-together during the Scottish Philatelic Congress and will take place over a drink/lunch in the room on the first floor adjoining the bar and overlooking the Congress Meeting Hall.

For further information, please contact Michael Kirwan at Michael@kirwans.net. or on 0131 447 3420.

VOLUNTEER REQUIRED FOR THE ANNUAL AUCTION

A volunteer is needed to assist with the Annual Society Auction. The task requires approximately 10 days work commencing immediately following the auction. Access to e-mail and a local Post Office is essential. The job includes the following: collecting the lots at the end of the auction, notifying postal bidders of the results, receiving payment from successful postal bidders and then packing and despatching lots. He/she will then need to return unsold lots to vendors. Finally, he/she will send cheques received and the amounts due to the vendors to the Hon. Treasurer who will arrange payment.

Derek Diamond has undertaken this role for the last 3 years and should be contacted for more details and with offers of help.

This years auction was very successful and much enjoyed by all those who participated. Without a volunteer for this important role, there will be no auction in 2009.

NOTES OF THE MEETING OF THE SOCIETY HELD IN LONDON ON JANUARY 31ST, 2009

Our Chairman, Derek Diamond, opened the meeting by welcoming those present. He informed us that the next *Kiwi* would include the latest Campbell Paterson Newsletter which included the description of Lindy Fisher's Archive that is currently for sale. He also commented that the catalogue for the sale of Joseph Hackmey's Chalon collection at Shreves's Auction House in New York was available through Spink. This is almost certainly the best collection of the issue ever made and the catalogue is likely to become the definitive work on the subject.

The meeting was a discussion about perforations. Derek Diamond opened by saying that he had found 'Fundamentals of Philately' by LN and M Williams very helpful. He defined perforation and said that the essence of the process was the removal of paper to allow easier separation of the stamps. This was either achieved by combs, line or rotary perforators or by die cutting. As a side effect of the process, some paper was removed and this could cause problems as well.

The question of the reasons for perforating was then posed. Derek said that he had five possible reasons:

- To separate stamps on the sheet to assist in separating them for sale,
- Perfins – for security,

- To separate paper prior to removal of sheets of paper from a book prior to printing – the reason for this is unclear,
- Different perforations in stamps designed to be issued other than from sheets (for example coil stamps),
- Some aesthetic stamps – for example, odd shaped stamps.

Derek asked why not all stamps were perforated with the same gauge. Williams states that paper has a grain and tears more easily along the grain than across it. Consequently, the pins need to be closer together across the grain than with it. Unfortunately, this does not seem to accord with experience always and one wonders whether the difference between gauge 14 and 14¼ is actually significant enough to make a difference. A close examination of 398 copies of the First Pictorial 1d Taupo had shown about 20 different perforations.

Derek then moved on to the technology of separation. This has evolved over time. In New Zealand in the 19th Century, this was predominantly line and rotary with very little comb perforation, in contrast, between 1906 and the Second War, mostly comb perforators were used. There are two ways to produce perforations, either by a 'guillotining' process, as comb or line perforators, or by rotary wheels. A thorough understanding of the mechanics is important because each method produces its own problems. In either case, the movement of the sheet through the perforator causes problems. Now, stamps are perforated using an electronic eye to line the sheets up and they are then perforated very quickly with few problems.

The philatelic importance of the pins cannot be exaggerated. Technically, the gauge is the number of perforation holes in 2cm. Internationally, these have ranged from 7 to 16. New Zealand has used 10-16. They are now usually measured using the Instanta gauge which was introduced in 1944 by Stanley Gibbons. The size and shape of holes can vary with wear and damage. Descriptions in catalogues can be difficult to understand and interpret. For example, the CP page on the 1873 Newspaper stamp shows the use of a Rotary line machines separately and in combination – complicated. The 1875 issue is also shown as 'nearly 12 (about 11¾)' all round: why the inaccuracy?

A number of problems arose with perforating, many seem to have arisen from difficulties in handling the paper and using the machines. There seem to have been an imperative not to waste any stamps once printed. A number of perforating errors can be found on blocks overprinted for use in the Dependencies. These must have been examined twice and it seems likely that a policy decision was made to use them in this way as they would be less publicly scrutinised.

Paul Wreglesworth showed examples of the sheets of paper that were perforated in the margin. A possible explanation was that this occurred because the paper was perforated in the United Kingdom and then made into books to make auditing easier in New Zealand. On arrival, one sheet was removed and used for a test print. The perforated selvedge was normally removed in preparing the paper for printing resulting in a scarce variety. Paul also showed examples of perforation varieties from the Second Sidefaces: a rotary perforator was used from 1890 and these could be misaligned. On occasions, the misalignment was so extreme that the stamps were replaced by patched in copies and then the sheet was re-perforated. Sometimes, a knife was then used to cut through the backing paper.

Derek Diamond showed some examples from the First Pictorials including a very rare example of the ½d with mixed perforations used on cover. He also introduced a new topic by showing a block of 4 of the ½d Mount Cook in which the top and bottom pairs had been perforated using different combs. The gauge was the same but internal differences in the combs made it quite clear that the block had been perforated in a two step process. This theme was also evident during the King George V period when two different gauge combs were used.

Alan Baker showed a page with 12 1d Dominions with a slightly different perforation. Derek Redshaw commented that he had seen sheets of the 1d Taupo, London Print, with the gauge varying across the sheet. It would seem that the manufacture of the comb perforators was not exact and there were slight variation in each vertical row of perforators. Alan also showed examples of the stamps used in the Dickie coil machines and photo essays of a triangular design for the 1932 Health issue which was rejected as too technically difficult to produce. Eventually, the first triangular stamps appeared until 1943.

Keith Collins brought along some the Second Pictorials. He pointed out that most values can be sorted fairly easily. The exception is the 4d which can be difficult because the first (1935) printing is 14 comb and a later printing (1941) is line. These can be difficult to distinguish but the earlier printing is usually a lighter shade. There is a similar problem with the 2½d. **John Potter** had sent a curiously small 1d Kiwi stamp for consideration. The view was this was a coil stamp.

Paul Wreglesworth showed examples of the Chambon perforation on the 1960s. This was named after a printer who devised an 'H' shaped comb which perforated half the stamp above and half below and was then not moved regularly resulting in the thin and thick perforations which are best seen in blocks. These variations are desirable but the block perforated in the usual way is actually much scarcer. Paul then showed a few examples of the 1970's which had damaged pins proving that a double comb was used.

Bernard Atkinson finished the displays with a range of issues from the alternative providers with a wide range of perforations and roulettes.

Derek closed the meeting with thanks to all who participated in most interesting afternoon. As is usually the case, the material shown posed more questions than it answered but it was generally agreed that all present had a much better understanding of the subject.

PUBLICATIONS AVAILABLE

Society publications are now available:

SP 1: *Aspects of Collecting New Zealand Stamps*. (Out of Stock)

SP 2: *Index to The Kiwi Volumes 1 to 50*. Printed and CD Version.

SP 3: *The Kiwi Volumes 1 - 50*. Full text on CD

Price: SP 1: £10 inc. P. & P.

SP 2 & SP 3, £30 in UK and £35 overseas airmail inc. P. & P. (Society members will receive a 40% discount (i.e. £18 for UK and £21 for overseas))

Payment accepted in NZ\$, US\$ or £St. All orders to:

New Zealand Society of Great Britain
9, Ashley Drive,
Walton-on Thames,
Surrey KT12 1JL

THE SOCIETY WEBSITE ADDRESS

The Society website address given in the last *Kiwi* was incorrect. The correct address is:
www.nzstamps.org.uk/nzsgb.

FROM THE COMMITTEE

A Committee meeting was held on January 31st and, amongst other matters the following was discussed:

- Future Meetings: there were three small changes to the programme for 2009: first, the meeting at Ardingley is scheduled to start at 14.00 allowing time for those attending to spend the morning at the Stampfair. Secondly, the AGM and Auction will be held on **Saturday November 28th** and not **Sunday November 29th**. Thirdly, two speakers had been engaged for the Social Philately meeting at the July 2009 meeting: one is not available so there will need to be an increased number of contributions from members attending. We plan to focus on the early settlers/missionaries/soldiers/farmers.
- The Torquay weekend was a great success not only in terms of enjoyment but also financially. The nett cost to the Society was about £100. The cost was met partly by the very successful raffle and partly by the reasonable charges of the hotel.
- The Auction was also successful and made a significant profit which has been allocated to Society funds. It was notable that lots priced in the £20 - £70 range sold well and it appeared that buyers were enthusiastic about unusual material in good condition rather than more common material. This would be expected at a specialist Society auction. **However**, members need to be aware that additional help is required this year. The job specification for the new volunteer may be found elsewhere in this issue of *The Kiwi*. If no volunteer is forthcoming, **there will be no auction this year**.

(Editors Note: on the assumption that a volunteer will be forthcoming, as catalogue compiler, can I request that you start to look out material for this years auction. Compilation is very time consuming and early notification of lots is of great assistance.)

- The question of the annual subscription was discussed at some length. The situation is that the Society has been running at a reducing surplus over the past 2 years. The prediction this year is that, at best, the Society will break even. There are many reasons for this including increasing costs of meeting rooms, increasing costs of *The Kiwi* and increased postage costs. Our income has also reduced due to lower interest rates available for our cash reserves. On the positive side, the Society still holds significant capital reserves.

After discussion, the Committee agreed not to recommend an increase in subscription at the next AGM. In reaching this decision, it was acknowledged that, first, we were committing to a possible deficit budget for 2009 and, secondly, the level of the subscription will need to be reviewed for 2011 and it may require a greater increase than would have been the case had the subscription been increased for 2010.

If anybody has strong views about the level of subscription, please contact the Hon. Treasurer directly.

- Proposed Programme for 2010:

January 30 th	My Favourite 16 sheets
March 27 th	The Pre-Stamp Era
May 27 th	A Meeting to be held on at London 2010 on May 15 th , 2010. Further details to be published.
July 31 st	Revenues and Postal Fiscals
September 25 th	Society Weekend including the 16 Sheet Competition
November 27 th	AGM and Auction

Any comments, please to the Honorary Secretary.

- **2012:** a further meeting has been held with regard to the possibility of holding a national Competition of Australasian Philately inviting international entries in 2012. This would need to be part of Stampex and negotiations are currently underway to explore this possibility. The event would celebrate the New Zealand Society's 60th Anniversary, PISC's 50th Anniversary and the 99th Anniversary of the first Commonwealth stamps in Australia. The Society has nominated Derek Diamond and Andrew Dove as representatives on the Committee and either would be delighted to receive any views on the project from members.
- Michael Wilkinson, Hon. Library Liaison Officer, reported that a listing of the New Zealand holdings in the library of the NPS will soon be available and will be accessible through the Society website.
- A Sale by Tender of Journals from the Society library will also be held soon. Catalogues will be distributed either electronically or with *The Kiwi*. Information will be published as it is available.

If you:

Need a new challenge

Have decided for any reason that you are not getting the satisfaction from your New Zealand stamp collection that you used to and would like to try a new subject/issue

- *Would like a valuation on your collection carried out by experienced staff from the worlds leading New Zealand dealers*
- *Simply need some good advice about what to do next with your collection*

Then contact us for a confidential chat and – if appropriate – a free valuation and offer.

Remember that our advice is free, draws on a wealth of experience and is given with the confident knowledge of the New Zealand market over the past 60 years as it stands at present.

For a friendly discussion, simply phone Derek Redshaw, 76 Hermitage Road, St Johns, Woking, Surrey ☎01483 833 147 or Warwick Paterson in Auckland, ☎ (toll free) 0500 893 975.

It's as easy as that and what's more, it will cost you nothing.

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OVERSEAS MEMBERS SUBSCRIPTIONS

A number of overseas members use the facility offered by Allan Berry to route their annual subscriptions through New Zealand. Recently, there have been some problems because the instructions have not been properly followed.

For the Bank to process the cheque it has to be handled as a personal cheque made out to Allan. It is very important that the cheque is made out to **ALLAN BERRY** and **not** the NZ Society.

We are grateful to Allan for offering this facility. For those who use it, full instructions are given on the annual Renewal of Subscription form.

RULES FOR THE 12 SHEET COMPETITION

The biennial 12 sheet Society competition will be held at the Society meeting on March 28th, 2009. The rules are:

- [a] All classes will be open to all members. No material is restricted, but see [e] below.
- [b] Members may submit one or more entries in each class. Each entry must comprise 12 sheets.
- [c] Sheets shall not exceed 295mm high by 245mm wide. Each sheet shall be in a protective sleeve numbered on the back in the order in which they are to be displayed. A descriptive sheet of not more than 80 words outlining the purpose and structure of the display should be placed behind the first sheet.
- [d] Each entry must be the sole property of the member and all writing and mounting must be the work of the member except in the case of disability preventing this.
- [e] Any entry which has been awarded a prize (winner or runner up) in the previous competition may not be entered in substantially the same form.

CLASSES

WINNER

Classic	Issues of Queen Victoria and First Pictorials	Barton Bowl
Modern 1	KEVII, KGV, 1d Universals, 1d Dominion and 2 nd Pictorials	Kiwi Shield
Modern 2	KGVI to Present Day	Stacey Hooker Cup
Postal History	Inc. Aerophilately and Postal Stationery	Campbell Paterson Trophy
Open Class	To include: Thematics, Ephemera, Cinderellas and any display with at least 50% philatelic content	David Forte Salver

Judging: The members present at the competition meeting will carry out the judging. Members will mark the entries according to the marks on the voting paper and will indicate who, in their opinion, they consider to be the winner and runner-up in each class.

The winning entry will be the one that achieves the greatest number of firsts. Member with an entry in the class will be ineligible to vote in that class.

Marks: Classes – Classic, Modern 1, Modern 2 and Postal History:

Philatelic Knowledge and Personal Study	30 pts.
Treatment, Originality and Importance	25 pts.
Relative Condition and Rarity	25 pts.
Presentation	20 pts.
Total	100 pts.

Open Class:

Presentation	25 pts.
Originality	20 pts.
Development and Treatment	20 pts.
Philatelic Knowledge	20 pts.
Relative Condition	15 pts.
Total	100 pts.

Trophies: There will be five classes with a trophy awarded to each winner. The runner-up in each class will receive a certificate.

Please Note:

All entries should be handed to the Secretary before 13.30 on the day of the Competition.

There are NO postal entries.

INFORMATION RECEIVED:

MEDIA RELEASES

New Zealand Post stamps celebrate Year of the Ox

9 December 2008



FIRST DAY OF ISSUE
7 JANUARY 2009 COLLECTABLES
WANGANUI, NEW ZEALAND

The dependable and hardworking Ox features on the latest range of New Zealand Post stamps as it celebrates the 'Year of the Ox' for the Chinese Lunar New Year.

The stamps are designed by specialist Chinese designers at a cross-cultural New Zealand communications agency, Bananaworks.

New Zealand Post General Manager Stamps and Coins, Ivor Masters said: 'The design takes a different approach to our previous annual Lunar stamp issues and uniquely captures the history, colour and vibrancy of this significant event in the Chinese Lunar Calendar.'

According to the Chinese Lunar calendar, people born in the Year of the OX are natural leaders who are tireless in their work and capable of enduring any hardship without complaint. They are also known for their intelligence, although they can be strong-minded and stubborn, and they hate to fail or be opposed.

'Having proudly celebrated Chinese New Year – and the Lunar Calendar – for the past 12 years, we're delighted to launch a new stamp series,' said Mr Masters. 'It's a celebration of the occasion and so much more: A reflection of our increasingly multicultural nation and recognition of the strong and enduring links that Chinese communities have with Kiwis nationwide.'

The stamp issue features three stamps, a miniature sheet and two first day covers that Mr Masters said reinforce the traditions of Chinese New Year. 'It is time for Chinese families to congratulate each other on reaching the end of one year and welcome the beginning of another.'

The stamps consist of a \$2.00 stamp featuring red lanterns and the Auckland Harbour Bridge to celebrate the Auckland Chinese Lantern Festival; a \$1.00 stamp featuring the Ox in a colourful and contemporary design; and a 50c stamp representing the Chinese symbol for the Lunar Ox.

If you were born between the following dates you were born in the Year of the Ox:

- 6 Feb 1913 – 25 Jan 1914
- 25 Jan 1925 – 12 Feb 1926
- 11 Feb 1937 – 30 Jan 1938
- 29 Jan 1949 – 16 Feb 1950
- 15 Feb 1961 – 4 Feb 1962
- 3 Feb 1973 – 22 Jan 1974
- 20 Feb 1985 – 8 Feb 1986
- 7 Feb 1997 – 28 Jan 1998

Famous people born under the year of the Ox include Vincent van Gogh, Walt Disney and Barack Obama.

The stamps have been printed in offset lithography by Cartor Security Printing, France and the complete range will be available from the usual outlets from 7 January 2009.

Lighthouse Beams Glow on Stamps

9 December 2008



The glowing beams from New Zealand lighthouses that serve as both welcome and warning signals feature on New Zealand Post stamps commemorating the 150th anniversary of New Zealand's first lighthouse. Each stamp in the five-stamp series features a technological 'landmark' of its own – lighthouse beams that glow in the dark.

'Using clear 'glow in the dark' ink on stamps is a first for New Zealand Post,' says Ivor Masters, General Manager Stamps. 'These stamps take on the life of a lighthouse: a landmark against a scenic backdrop by day; and beaming light across the waves to warn ships of potential dangers by night.'

'In these days of GPS and other sophisticated navigation technologies, it's easy to underestimate the importance of the lighthouse. But today, just as they were 150 years ago, these structures are vital to ensuring the safety of seafarers.'

'New Zealand's hazardous coast claimed over 1,000 ships in the first 50 years of colonisation, a time when New Zealanders relied on shipping for trade and immigration,' says Mr Masters.

Featuring on the 50c stamp is New Zealand's oldest lighthouse, at Pencarrow Head. It first shone on 1 January to light the hazardous entrance to Wellington harbour.

The \$1.00 stamp features Dog Island's lighthouse – the tallest in New Zealand – which is today powered by solar energy and monitored by computer from Wellington.

The lighthouse at Cape Brett on the \$1.50 stamp was the first in New Zealand to feature a rotating light floating on a bed of mercury, which enabled a heavier and brighter light to rotate faster.

The cast iron tower of the Cape Egmont lighthouse, depicted on the \$2.00 stamp, sits on the westernmost point of Taranaki. It was built in London and shipped in segments to New Zealand in 1865.

New Zealand's most well known and visited lighthouse, at Cape Reinga, is often the first light in New Zealand that mariners see, and features on the \$2.50 stamp.

The stamps and first day cover were designed by Vertigo Design of Wellington and printed in offset lithography by Australia Post, Sprintpak. The products will be available from the usual outlets from 7 January 2009.

Kiwi World Motorsport Champs on Stamps

16 January 2009



Five of New Zealand's fastest racing car drivers and motorcyclists come together in a *New Zealand Champions of World Motorsport* stamp series issued by New Zealand Post today.

'Kiwis are known for their adventurousness, so it's no surprise that we've produced a long list of motorsport champions. For our stamp issue, we have selected five who performed with distinction on the world stage,' said Ivor Masters, General Manager Stamps.

Internationally acclaimed Formula One champion Bruce McLaren features on the \$1.00 stamp. McLaren is well known as an innovative car designer, driver, engineer and inventor. Today his name lives on in Formula One's Team McLaren.

The \$2.00 stamp shows all rounder Denny Hulme who raced everything from a small sports car, to a truck and achieved extraordinary success in the late 1960's in Formula One race cars. He preferred driving barefoot until 1960 when he was persuaded to race with shoes on.

First-class motorcyclist Ivan Mauger, voted *Speedway* magazine's greatest speedway rider of the 20th century, and Hugh Anderson who achieved success in international Grand Prix motorcycle racing, feature on the \$1.50 and \$2.50 stamps respectively.

Indy Car champion Scott Dixon appears on the 50 cent stamp.

'We couldn't look past Scott,' said Mr Masters. 'He impressed by winning the United States' premier motor racing championship for the second time last year. For this he was named a finalist in the 2008 Westpac Halberg Awards (winner to be announced on Tuesday 3rd February, 2009). His success is the culmination of 15 years' hard work – a career that we've been following ever since we first saw him at the age of 13 with a pillow strapped to his waist to help him see over the wheel.

The stamps, miniature sheet and first day covers have been designed by Communication Arts from Wellington and printed in offset lithography by Southern Colour Print of Dunedin.

The range, including for the first time since 2005 a set on maximum post included cards, is available from the usual outlets from February 4th, 2009.

PUBLICATIONS RECEIVED

'A. S. Paterson & Co. Ltd., a philatelic and postcard study with additional related postage paid permits notes'. Author Safari. Pub. Postal History Society of New Zealand, P.O. Box 99-673, Newmarket, Auckland, New Zealand 1149. Study No. 13. ISBN 0-908588-78-X. Pp. 34, with 17 pages in colour. Price NZ\$16 (inc. postage in NZ), NZ\$17.50 (inc. airmail postage to rest of world).

One of the many pleasures in collecting stamps is the highways and byways into which one strays. Safari has followed the pathway and recorded it in a way that is comprehensive and fascinating to read.

A.S. Paterson was a well known importer and merchant before the First World War. The business started trading in grain and other commodities. By 1914, an oil department had been created and this traded under the name of 'Big Tree'. The name was derived after a visit by the director to the giant redwoods in the Yosemite Valley National Park. It was at this stage that the company came to the attention of philatelists as they started to exploit advertising opportunities whenever they could.

The book deals in detail with the advertising used by the company including the cinderellas which occasionally appear at auction and the selvages of the 1d booklet pane. They also took full advantage of the postal franking machines including the whole range of meter marks and Safari is able to illustrate proof impressions of the Moss machines. The company also made use of rectangular box Postage Paid permits although few examples have survived. As often, at this time, we are indebted to E.C. Gibbs of Taihape for collecting these items. The next stage was the illustrated Permit N^o. 154 and these are found in conjunction with the very attractive series of pictorial postcards by Studdy showing Bonzo the Dog. In 1928, the company started to use the Te Aro N^o. 2 permit. The book illustrates this progression admirably.

All aspects are well illustrated in colour and the production, as always with the PHSNZ, is excellent. I would thoroughly recommend this to readers.

'Len Jury 2009 New Zealand Stamp Catalogue'. Pub. by Len Jury Ltd, P.O. Box 4400, Auckland 1140, New Zealand. price NZ\$10 (+ P&P - \$1 in NZ and \$3 overseas)

The arrival of Len Jury's annual catalogue is always a welcome event. It is up to date, well illustrated and ensures that collectors can have a realistic view of current prices. The production is good and all the stamps are illustrated in colour. Recommended.

RESPONSE TO A PREVIOUS ARTICLE:

FURTHER INFORMATION ABOUT 'A RED CROSS CARD'

In a previous issue of *The Kiwi* (1), an article was published asking for further information about a First World War Red Cross Pictorial Postcard showing a picture of Amiens Cathedral on the face and the Red Cross logo on the reverse. I am very grateful to the following readers who replied giving further information about this series of cards: **Russell Spence, Lorraine Maguire, Robin Startup, John Watts and Bernard Atkinson.**

It would appear that there were twelve cards in the series. The titles were:

A Well Known Village on the Somme

The Mark of the Hun – the Ruins of a Flanders Town*

On Duty at a Listening Post*

Doing it Hard on the Ration Party in Muddy Flanders*

That's the Stuff to Gie' 'em!*

She's a Hard War, Dig*

Wind Vertical! A Hun Gotha on a Bombing Stunt

Our 'Little Grey Home' at the Base

Amiens cathedral from the Banks of the Somme*

Fritz – Some Typical Specimens

'Napoo Fini'*

Fritz send up a Flare in No-Mans-Land When a Digger feels as big as a house*

Those titles marked with an asterisk have the artists initials: S.M.

The series is shown in the accompanying illustrations at 60% of actual size

Interesting, there was only one example of a card having been used: John Watts reported a copy of the 'Fritz – Some Typical Specimens' card which had been sent to New Zealand as a Christmas Card. It is postmarked 'Field Post Office 98' and dated 21 OC 18. I think that this cancellation was with the 2nd New Zealand Brigade in France at the time.



Napoo Fini!



That's the Stuff to gie' 'em!



She's a Hard War, Dig'



Some Typical Specimens



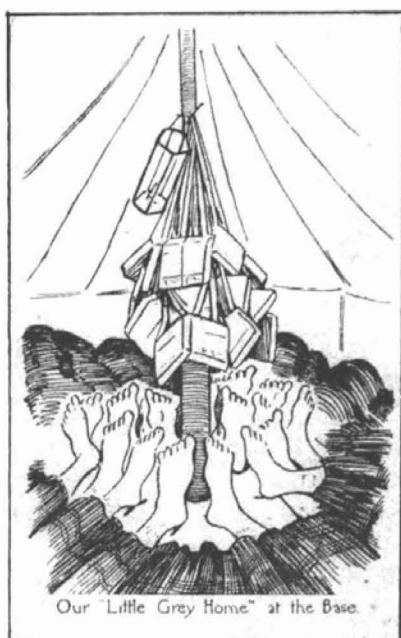
On Duty at a Listening Post



The Marks of the Hun



Fritz send up a Flare in No-Mans Land



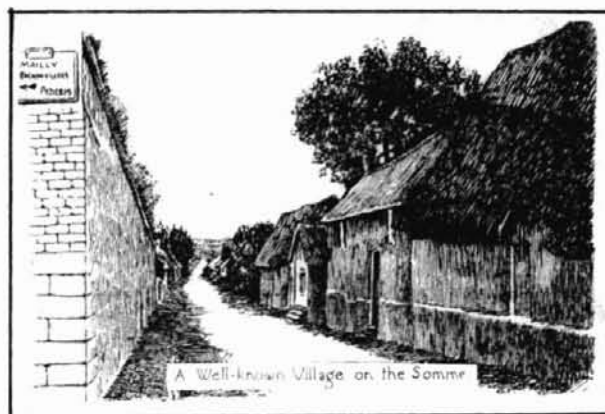
Our 'Little Grey Home'



Wind Vertical!'



Doing it Hard!



A Well-known Village on the Somme

Thanks to all those who responded.

Reference:

1. Dove A. 'Further information Please'. *The Kiwi* (2008). Vol. 57, No. 5. P. 99.

LINES ON THE 1945 HEALTH

ROGER PLUMB

The item by Gwyn Williams in *The Kiwi* (1) in response to my original article (2), prompted me to re-visit my notes on the lines on this issue.

As I stated in my original article, my examples are mostly in used blocks of 20 without any selvages. I have now accumulated about 40 used blocks in all (plus several singles which do not match any blocks). The blocks all appear to come from a single source as I can reconstruct some complete rows using postmarks and perforation alignments. I have up to four duplicates of some blocks.

In only one case can I identify the actual rows as the block includes a plate block. This is a block of the 2d+1d, plate 1A.

The visibility of the lines depends on the heaviness of the print as I have apparently identical blocks which do not show all the lines on both blocks. This might be expected with surface lines on recess printed stamps. A good example is the recut tailplane of the top right aeroplane on the 3d value of the 1946 Peace issue.

The lines seen on the 1d+½d are all horizontal and straight. Those on the 2d+1d are either horizontal or vertical with some of the vertical lines being slightly curved or inclined. These vertical examples can sometimes cross up to 4 stamps.

The most easily seen examples are as follows (x magnification and whole sheet position on row in brackets):

1^d+½^d: Horizontal Green lines:

1. From between 'HE' through boy to tree and another from boy's nose to tree (x2½) (stamp 3)
2. From bottom of waist of first 'H' to waist (x2½) (stamp 7)
3. From top of 'E' to waist (x2½) (stamp 9)
4. From bottom of 'E' to thigh (x2½) (stamp 10)
5. From right elbow, below horn to tree (2 lines) (x2½) (stamp 3)

6. From above '½^D' across to above '1^D' (x2½) (stamp 4)
5 & 6 are on adjacent rows
 7. From top of 'E' to waist (x2½) (stamp 3)
 8. From 'E' to waist and hip (2 lines) (x2½) (stamp 4)
7 & 8 are on adjacent stamps on the same row
 9. From 'E' to waist (x2½) (stamp 4)
 10. Through 'O' of 'POSTAGE' to frame (x2½) (stamp 5)
 11. From '½^D' to '1^D' and on through frame line (x2½) and from '2' of '½^D' to head (x5) (stamp 8)
- 1^D+½^D: Plate Blocks:

Pl. B1 – R. 11/6: faint line from bottom of first 'H' to waist (x10)

Pl. B2 – R. 11/5 faint line from 'E' to hip (x10)

2^D + 1^D: Carmine lines:

1. From '1^D' to '2^D' (x2½) (stamp 2)
2. From above head to '2^D' (x2½) (stamp 3)
1 & 2 are adjacent stamps in the same row
3. Line joining arm to horn (x5) (stamp 2)
4. Short vertical line above left hand (x5) (stamp 3)
5. From 'A' of 'HEALTH' to 'T' of 'POSTAGE' and into perfs. (x2½) (single stamp)
6. Centre of 'E' of 'HEALTH' to hip (x2½) (stamp 9)

Plate A1: R 9-12 /1-10:

1. R. 9/2 from below 2nd 'H' to rock (x5)
2. R. 9/4 from 'E' to hip (x5)
3. R. 10/3 from '1d' to head (x2½)
4. R. 11/3 from 'T' to rock (x5)
5. R. 12/5 carmine spot above hand (x2½)
6. R. 9/6 vertical line outside left frame by '1d' (x5)
7. R. 9/8 from first 'H' to elbow (2 lines) (x5)
8. R. 11/6 from boys body to 'O' of 'POSTAGE'

I think that the most likely cause of the lines would be graver slips (horizontal lines) or scratches (vertical).

I have also noticed that there is a carmine dot on the 2d+1d value in the left margin adjacent to the 'T' of 'HEALTH' on all stamps in vertical row 6 (I can see nothing similar on the 1d+½d value).

I would be most interested if Gwyn Williams or anybody else can find any of the lines listed above especially if the plate and sheet position can be ascertained.

The one line that I have not yet managed to locate is one corresponding to the line listed in Campbell Paterson Catalogue.

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1. Williams GJ 'The 1945 Healths' *The Kiwi* (2008). Vol. 57 No.2. P. 39
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ORIGINAL CONTRIBUTIONS AND QUESTIONS:

APPRECIATE IT WHEN YOU ARE WELL OFF!

One of the pleasures of being involved in running the Society is the contact with members from all around the world. Recently, we have received an e-mail from a member in Zimbabwe which was sad to read but made us reflect on how lucky we are in this country even with the current financial turmoil. The e-mail, in part reads:

‘ Thank you for the recent copy of *The Kiwi* which I recently collected from the main Post Office in Bulawayo. We closed our Post Office Box early last year and advised correspondents accordingly. Later last year, when it was obvious that some mail was not being re-directed, we e-mailed again. Unfortunately, these e-mails, like so many from Zimbabwe, also appear not to have got through.

The trouble with snail mail is that all incoming mail is brought to Africa by British Airways who no longer fly into Zimbabwe. It is left in Johannesburg for onward transmission. Air Zimbabwe uses a small aircraft to connect Harare to Johannesburg and only a limited amount of space is allocated to mail. This goes directly to Harare and is then stored at the Central Sorting Office in Harare until it can be moved to its intended destination. Zimpost has not been getting an allocation of diesel from the Government due to our economic situation so mail just builds up, bag on bag on bag until they can move some to Bulawayo etc. in huge pantechicon. The problem is that the mail moved is the most readily available on the pile, so mail from mid 2008 is still caught in the trap.

One day, this problem, like all our other problems, may just go away.

Out of interest, our local postage last week was ZWD 2 billion, postal rates change every Monday. If I could only get the rates as they arise, it would make my life as Editor a pleasure and I would be able to enjoy compiling ‘MAGNIFY’, the quarterly news letter for the Royal Philatelic Society of Zimbabwe. Unfortunately, my attempts to get this information fail time and time again due to Bureaucratic problems – no paper, photocopier not working, ‘we can’t send you this information by Email’ etc.

One has to have a sense of humour to cope with daily life in Zimbabwe. Since they removed 10 zero’s from our currency on 1 August 2008, we have now gained the next 9 zero’s and Bank Statements are to the nearest one billion (this month).

I thought that the following report from CNN on January 10th might give you some idea of life in Zimbabwe today:

Harare – Zimbabwe’s central bank will introduce a \$50 billion note – enough to but just two loaves of bread – as a way of fighting cash shortages amid spiralling inflation. The country’s acting finance minister, Patrick Chinamasa, made the announcement in a government gazette released Saturday. Although Chinamasa did not give the date on which the \$50 billion and new \$20 billion notes would come into circulation, an official at the Reserve Bank of Zimbabwe said the notes would be distributed to all banks by the end of Monday. Zimbabwe is grappling with hyperinflation now officially estimated at 231 million percent, and its currency is fast losing its value. As of Friday, one US dollar was trading at around Z\$25 billion. When the government issued a \$10 billion note just three weeks ago, it bought 20 loaves of bread. That note now can purchase less than half of one loaf.

Realizing the worthlessness of the currency, the RBZ has allowed most goods and services to be charged in foreign currency. As a result, grocery purchases, government hospital bills, property sales, rent, vegetables and even mobile phone recharge cards

are now paid for in foreign currency, as the worthless Zimbabwe dollar virtually ceases to be legal tender. Once a regional economic model, Zimbabwe is in the throes of an economic crisis, with unemployment running at more than 80 percent and many families unable to afford a square meal. President Robert Mugabe's critics blame his policies for the economic meltdown, but he says the West is sabotaging his efforts. In order to attract foreign currency, Zimbabwe's central bank has, since September, licensed at least 1,000 shops to sell goods in foreign currency. All mobile phone service providers are now licensed to accept foreign exchange for airtime and other services.

John Robertson, an economist in Zimbabwe, said he's puzzled by the introduction of the \$50 billion and \$20 billion notes. 'I am not really sure what these notes would be for,' he said. 'No one now accepts the local currency. It is waste of resources to print Zimbabwe dollar notes now. Who accepts a currency that loses value by almost 100 percent daily?' In August, the RBZ slashed ten zeros from the currency. But the zeroes have bounced back with more vigour. The power-sharing deal between Mugabe and opposition leader Morgan Tsvangirai signed in September, and brokered by former South African leader Thabo Mbeki, raised hopes of halting Zimbabwe's plunge into economic destruction. But the pact has stalled over the allocation of key cabinet ministries, with Tsvangirai accusing Mugabe of grabbing all key posts such as defense, local government, foreign affairs and finance.'

So, perhaps, we are not as badly off in the United Kingdom as we sometimes feel!

THE TORQUAY WEEKEND AND A PIGEONGRAM

EVAN WILLIAMS

I would like to express my appreciation to all those who organised the philatelic weekend at Torquay. Unfortunately, I was unable to attend for the whole weekend but spent a wonderful day with the Society on Saturday. As a member of the Western Regional Group, I contributed to the display by our members but, I am afraid that in devoting time to that preparation, I missed out on a golden opportunity to get advice from the experts who were present.

On reflection, I was really angry with myself for overlooking the first session in the morning which was 'Coasts and Islands of New Zealand'. The reason for my annoyance goes back a couple of years when I was thumbing through an auction catalogue and, under the heading of Australia, noticed a 'Great Barrier Pigeongram'. Obviously, whoever had compiled the catalogue knew nothing of Great Barrier Island and must have associated the item with the Great Barrier Reef.

Great Barrier Island is probably one of New Zealand's best known islands purely from the fact that on May 14, 1897, Mr. Parkin, a well known pigeon fancier from Auckland, established this rapid means of communication to the city some fifty-five miles away, giving a speedy service to members of the mineral mining community. Over the next few years there were several separate operators of the service, until, finally, a cable was laid and the pigeongrams disappeared. One of the later pigeongrams was flown on December 15, 1903, in order to raise funds for the Veteran's Home, Auckland.

The 'flimsy', as they were called, that I obtained for what I considered a modest outlay, was an unused example of the stationery produced for the service in 1903 to raise funds Veteran Home Funds – presumably Boer War veterans. It seems in remarkably good condition for a piece of tissue paper that, if genuine, is about 105 years old. I see no reason why I should not consider it authentic. It has three horizontal fold marks so that the heading and the message would be on the inside. On the rear is the word 'ADDRESS' printed vertically outside one of the sets of perforations that run up each side of the form, 25mm from the edge of the paper. It was thus

folded, sealed and addressed. Upon receipt, the ends were despatched and the message revealed. I suggest that this 'flimsy' has probably spent most of those 105 years between the leaves of a book (or something like that). It is now kept flat with a thick paper backing and enclosed in a film.

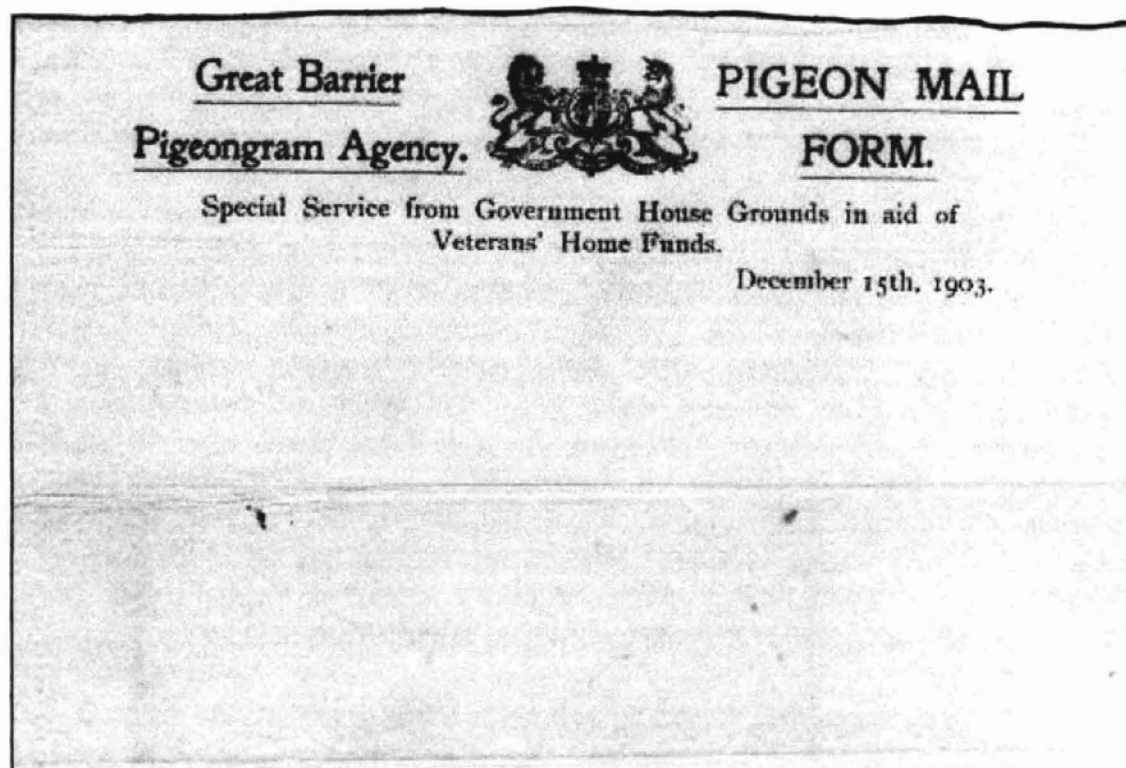


Figure 1: The Special Pigeon Form

It is not known how many flimsies were issued or how many were flown on this special flight but I would very much like to hear from anyone who has one or could give me any further information.

Meanwhile, at the Torquay meeting, I felt that one of the dealers present looked vaguely familiar but I could not place him. I was delighted and a bit surprised when said dealer, Paul Wales, came up and said that he recognised me as having been in his stamp shop in Christchurch just a few weeks earlier. Small world!

Whilst in Christchurch, I also made a point of visiting Alan Tunnicliffe, Secretary of the New Zealand Airmail Society. I spent two hours with Alan and, in the course of conversation, I mentioned that I originate from Totnes in Devon. To our mutual surprise, we discovered that we had a mutual acquaintance who is a relative of Alan's. I say again, small world.

----- **ALTERNATIVES TO THE HORSESHOE ROUTE IN JUNE AND JULY 1940**

ROBERT CLARK

Introduction:

Perhaps the most confusing time in New Zealand airmail history is the two months of June and July 1940. The first regular trans-Tasman flight by Tasman Empire Airways (TEAL) from Auckland to Sydney had taken place on April 30th 1940. That flight connected with the Qantas Empire Airways (QEA) / BOAC service from Sydney and so, at long last, there was a regular airmail service between New Zealand and the United Kingdom.

Unfortunately, this was a short lived as the service was disrupted on 10th June when Italy entered the Second World War. The airmail service between New Zealand and the United Kingdom was now cut as the route through the Mediterranean was no longer possible.

Although Empire air services were suspended on June 11th, the New Zealand – Australia airmail service continued. Within eight days, a new airmail service between Australia and the UK was set up and became known as the '*Horseshoe Route*'. Air mail from New Zealand and Australia was flown by the previous via Singapore and India to Cairo and from there to Durban in South Africa. The route then was from Durban to Capetown, usually by surface carriage, and from Capetown to the United Kingdom by sea. The airmail fee continued to be 1/3 from the UK to New Zealand and 1/6 from New Zealand to the UK.

The first flights between Durban and Sydney on this service in both directions left on 19th June and arrived on 1st July. Durban to Capetown could take 3 days while the sea journey between Capetown and the UK was scheduled to take 18 days (1). The mail from Sydney that arrived in Durban on July 1st arrived in the UK around July 23rd.

Because the *Horseshoe Route* service was set up so quickly, it is commonly believed that all the waiting mail together with new postings were sent by this route. However, Legg has shown that this was far from being the case with mail from the UK (1). He has researched Post Office and other archives of the period 1939 – 1942 and has deposited photocopies of various previously secret documents about routes and flights in the library of the British Airmail Society. Some of these are referenced in this article.

In general, it is difficult to determine the arrival date or route taken by any particular cover during this period. Mail during wartime had few transit marks and was often delayed because it had to be sent to the censor's office. Each of the Auckland-Sydney, Sydney-Durban and Capetown-UK services was weekly and slight delays could lead to missed connections. Also, due to a lack of aircraft capacity, air mail often had to wait for a later service. One of the few decent sources of evidence on arrival times is mail that was re-directed and so received a datestamp indicating the time by which it had arrived at its original destination.

Three different situations are discussed below: airmail that was in transit on June 11th, airmail sent from the UK to New Zealand and airmail sent from New Zealand to the UK.

Airmail in transit on June 11th:

The eastward service was straightforward. The flight that left Poole, Dorset, for Australia on June 9th continued to Sydney where it arrived on June 20th (2). To avoid Italy, it had been diverted via Corsica, Tunisia and Malta and had reached Alexandria in Egypt by June 11th and so was out of the danger area. This mail arrived in New Zealand on June 24th.

The situation in the opposite direction was much more difficult. The last through airmail from New Zealand was flown from Auckland to Sydney on May 28th to connect with the QEA/BOAC flight that had left Sydney on May 29th and arrived in Poole on June 9th. The next flight from Auckland was on June 3rd and connected with the flight that left Sydney on June 5th. It had reached Karachi by June 11th but did not progress further (2). According to one of the Confidential Reports (3), '*... the air mails which were already en route will have been 'dumped', as necessary, at certain points for onward conveyance by surface route.*'

Figure 1 shows a cover postmarked in New Zealand on June 1st, 1940 and backstamped on August 10th after being re-directed in Glasgow. It is likely that this cover was flown from Auckland to Sydney on June 3rd, from Sydney on June 5th, off loaded in Karachi and then sent on the rest of the journey by sea. The total transit time was 71 days and it arrived in the UK more than two weeks after the first '*Horseshoe Route*' mail.



Figure 1: Postmarked 1st June, flown to Karachi and then by sea – 71 days in transit

If the cover missed the June 5th flight, then it would have travelled with the airmail cover shown in Figure 2. The envelope was postmarked in Auckland on June 7th and was re-directed in London on August 8th. As it took 63 days, it is likely that it was flown from Auckland to Sydney but then sent to the UK by sea.

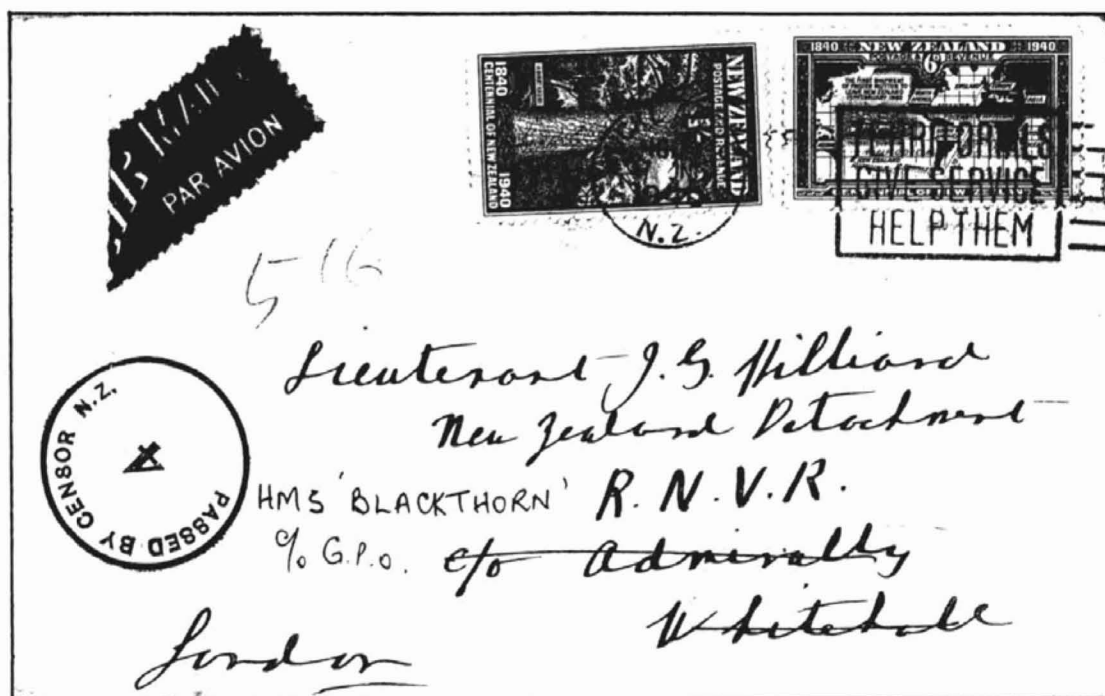


Figure 2: Postmarked 7th June, flown to Australia and then by sea, 63 days in transit

Airmail from the UK to New Zealand:

Although the availability of the service was not announced in the UK until June 28th (4), the first despatch by the 'Horseshoe Route' from the UK left by sea on June 19th. It connected with the fourth flight from Durban on July 10th and arrived in Sydney on July 24th (1, 2). The next Trans-Tasman flight was on July 31st and that would appear to be date for the first arrival in New Zealand of mail flown on the 'Horseshoe Route'. It, therefore, took 43 days, which was the

average transit time. I am not aware of any mail to New Zealand being positively identified as having been carried on this service. On the other hand, various covers have been wrongly attributed as, especially in the early weeks, there were alternatives.

For example, the following routes were used for air mail from the UK to New Zealand in the middle of June, 1940 (5):

1. On June 15th and, again, on June 18th, air mail for Australia and New Zealand was flown from Lisbon and, from there to New York. It was then flown to San Francisco from where it was sent by sea on June 25th on the *S. S. Monterey* which was due in Auckland on July 12th (3).
2. On June 19th, air mail was sent by sea to Durban and then flown on the 'Horseshoe Route'.
3. On June 21st, air mail for New Zealand and Fiji was sent by sea.

The cover shown in Figure 3 was posted in Birmingham on June 14th and has a Carterton (New Zealand) arrival backstamp dated July 16th. It is one of a group sent by the well known dealer, Francis J. Field. The covers are usually believed to have been sent on the first despatch through the 'Horseshoe Route' (4). However, as it arrived in New Zealand two weeks earlier than the first despatch, it must have been flown via Lisbon and New York to San Francisco and then sent to Auckland on *S. S. Monterey* (1). Both Walker (4) and Legg (1) show a virtually identical cover which has a map of the 'Horseshoe Route'. The illustration must have been added (erroneously) at a later date as neither the route nor the rate were known when the cover was posted.



Figure 3: Flown from the UK to San Francisco and then travelled to New Zealand by sea, 33 days in transit

The long awaited regular airmail service *FAM 19* between the United States and New Zealand was started by Pan American Airways in July 1940. Mail left the UK on July 6th and was flown via Lisbon and New York to San Francisco from where it was flown across the Pacific to Auckland on July 12-18 (4). The cost of this through airmail service from the UK to New Zealand was 4/6 and so was primarily used for urgent business mail. During July, some airmail at the 1/3 rate continued to be flown from the UK to San Francisco and sent from there to New Zealand by steamer.

Airmail from New Zealand to the United Kingdom:



Figure 4: New Zealand to Honolulu by sea, then flown to New York, the remainder of the journey by sea

The New Zealand authorities did not officially accept mail for the *Horseshoe Route* until July 16th 1940 (6). The first despatch was on July 23rd and the mail arrived in the UK on September 5th (4) which suggests that it was flown Sydney – Durban on the seventh *Horseshoe Route* flight which took July 31st to August 13th.



Figure 5: Flown all the way from New Zealand to UK via USA, 16 days in transit

The suspension of the airmail service to the UK via Australia had been announced in New Zealand on June 14th and the alternative advised airmail route was by sea to Honolulu where it connected with the airmail service to San Francisco followed by an airmail trip to New York and

then by sea to the UK (6). The cost of this service was 1/9 compared with the 1/6 for the *Horseshoe Route*. The cover shown in Figure 4 is postmarked in Wellington on June 14th and, as it is franked with 1/9, presumably went via Honolulu. For an extra 2/3, mail could also be flown from New York to the UK via Lisbon. This 4/- rate seems to have been little used.

The first flight of the regular fortnightly airmail service *FAM 19* from Auckland to San Francisco was on July 20th – 24th. This service gave a new fast all- airmail route to the UK as mail could be flown from San Francisco to New York and from there on the trans-Atlantic service to Lisbon and on to the UK. However, the cost of this airmail service from New Zealand to the UK was 6/3 (compared to 4/6 in the opposite direction) and the alternative *Horseshoe Route*, although slower, was much cheaper. A registered cover, franked with 6/7 to include the registration fee, is shown in figure 5. It has a San Francisco transit mark on July 24th and a New York transit mark dated July 26th. The arrival date in the UK was August 3rd.

Conclusions:

It appears that a high proportion of airmail in both directions between New Zealand and the UK in June and July 1940 travelled via the United States rather than by the *Horseshoe Route*.

Table 1 combines information from Legg (1) and from Aitink & Hovenkamp (2) to give dates of the first *Horseshoe Route* dispatches from the UK and their arrival in New Zealand. Flights from Durban had the code NE while those from Sydney had the code WS. It would be interesting if there are airmail covers from the UK to New Zealand that confirm these arrival dates.

Left UK	Left Durban	Flight No.	Arrived Sydney	TEAL Connection
June 19 th	July 10 th	NE4	July 24 th	July 31 st
June 26 th	July 17 th	NE5	July 29 th	July 31 st
July 3 rd	July 24 th	NE6	August 5 th	August 10 th
July 11 th	August 8 th	NE8	August 22 nd	August 29 th
July 17 th	August 8 th	NE8	August 22 nd	August 29 th
July 26 th	August 17 th	NE9	August 29 th	August 31 st

Table 1. Dates for the first despatches on the *Horseshoe Route* from London

From August 1940, the *Horseshoe Route* became a twice weekly service and so was able to carry a much larger proportion of the air mail. The 1/9 service by sea to Honolulu followed by airmail to New York was ended on March 5th, 1941 (6). The trans-Pacific *PanAm* ended in December 1941 with the attack on Pearl Harbour. The *Horseshoe Route* to Australia was broken at the beginning of February 1942 and restricted to Durban – Calcutta.

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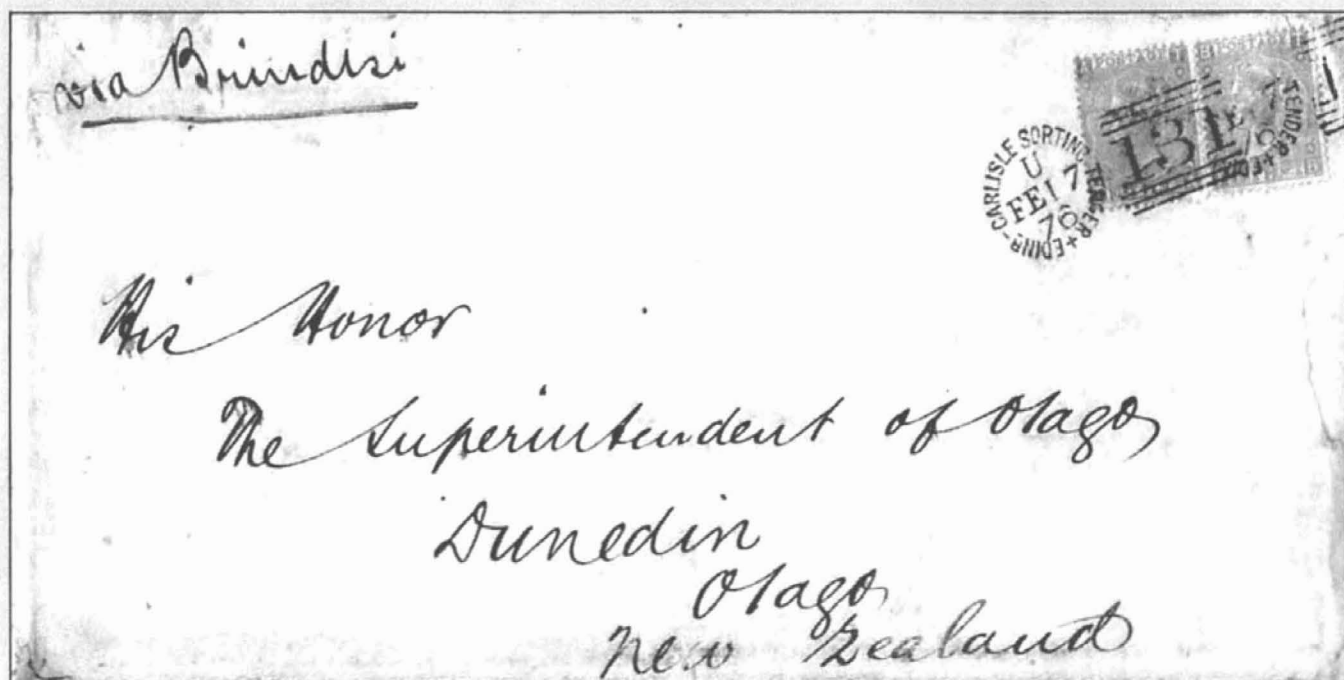
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