

# *THE KIWI*

JOURNAL OF THE NEW ZEALAND SOCIETY OF GREAT BRITAIN

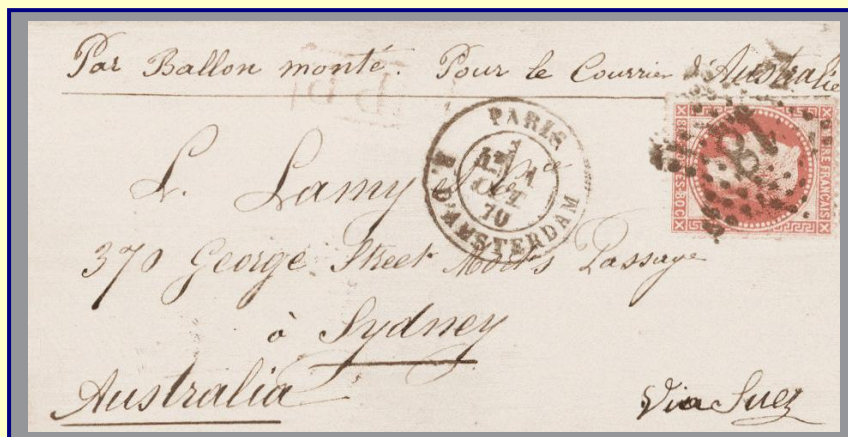


VOLUME 65 NUMBER 6  
WHOLE NUMBER 380

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## Superb material for the discerning



The above cover was an example of the world's first airmail and is the only known Paris ballon post cover addressed to Australasia. In 2009 Mowbrays Australia sold this 1870 Siege of Paris ballon monté cover for NZ \$238,625 – then a record Australasian price for a philatelic item.



The above 13 August 1855 cover from Auckland to Birmingham, England, bears a pair of New Zealand's very first 1d full-face queen stamps. Only three covers bearing 1d SG1 FFQs are known – this being the earliest recorded date. It was acquired in 2009 by John Mowbray for a client for NZ \$138,000.

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*The Society is affiliated to: The Association of British Philatelic Societies  
the New Zealand Philatelic Federation  
and the Association of Scottish Philatelic Societies.*



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## EDITORIAL

This issue of *The Kiwi* carries a report of our Philatelic Weekend held in Stratford-upon-Avon at the end of September.

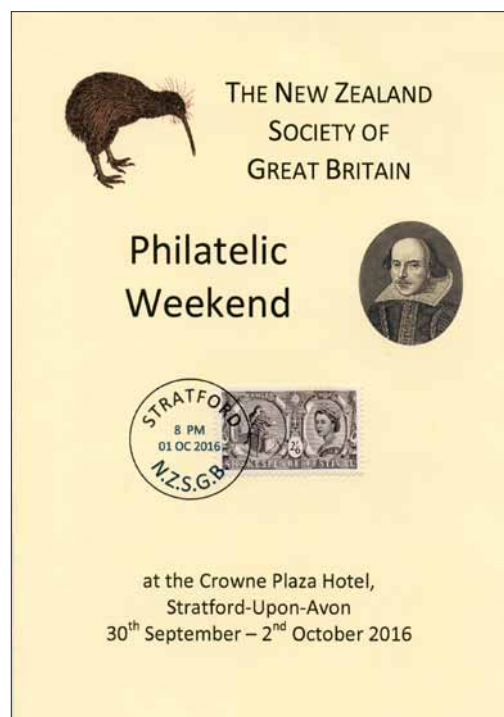
Those who were able to attend were treated to a cornucopia of material that touched on nearly every aspect of New Zealand's stamps and postal history. Something for everyone.

For those unable to join us you can read about many of the philatelic gems thanks to the notes prepared by our very own bard, Michael Wilkinson.

Michael's skills go beyond simply putting quill to parchment, taking most of the photographs of the event contained in the report.

He also designed and produced the menu for our Gala Dinner on the Saturday evening (pictured right) complete with a GB Shakespeare stamp - cancelled with a special hand-stamp; which of course Michael also produced.

Surely a 'must have' for any Shakespearean thematic display!



### THE KIWI - ADVERTISERS IN THIS ISSUE

ADVERTISER	PAGE
Mowbray Collectables	Inside Front Cover
Steven Zirinsky	193
Ashford Stamps Ltd.	193

ADVERTISER	PAGE
Classic Stamps Ltd.	Inside Back Cover
Auckland City Stamps	Back Cover

*"Please mention the NZSGB when you speak with our advertisers"*

### THE KIWI - CURRENT ADVERTISING RATES

	Full (single insertion)	Full (3 or more consecutive)	Half (single insertion)	Half (3 or more consecutive)	Quarter (single insertion)	Quarter (3 or more consecutive)
Full Colour	£90	£75	£75	£60	£50	£40

### NZSGB - CURRENT SUBSCRIPTION RATES

Membership rates are £20 (within the UK) and £25 (overseas) - with printed copy of *The Kiwi*.

Members who prefer to receive an electronic version of the journal (*e-Kiwi*), downloadable from the Society's web-site, as an alternative to the paper copy pay £20 regardless of country of residence.

Payment can be made by various means including PayPal ('gift' option). Details from the membership secretary [esmegdiamond@gmail.com](mailto:esmegdiamond@gmail.com) or via the web-site.

# SOCIETY NEWS

## MEMBERSHIP NEWS

### New Members:

A warm welcome to:

A. Baillie, Grimsby, Lincolnshire  
R. Bloxham, Wellington, New Zealand  
P. Cleary, Glasgow, Scotland  
R. Rankine, Edinburgh, Scotland  
J. Smith, Midlothian, Scotland



## ***ANNUAL SOCIETY AUCTION***

The Annual Auction will be held at 14:00 on **Saturday 26 November 2016**

All members should have received an electronic copy of the catalogue or, for those without e-mail accounts, a paper copy which was distributed separately. If you have not received a copy please contact Esmé Diamond (contact details on page 167).

If you are attending the auction remember to bring your catalogue. Copies on the day will be £2.

A number of lots are available to view on the Society's web-site.

## ***POSTAL BIDS - A REMINDER***

If you are unable to attend in person Postal Bids are most welcome. These should be sent by post, e-mail or telephone to the Hon. Auctioneer, Brian Stonestreet, to arrive no later than November 24th.

Send bids to:

32 Bedgebury Close  
Vinters Park  
Maidstone  
Kent ME14 5QZ

☎ 01622 675784

e-mail: [b.stonestreet@btinternet.com](mailto:b.stonestreet@btinternet.com)



## **Membership Renewal Time**

Membership reminders will be sent out shortly and prompt payment would be appreciated.

If any of your details (address, e-mail etc) have changed please let the Membership Secretary know.

If you wish to change from paper to e-version of *The Kiwi*, or vice versa, do let us know.



## NEXT MEETING OF THE SOCIETY

The next meeting of the Society will be held at the Union Jack Club on Saturday **26 November 2016**.

### ***AGM & ANNUAL AUCTION***

The meeting will start at 11:00 with the Annual General Meeting of the Society. The Annual Auction will be held in the afternoon. Lots may be viewed from 12:30 and the auction will start promptly at 14:00.

## **65<sup>th</sup> ANNUAL GENERAL MEETING**

### **OF**

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

Notice is hereby given that the 65<sup>th</sup> Annual General Meeting of the New Zealand Society of Great Britain will be held at the Union Jack Club, Sandell Street, London on Saturday 26 November 2016 commencing at 11:00am.

### **AGENDA**

1. Minutes of the 64th Annual General Meeting - published in the January 2015 issue of *The Kiwi*
2. Chairman's report and review of 2016
3. Financial report from the Hon. Treasurer
4. Report from the Hon. Packet Secretary
5. Report from the Hon. Library Liaison Officer
6. Report from the Hon. Editor of *The Kiwi*
7. To elect Officers to the Committee:
  - a) Honorary President
  - b) Vice President(s)
  - c) Honorary Chairman
  - d) Honorary General Secretary
  - e) Honorary Membership Secretary
  - f) Honorary Treasurer
  - g) Honorary Editor of *The Kiwi*
  - h) Honorary Packet Secretary
  - i) Honorary Auctioneer
  - j) Honorary Library Liaison Officer
  - k) Other Officers of the Society
8. Any other business proper to the Annual General Meeting of which due notice has been given to the Honorary General Secretary.

Nominations are invited from members for all of the Officers of the Society, having obtained the agreement (in writing) of the member so nominated.

Michael Wilkinson, Honorary General Secretary

# FORTHCOMING REGIONAL GROUP MEETINGS

## NORTH OF ENGLAND REGIONAL GROUP

The next meeting of the North of England Group will be held on Saturday **12 November 2016** at St. Luke's Church, Lodge Road, Orrell starting at 12:30. Members to display new acquisitions or items of interest.

Group Contact: - Jack Lindley ☎ 0161 705 1074 e-mail: lindleyjack@aol.com

## SCOTTISH REGIONAL GROUP

The next meeting of the Scottish Group will be an informal gathering, at 13:00 on Saturday **22 April 2017**, at the ASPS Congress in Perth. Meet in the café on the balcony of the Dewar Centre.

Group contact: - Adrian Philbey ☎ 0141 562 5817 e-mail: adrian.philbey@ed.ac.uk

## MIDLAND REGIONAL GROUP

For details of forthcoming meetings of the Midland Group contact:

Ian Samuel ☎ 0121 449 0849

### UPCOMING UK NATIONAL EVENTS

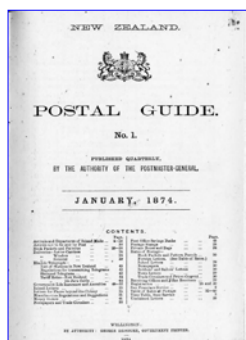
#### 2017

- \* 15-18 February **ABPS Spring Stampex** - Business Design Centre, London.  
Full National Exhibition. Theme: The former Ottoman Empire including North Africa, Egypt and Balkan States, plus Palestine, Lebanon, Syria, Trans-Jordan, Iraq, Saudi Arabia and Gulf States. With Iran.
- \* 8 July **Midpex 2017** - Warwickshire Exhibition Centre, Leamington Spa, CV31 1XN.  
Offering a shop window for Specialist Societies.
- \* 12-16 September **ABPS Autumn Stampex** - Business Design Centre, London.  
Full National Exhibition. Key Participant - Sarawak Specialist Society.

#### 2020

- \* 2-9 May **LONDON 2020** - Business Design Centre, London.  
Full International (FIP and FEPA) Exhibition. ([www.london2020.co](http://www.london2020.co))

## THE SOCIETY WEB-SITE AS A RESOURCE FOR MEMBERS



### Research Documents

A number of original source documents have been placed on the web-site as an aid to members undertaking research in to the New Zealand Post Office and early postal rates and routes. We hope to add to this in the future.

- \* Statutes relating to the early New Zealand Post Office.
- \* New Zealand Gazettes relating to early postal rates.
- \* New Zealand Postal Guides relating to postal rates.

## MEETINGS HELD

### NOTES OF THE PHILATELIC WEEKEND, STRATFORD-UPON-AVON



#### CROWNE PLAZA HOTEL STRATFORD-UPON-AVON 30<sup>th</sup> September - 2<sup>nd</sup> October 2016



This was the ninth residential weekend organised by the Society. About 30 members enjoyed a wide range of fascinating displays and, with partners and guests, dinners at the Royal Shakespeare Theatre Rooftop Restaurant and the Crowne Plaza Hotel – previously the Holiday Inn but recently rebranded or, as we say, overprinted. The programme closely followed the plan published in the September 2016 issue of *The Kiwi*. This report can include only some highlights, as noted by your scribe. Apologies if your items are not here – why not write about them for a future issue?

**Laurence Kimpton**, also showing items from **Brian Jones**, began with a display on Pacific Airmails. On 17 March 1937 Sikorsky S42B, known as the Pan American Clipper, left San Francisco on a survey flight to Auckland, captained by Edwin C Musick and going via Kingman Reef and Pago Pago, arriving on 29 March. The return flight left Auckland on 3 April and reached Honolulu on 9 April. Only one cover was carried on the outward flight, but 10 covers signed by Captain Musick were put on the return flight, all but one addressed to the Chairman of Cadbury Fry Hudson, who supplied provisions for the flight. However, these covers were confiscated and hidden by Clarence Young, Head of Pan Am's Pacific Division, since they had been flown contrary to the airline's policy and he felt that it might jeopardise any future contract with the New Zealand Post Office. Clarence's son found the covers 60 years later and confirmed them as the first covers to be flown from New Zealand to the USA.



*One of the covers 'hidden' by Clarence Young, only surfacing 60 years later.*

The second survey flight was scheduled to leave Auckland for Honolulu via Pago Pago on 29 December 1937. By then about 25,000 items of post had arrived for the flight and were given a cachet reading NEW ZEALAND-USA/FIRST AIR MAIL/DECEMBER 1937, usually in red but sometimes in purple. However, bad weather delayed the flight and it left Auckland on 2 January 1938, arriving at Pago Pago on the other side of the International Date Line on 1 January, and Honolulu on 3 January.

Laurence's and Brian's display then continued with examples of items flown, or intended to be flown, on Pacific routes between 1938 and 1954. Constant themes were frequent changes to the routes and rates, which was not surprising as air services developed and became more competitive, a growing interest from collectors in official and, failing those, unofficial first flight covers for each new route, debates between airlines and postal authorities about acceptance and delivery of mail – and, inevitably, some crashes. Of particular note was a letter from the Chief Postmaster at Auckland dated 18 October 1939 to the Postmaster General of Australia explaining that, with war imminent, letters for an advertised 'round the world' service from Australia to New Zealand, the USA, England and back to Australia could not be accepted on the Empire Air Service. A cover bearing 7s 6d in Australian stamps was amongst those refused.

British Commonwealth Pacific Airlines began operating a service from Sydney to Vancouver via Auckland, Canton Island, Fiji, Hawaii and San Francisco in September 1946, using DC4 aircraft chartered from Australian National Airways and, from 1948, its own faster DC6s. The rate from Canton Island to the USA, by what was



called the British Pacific route, was 2s 6d. A last flight cover in May 1954 marked the demise of BCPA due to falling revenue, and it was taken over by Qantas.

**John Jackson** introduced us to many Great Philatelists of the Past, primarily through the medium of auction catalogues, of which he displayed a great number. Philip Ferrary (1850-1917) was an Austrian based in Paris who, according to Wikipedia, amassed “*probably the most complete worldwide collection that ever existed, or is likely to exist*”. The French Government confiscated his collection as war reparation and it was sold in the 1920s, realising 30 million francs. George H Worthington, a Canadian who moved to Cleveland, Ohio, was an avid and meticulous collector, but business difficulties forced him to sell his massive collection in 1917. Some of it was bought by Alfred F Lichtenstein (1876-1947), an American with a passion for stamps issued before 1870. He also bought much material from Ferrary. His daughter, Louise Boyd Dale (1913-67), was also a philatelist. Alfred’s and Louise’s collections were sold by Harmers in a series of sales between 1968 and 2004. Alfred H Caspary (1877-1955) was a rather secretive American collector, mostly of American stamps, who insisted on the highest quality material. His collection was sold by Harmers between 1955 and 1958.

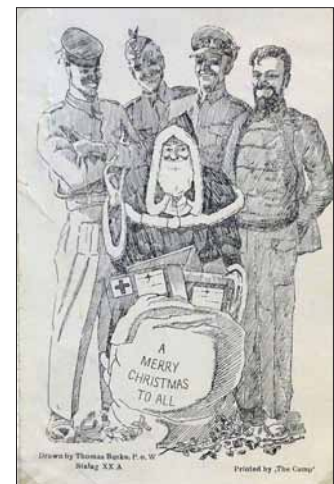
Alphonse Mayer von Rothschild (1878-1942), an Austrian who married an English woman called Clarice Sebag-Montefiore in 1912, formed his collection with the help of advice from Edwin Müller (1898-1962), who later set up the Mercury Stamp Company in New York and sold some of the Rothschild collection, though catalogues are hard to find. Maurice Burrus (1882-1959), who was born in France but whose family moved to Switzerland when the French Government put limitations on their tobacco business, also bought much material from Ferrary. He was said to be a ‘completist’, wanting to reassemble the stamps ‘of the whole universe’. But in 1959 his collection fell victim to a Ponzi scheme run by Shanahan Stamp Auctions in Ireland. A burglary exposed the scheme, leading to liquidation of Shanahans and the sale of Burrus’s collection by Robson Lowe either directly or, as Robin Gwynn recalled, through overseas auction houses. The collection required 70 catalogues, though some included only one Lot. Josiah K Lilly (1893-1966), from the Eli Lilly pharmaceutical family, collected model soldiers as well as stamps. He amassed a stamp collection the extent of which became known only when, after his death, it was sold for more than \$3 million by Robert A Siegel.



*Catalogue for the Burrus sale*

**Andrew Dove, Jack Lindley and John Potter** displayed military mail from the second World War. Cancellers inscribed KW1 to KW17 (but not KW13), possibly standing for KiWi, were used by Military Post Offices in Egypt, Greece, Crete, Syria, Libya, Tunisia and Italy. For example, KW16 was used at Alexandria, and KW17 by the YMCA. Airmail letter sheets and Airgraphs were used by the troops, who would sometimes add their own illustrations. POW mail could take several months to reach New Zealand. For example, a Christmas card posted at Stalag VIII-B (Lamsdorf) on 10 December 1941 was received on 24 February 1942, and one sent on 9 December 1942 arrived on 5 April 1943. From 1941 mail could be sent by air for a fee of 40pf.

The New Zealand navy’s role in the war involved HMNZS *Achilles*, which patrolled the west coast of South America and was involved in the Battle of the River Plate in 1939 and then in escorting trans-Tasman and Pacific convoys, and HMNZS *Gambia*, which served with the British Pacific fleet and saw action against Japan. The RMS *Rangitiki*, and sister ship *Rangitata*, served as convoy ships in the Atlantic. The *Rangitiki* left New Zealand in May 1940 taking the 5th Infantry Brigade to the Middle East but was diverted to London via Cape Town following news of the invasion of Holland and Belgium. The RMS *Niagara* was carrying a large consignment of gold from the UK to the USA, to pay for munitions, when she struck a German mine and sank on 19 June 1940 near Whangarei.

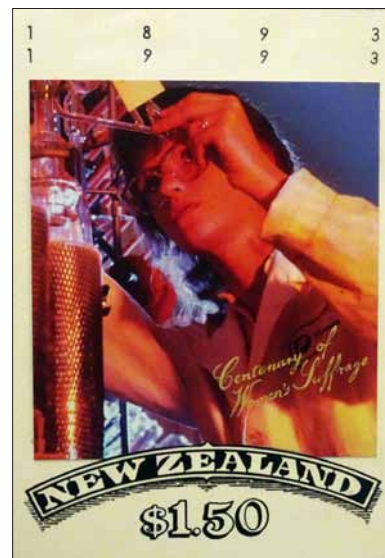


*Christmas card posted at Stalag XXA*

Military mail from New Zealanders, both overseas and sometimes within New Zealand, was regularly checked by censors, who might obscure or excise offending words and add their own identifying numbers,

which initially ran from 1 to 136 and which, as **John Hepworth** noted, helped identify their location. The Censors would also add tapes saying 'Passed by Censor', 'Examined by Censor at ...' or, possibly for important people, 'Not opened by Censor'. Conscientious objectors to conscription, introduced in New Zealand in July 1940, could appeal but only 20% of the 3,000 or so appeals succeeded, 40% were rejected and 40% allowed with conditions. Those whose appeals failed but still refused to serve were detained in camps, and treated quite harshly, until the war was over. Mail from these camps was censored, and marked differently than other censored mail. Authority to censor mail was normally rigidly controlled, but it is not known on what authority the camp operators did so.

**Terry Hancox** displayed letters, sketches, artwork and other material created by Lindy Fisher when designing the set of 4 stamps issued on 31 March 1993 to mark the centenary of New Zealand women being given the right to vote. The Post Office asked her in November 1991 if she would prepare designs, for which they had a very detailed specification, and then she and they engaged in protracted dialogue to refine their respective ideas and develop her designs. Lindy's work was amazingly detailed, for example using a 'mind map' to develop the concept for the issue, referring back



*Progressive artwork from Lindy Fisher*

to earlier issues to explore how to retain a consistent style across a set of stamps, consulting contemporary publications for styles of clothing in 1893, and preparing numerous sketches and a painting to test her ideas. Lindy worked quickly but the Post Office, presumably working through its committees, reacted slowly and on 16 November 1992 approved the designs and commissioned proofs and then printing. They also asked Lindy to design supporting material such as the First Day envelope.



*A New Zealand soldier sketched by Peter McIntyre*

During the weekend we were also treated to two standing displays from **Lorraine Maguire**, showing sketches by Peter McIntyre, official New Zealand war artist during the Second World War, and **Ian Samuel** who displayed a fine range of covers illustrated by Mrs Purdon of Whangarei between 1947 and 1961.

**Robin Gwynn** opened proceedings on Sunday with a display of Disaster Mail, defined as mail involved in an accident. Often the nature of the accident, for example a shipwreck or a train crash, was explained by a cachet or label attached to salvaged mail before delivery, but sometimes detective work was needed to identify mail that had (or had not) met with disaster.

The story behind an item was often significant. For example, the steamer *Mary Bowers*, from which a cover bearing a 2d blue Chalon had been saved, sank off the coast of South Carolina in August 1864 after running onto the submerged wreck of another steamer while trying to break a Union blockade during the American Civil War. Another blockade, by Maoris in the 1860s, explained the unusual routing via Wellington of mail from Wanganui to New Plymouth. And the wreck of the SS *Wairarapa* on Great Barrier Island on 29 October 1894, with the loss of 121 lives and no means of sending news rapidly to the Union Steam Ship Company or the victims' families, led to the introduction of the pigeon post service between the island and the mainland. **Lachlan Philbey** displayed a range of items on this topic from his collection which he continues to develop. We look forward to hearing more on this subject from Lachlan in the future.



Robin's display, plus material from **Paul Wreglesworth** and **Adrian Philbey**, included further items from maritime and aviation disasters (though space precludes details of the latter). Only 10 covers, and 20 of the 121 passengers and crew, were saved when the SS *Tararua*, sailing from Port Chalmers to Melbourne, foundered off Waipapa Point on 29 April 1881. Covers, mostly very battered, are known bearing Post Chambers and Invercargill markings. On Christmas Day 1905 the steamer *Kapanui*, whose lights were defective and captain drunk, was hit in Auckland Harbour by her sister ship, the *Claymore*. On 27 May 1908 the steamer *Muritai*, bound from Russell to Auckland, foundered in thick haze and broke up on West Chicken Island, off Whangarei Harbour. The captain skillfully steered the vessel to a point where all the passengers and crew could climb ashore. On 18 July 1908 the Australian SS *Aeon* was wrecked on Christmas Island en route from San Francisco to Auckland. The passengers and crew, and 500 sacks of mail, had to wait until September to be rescued. The RMS *Tahiti*, originally RMS *Port Kingston*, was bought by the Union Steamship Company in 1911 for

the route from Sydney to San Francisco via Wellington, Rarotonga and Tahiti. She survived the first World War, bringing casualties from Gallipoli home to New Zealand, but sank mid-ocean on 17 August 1930 after damage caused by a broken propeller shaft. All passengers, crew and mail were rescued.



*Letter stolen from Stratford Post Office in 1897*

Over the years mail had been affected by a wide range of disasters. For example, during outbreaks of polio in 1937 and 1948 in New Zealand, schools were closed and teachers and pupils could post items labelled 'school work' to each other free of charge. As items displayed by Robin, Paul and Adrian showed, other cachets told of mail affected by 'smoke damage in Antarctica', by the 1931 Napier earthquake, 'damaged in railcar fire at Waihua 9/5/53', 'damaged by postal machinery' and 'delayed by suspension

of all mail services following devastating Christchurch earthquake 22 February 2011', and of an item that in July 1897 was one of '600 letters stolen from Stratford Post Office by burglar and subsequently recovered'.

The final session, led by **Alexander McCulloch**, focussed on stamps rather than covers and postal history. Alexander presented gems from over 80 years of New Zealand philately. The khaki shade of the 1900 1½d Boer War stamp was rare – few were printed because the black and brown pigments in the ink tended to separate. The two-perf pairs of the Edward VII and George V issues, with the upper and lower parts of the sheet perforated differently, provided a fascinating insight into the limitations of the machinery and the ingenuity of its operators in the early 20th century. Most of the George V values have the upper rows perforated 14x13¼ and the lower ones 14x14¼, but for the 4d value from Plate 44 this is the other way round. The colours of the 2d violet and 4d yellow stamps were swapped in 1916 so that cancellations on the 2d value could be more easily seen. The 'clematis' flaw (R8/1) on the ½d fantail value in the 1935 Pictorial issue developed late in the initial printing on single watermark paper, while the 'coconut' flaw on the 2/- value (R8/2) developed soon after printing started and so proven pre-flaw examples are rare.

New Zealand did not issue any stamps for Edward VIII, but James Berry prepared an essay of a 1d value. When the 1½d chocolate George VI stamp was issued in 1938 it was intended that all mail from New Zealand to the UK should go by air at the 'all up' rate of 1½d per ½oz, but the outbreak of war in 1939 frustrated that plan. Some 1½d stamps were surcharged 2d in 1941. Leonard Mitchell prepared artwork for the 1953 Queen Elizabeth II issue. And the 1960s provided a feast of errors!



*Berry's artwork for an Edward VIII stamp issue that never materialised.*

**Brian Stonestreet** displayed stamps from the 1975 Roses issue, including shades, colour shifts, offsets and perforation varieties. The 7c value exists with triple perforations! The 8c, 6c and 7c values were surcharged

4c, 17c and 20c in 1979-80 to cope with changing postage rates, and the surcharges can be missing, shifted, weak, double and offset. **David Stalker** showed examples of how the printers used by NZ Post, since about 2001, distinguished between printings by adding growing flocks of kiwis to successive reprints. The wording and shading of boxes used to hold stamp rolls also evolved. Booklets provided many varieties for study both of the stamps, where the pattern and placing of perforations could vary, and of the barcodes, wording and fonts used on the booklets themselves.

**John Stimson** concluded the meeting with thanks to all who had helped to organise the weekend, those who had displayed material, the Competition entrants, and those who had provided sponsorship, including Mowbray Collectables and the donors of raffle prizes. We departed reflecting on where to hold the Society's tenth philatelic weekend in 2018.

*[Notes prepared by Michael Wilkinson, All images reduced]*



*Members at the Stratford weekend listen attentively as John Jackson provides feedback on the competition entries.*



## F J EAST SILVER JUBILEE TROPHY

The **F J East Silver Jubilee Trophy** is traditionally presented for the best article, or series of articles, written by a member of the Society and published in *The Kiwi*.

It is my great pleasure, as editor of *The Kiwi*, to recognise the contribution to the journal made by Terry Hancox who, in recent years, has produced a wide range of articles on very diverse subjects. Not only has Terry provided me with valuable copy for the pages of the journal but he has also produced a series of detailed philatelic studies dealing with the flaws and retouches on the 1933 Health and 1924 Dunedin Exhibition issues as well as more recent definitive series. Terry has unselfishly allowed the Society to place electronic versions of these studies on our web site where they can be viewed by anyone. They are profusely illustrated and I recommend them to anyone as excellent examples of what can be achieved with current technology - and, of course, much hard work!

Terry (right) was presented with the F J East trophy at the members' weekend held in Stratford-upon-Avon.







*The Gordon Kaye Trophy*

## BIENNIAL SOCIETY COMPETITION (16 SHEETS)

As part of the Society weekend in Stratford-upon-Avon the biennial 16 sheet competition was held.

John Jackson and Paul Wreglesworth judged a total of sixteen entries covering a wide range of topics. Marks were awarded for 'philatelic knowledge and personal study' (maximum 35 points), 'treatment, originality and importance' (30), 'relative condition and rarity' (25) and 'presentation, write-up and arrangement' (10).

Awards were given as follows - Gold (>85 points), Large Vermeil (80-84), Vermeil (75-89), Large Silver (70-74) with the Gordon Kaye salver being awarded to the entry scoring the highest number of points, which this year was Andrew Dove.

Paul commented that the standard of many entries was comfortably on a par with that seen at national competitions, such as those held at Stampex, which he encouraged members to consider entering. The overall winner was Andrew Dove, who was awarded the Gordon Kaye Commemorative Salver. The results in full were as follows:

Entrant	Title of Entry	Award
Andrew Dove	Medical care for New Zealand troops in the Middle East in the first World War - the Hospital Ships	Gold
Lawrence Kimpton	Airmails flown across the Tasman Sea by Charles Kingford Smith and Charles Ulm (1928-1935)	Gold
Paul Woods	Queen Victoria Long Type overprints	Gold
Lewis Giles	Routes and Rates	Large Vermeil
Lewis Giles	Maori Wars	Large Vermeil
Terry Hancox	What, no perforations!	Large Vermeil
Terry Hancox	1978-79 Shell Definitives	Large Vermeil
Bob Odenweller	New Zealand Airmails: 1898-1935	Large Vermeil
Stuart Potter	Development of New Zealand Airmail Services	Large Vermeil
David Stalker	A study of the 1960-67 Pictorial Definitives Counter Rolls	Large Vermeil
Michael Kirwan	1898 Pictorial Definitives – the 3d, 6d and 1/- values	Vermeil
Brian Stonestreet	Queen Elizabeth II Officials	Vermeil
Peter Favier	"Covering" Health Stamps 1929-1945	Large Silver
John Hepworth	The Kiwi	Large Silver
John Hepworth	Mail by Rail	Large Silver
Brian Stonestreet	George VI - the first three values	Large Silver

*Andrew Dove (centre), winner of the biennial 16 sheet competition held at the Stratford weekend, receives the Gordon Kaye Trophy from judges John Jackson and Paul Wreglesworth.*





## NOTES OF THE NORTH OF ENGLAND GROUP MEETING, 10 SEPTEMBER 2016

Nine members were present and were pleased to hear good news concerning Dave Tetley, a regular attendee at our meetings before returning to New Zealand, following a successful operation at the end of August.

**Jeff Hook** opened the session by showing the set of ten publicity labels issued, in 1937, by the New Zealand Government Tourist Board.

**Paul Wreglesworth** displayed Marine Post Office cancellations from the late 19th and early 20th centuries applied on steamers deployed on the Auckland to San Francisco and Wellington to Vancouver routes. A number of marks, bearing the name of the individual ships, were shown and included *Monowai*, *Mariposa*, *Moana*, *Alameda*, *Sonoma*, *Sierra*, *Ventura* and *Warrimoo*. Paul also showed examples of the 'Z in bars' obliterations which were the subject of an article in the September issue of *The Kiwi*.

**Mike Hanson** showed examples of counter coil 'leaders' with stamps attached. These included 1d admiral and 1d kiwi followed by various QE II issues. Mike then showed a selection of postcards and envelopes used by the Department of Education and concluded with some large railway charge labels.

**Peter Williams** described the publicity booklets issued for the 1946 Peace and 1950 Canterbury issues. This sparked much debate as to the number of these items that had been issued and whether they were sold with the stamps already in place or empty, allowing for the collector to add the stamps later. Peter then showed some fine imperf Chalons on piece including a strip of three and two pairs.

**John Hepworth** displayed a selection of WWI items including a cover endorsed 'Deceased' and WWII including Hospital ship cachets. This was followed by a selection of QV newspaper wrappers illustrating the changes in style that occurred over the period of their usage.

**Ian Merckel** showed some lovely examples of Honey Seal stamps and a lid which he explained had taken a long time to acquire.

**Stuart Potter** displayed an illustrated envelope and mail from the SS *Tahiti*, including one rescued from the ship when it was wrecked. This was followed by a 1955 Vickers Valiant cover signed by the crew.

**Harold Howard** brought an example of an Otto Zeiher card showing Timaru Hospital and then displayed a selection of postmarks of Dromore and Winchmore, both of which lie close to Ashbourne on the South Island. Some nice 1d Dominion material was then displayed including a Perkins Bacon die proof and a block of four with a selvedge arrow. On a different note Harold showed two booklets produced by Campbell Paterson in 1965 and an amusing booklet looking at New Zealand's stamps entitled 'Stamp out Kiwis'!

**Jack Lindley** rounded off what had been a very full and interesting session with a selection of George V recess printed stamps with selvedge numbers. He also showed material related to WWI transport ships and WWII censored mail. Two covers were shown which were both postmarked 4 Sept 1939; one was censored whilst the other was uncensored.

### THE SOCIETY WEB-SITE AS A RESOURCE FOR MEMBERS

*The Kiwi* (now downloadable in pdf format)

- \* Vol. 1-60 (1952-2011) available to all in pdf format
- \* Vol. 61-64 (2012-15) available to members only.  
- *password required - contact the editor of The Kiwi.*
- \* Vol. 65 (current year) - available to *e-Kiwi* subscribers



Society web-site: [www.nzsgb.org.uk](http://www.nzsgb.org.uk)

## NOTES OF THE SCOTTISH GROUP MEETING, 8 OCTOBER 2016

The Scottish Group members of the New Zealand Society of Great Britain met on 8h October in Stirling. The meeting was hosted by Bob Clark and thanks must go to Bob and his wife who treated us to a lovely lunch for which the members attending extend our thanks. Seven members attended.

The meeting started with recent acquisitions:

**Bob Clark** showed three covers for the 1st Trans Pacific Flight in 1938 where it was compulsory to use internal mail to connect with the Trans Pacific flight. Also shown was a cover with the 'ultra rare' 1935 pictorial 2/- with perforations 14x13.

**Bill Black** also showed some airmail covers with the internal postage applied; with a Dec 1937 cachet applied and a cover from the first Wanganui to Palmerston flight. Bill also showed an interesting cover for ship mail where the intended ship, Monterey, was changed to Mariposa and marked as such on the cover. Also shown were a variety of covers for the 50th anniversary of the 1st air crossing of Cook Strait which took place in 1920.

**Alex Magowan**, from his Scottish interest in anything connected with Hamilton, showed some covers featuring a Hamilton Postmark, Hamilton Water Jet and Hamilton's Frog.

**Adrian Philbey** showed covers from Aleksander Stocki, addressed to Miss M (Mildred) Hodson in Edinburgh. Aleksander Stocki was an ex-army Polish philatelist, who produced 'Three Arrow' covers and included covers from New Zealand Islands and Protectorates and for the Royal visit to New Zealand from 1953 to 1954.

**Bob Clark** showed stamps from the Second Pictorial issue including 'Blitz' perforations from September 1940 when De La Rue had been bombed and stamps had to be printed elsewhere (at Waterlows) but perforated back at De La Rue. Plate blocks of the 2d, 4d, 6d, 8d and 1/- including, probably one of the most famous errors in spelling on New Zealand stamps - Captain Coqk. Examples of the 4d plate 4 with full, partial and 'missing' plate number were shown – the debate on the reasons for the partial and 'missing' plate number continues.

**Alex Magowan** showed further examples relating to Hamilton with the 2009 Tiki Tour sheet which had one stamp mentioning Hamilton and covers with Hamilton postmarks, including one with the \$3 Stitchbird and \$4 Saddleback postmarked on 22/4/1986 whereas the official first day of issue was the following day.

**Jim Breckenridge** gave us a very comprehensive, if not complete, display of the 1st Pictorials with shades, perforations, colour variations, papers and many flaws. Included were the Wakitipu/Wakatipu erroneous spelling and an excellent complete green offset on the rear of a green 6d kiwi.

**Elizabeth Nairn** then showed stamps which featured the wildlife depicted on the reverse of various denomination New Zealand banknotes and the persons shown on the front of the same notes. The 1971 commemorative issue for Ernest Rutherford nearly didn't happen and background on the (surprising) reasons for not initially producing a commemorative issue and the ultimate decisions to proceed were displayed.

**Adrian Philbey** gave us covers hand coloured, stamped or otherwise modified by J. B. Leach in the USA. He specialised in embellishing first day covers produced by others. J. B. Leach would add in some more colour to the design and 'sell-on'. These covers would be designated as 'Overseas Mailer's' covers. Each cover should contain an insert – but not exclusively. A good reason to go back through one's covers and see if any have had extra colour added. For more on this subject Adrian has submitted an article to *The Kiwi*.

**David Stalker** showed a series of Christmas First Day Appreciation covers from 1970-1973 and from 1977-1983 which had been sent to a Mr Brian Rabbitt of Upper Hutt. The first appreciation covers were sent through the mail but the latter ones were all sent under separate cover. The intriguing aspect lies in the variations in Mr Rabbitt's name on the covers and the different ways his address was given.

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## NEW ZEALAND POST - ROAD TO RIO 2016

In August this year athletes from around the world came together in Brazil for the 28th Summer Olympic Games. New Zealand Post, in common with many other postal authorities, issued stamps to mark both the lead up to this important sporting event and, subsequently, the achievements of those Kiwi athletes who won medals.

The first stamps issued, on 6 July 2016, were in the form of ten \$1.00 stamps, representing the ten events in which New Zealand has previously won gold medals, in a specially designed miniature sheet (see front cover) and a sheetlet of twenty stamps, containing two of each design. New Zealand Post's web site describes some of the imagery: *"The journey to Rio is symbolised by a long ribbon that weaves its way throughout our motu (land), showing the path that our athletes have taken and the inspiration and support they have built along the way. Starting and ending with Te Māhutonga (the Southern Cross), the ribbon travels across the green hills, mountains and native forests of New Zealand to the beaches and bright lights of Rio de Janeiro"*.

The stamps, designed by New Zealand Post's Jonathan Gray, incorporate photographs showing the breathtaking landscape where New Zealand's athletes trained.



**Figure 1:** A miniature sheet, containing six \$1.00 stamps, showing New Zealand's medal winners was made available 'within hours' of the medals being presented to the athletes in Rio.

(image reduced)

New Zealand's athletes won 18 medals in Rio and, from 8 August New Zealand Post issued stamps to recognise their achievements in the form of miniature sheets (each containing six stamps) (Figure 1), and featuring a photo of the medal winner or medal-winning team from the Olympic Games.

The medallist stamps (Figure 2) were not made available individually but were subsequently produced in a sheetlet containing one of each of the eighteen stamps (Figure 3). Interestingly these stamps were produced 'on the fly' as each medal was won. The sheets were prepared and perforated in advance by Southern Colour Print, Dunedin and completed by the Collectables and Solutions Centre, New Zealand Post, Whanganui.

The medallist sheetlet was supplied on standing order, to those with the necessary arrangements with New Zealand Post, but not the miniature sheets. Many collectors will no doubt still want to purchase the miniature sheets whilst giving a sigh of relief that New Zealand did not secure as many medals as Great Britain & Northern Ireland!

It is perhaps a point for debate that New Zealand Post chose not to recognise winners from the Paralympic Games (7-18 September) where Kiwi athletes won a further 21 medals.

**Technical Details:** Designed by Jonathan Gray, New Zealand Post, Wellington, New Zealand.

Printed by offset lithography in four colours by Southern Colour Print, Dunedin. Medallist stamps produced by Collectables and Solutions Centre, New Zealand Post, Whanganui.

Stamp paper: 104gsm red phosphor gummed stamp paper.

Stamp size and format: 42mm x 30.27mm (horizontal parallelogram).

Perforations: 14x14.29





Figure 2: The eighteen stamps featuring medallists. Produced in miniature sheets and sheetlets only.

(images reduced)



Figure 3: The sheetlet containing one of each of the eighteen medal winner's stamps.

(image reduced)

## Acknowledgment:

Thanks to Simon Allison and Jonathan Gray of New Zealand Post, Wellington for providing the images. *Ed.*

## A CALL TO ARMS

*Paul Woods*

In August I made my first trip to New Zealand and had a great time meeting fellow collectors, buying material for my collection and carrying out research at Te Papa, the National Archives and at the Royal Philatelic Society of New Zealand's (RPSNZ) library.

One of the highlights of my trip was the RPSNZ meeting at Te Papa on 22 August, which focused on revenue stamps. Some wonderful material from the Te Papa collection was shown by Pat Browning, together with impressive material from Stephen Jones and Mark Benvie. I showed my Passport Fee stamps, including two full passports.

At the same meeting Lindsay Chitty, showed some very interesting covers and parcel tags featuring the New Zealand 'arms' stamps, including values rarely seen on cover, including two £5 Arms stamps and a block of four of the 5s 6d overprint.

At the end of the meeting the relative rarity of some of the covers, featuring less often seen arms stamps, was discussed. Steven Ferguson was interested to find more information about the number of covers featuring arms stamps with a value of 6s or more and the overprint values of 3s 6d and above. I agreed to provide information about covers and parcel tags in my collection and volunteered to request additional information from collectors in the UK.

Examples of some of the covers and parcel tags in my collection are shown here.

The parcel tags shown below (Figure 1) feature 10/-, 15/-, £3 and £10 arms stamps. Both were posted from Wellington to England on 6 and 30 December 1948 attached to wool samples.



**Figure 1:** Two 1948 parcel tags bearing high value arms stamps. The lower example, bearing stamps to the value of £13 11s 3d, would have paid for a parcel weighing 6lb 12½oz.



Special air parcel service rates were introduced in 1950. The following parcel tag (Figure 2) was mailed at Wellington on 30 September 1953 to Holland at a special airmail parcel rate of 30s for 1kg paid by a single 30s arms stamp. The parcel was flown on a special KLM return flight from Christchurch to Amsterdam on 16 October 1953 after completion of the London - Christchurch Air Race.

Special arrangements were in place for 'gift' parcels sent from Dutch immigrants in New Zealand. 'Gift' parcels were restricted in weight to 2kg, with parcels up to 1kg charged 30s and parcels up to 2kg charged £2 17s 6d. I would be interested to hear from anyone who has an example of the higher rate and to see what combination of stamps might have been used to pay the charge.



**Figure 2:** Tag from a parcel sent to Holland at the 'gift' rate of 30s for an item up to 1kg in weight, showing the 'special flight' cachet. The front of the tag (right) indicates the item was a 'gift' carried on the return flight to Amsterdam following the completion of the London - Christchurch Air Race of October 1953.

(images not to scale)

The large letter shown on the next page (Figure 3) was posted in Wellington on 5 June 1941 and flown to London by clipper. The airmail rate at that date was 5s 9d per ½oz and the cover has postage paid to the value £9 15s 6d (Figure 4) which was correct for items up to 17oz in weight. Presumably the envelope contained a heavy report.

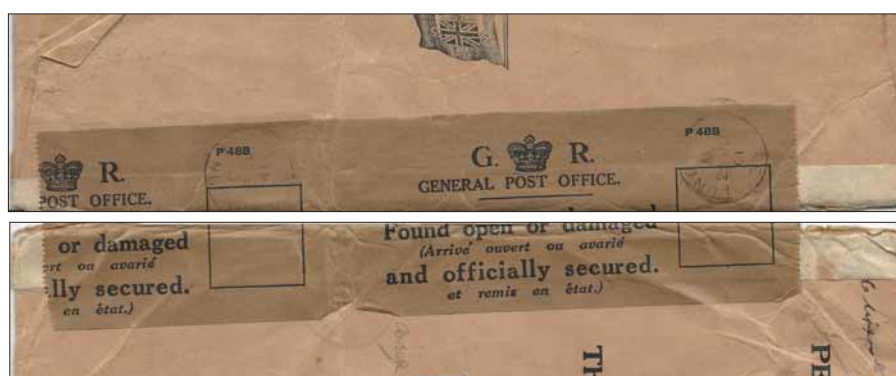


**Figure 3:** Large letter from Wellington, postmarked 5 June 1941, to London prepaid £9 15s 6d. The envelope was opened by the censor and, although sealed with tape was found open on arrival at London and re-sealed.  
(image reduced)



**Figure 4:** £9 15s 6d was the correct rate for an item weighing up to 17oz in weight.

The censor tape and mark on the left side of the letter has been covered by GPO special tape (Figure 5) to secure letters found damaged or open on arrival in London on 26th June 1941.



**Figure 5:** Detail of the censor and GPO tape on the front (bottom) and back (top) of the cover.  
(images reduced)



The final two covers show commercial use of high value arms stamps. The first (Figure 6) is a 1941 triple rate cover, posted from Auckland (19 June) to the UK with 7s and 10s arms part paying the postage of 5s 9d per ½ oz.



**Figure 6:** 1941 triple weight cover to the UK with 7s and 10s arms stamps paying part of the 17s 3d postage.

(image reduced)

The final cover (Figure 7) bears a solo 7s 6d arms stamp and was posted in Wellington on 16 May 1955 to Michigan in the USA. At a rate of 1s 6d per ½ oz the postage would have paid for a letter weighting up to 2½ oz. The 7s 6d arms stamp is scarce used commercially with only two covers currently recorded. It would be interesting to hear of further examples.



**Figure 7:** 1955 commercial cover to the USA with postage paid by a single 7s 6d arms stamp.

(image reduced)

It would be good to hear of any other examples of high value arms stamps (above 6s) used commercially in order to enable a more informed analysis of the rarity of these covers. Please send any information (preferably with photocopies or scans) to the author ([pvdw1958@yahoo.co.uk](mailto:pvdw1958@yahoo.co.uk)), to Steven Ferguson ([ferguson.s@paradise.net](mailto:ferguson.s@paradise.net)) or via the Hon. Editor of *The Kiwi*.

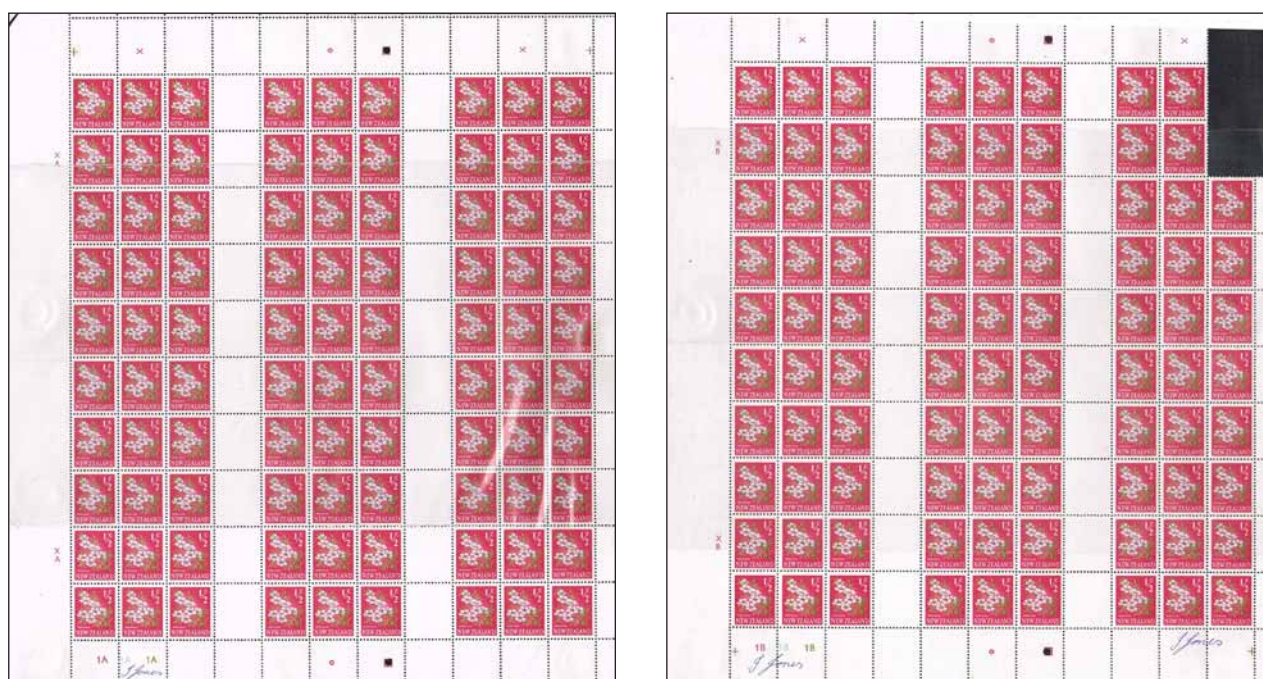
# 1960 AND 1967 PICTORIAL DEFINITIVES

## FURTHER DE LA RUE ARCHIVAL MATERIAL SURFACES (2)

*Paul Wreglesworth and Jim Shaw*

Illustrated in the July issue of *The Kiwi* (Ref. 1) was part of an uncut booklet sheet of the 1967 1c Karaka stamp. In the same article were examples of sheets from the 1960 pictorial issue which had been signed in the margins, presumably as part of some process check, performed at the printers, De La Rue. There was strong evidence to suggest these items were all from the printers archives and records and came to the market around 1999/2000.

Jim Shaw, from Australia, has sent further examples of uncut booklet sheets from the same issue, in this case the ½cent Manuka (Figure 1). The two sheets show the cylinder numbers 1A1A1A and 1B1B1B and originally the A cylinder sheet would have been above the 1B cylinder sheet before they were perforated and guillotined into the two sheets shown here. Two stamps have been removed from the 1B cylinder sheet.



**Figure 1:** The two halves of the ½cent booklet sheet, printed with the 1A cylinder (left) above the 1B cylinder (right) before perforating and guillotining into two separate sheets.

(images reduced)



**Figure 2:** Enlargement showing 'J Jones' signature below the 1B cylinder numbers.

A signature, 'J Jones', appears at three points. Once in the lower margin of the 1A cylinder sheet and twice in the lower margin of the 1B cylinder sheet (Figure 2).

Whilst the name is different this is reminiscent of signatures seen on some of the 1960 pictorial sheets shown in the July article. Presumably all these individuals were performing a quality or audit check.

Uncut booklet sheets for the 3c Puarangi are known in imperforate state and an example is shown (Figure 3) with two of the three panes from the lower part of the 1A 1A 1A 1A cylinder sheet. This particular piece also shows the code letters XA which appear at two points in the left side margin; as can be seen in the ½c sheet in Figure 1.





**Figure 3:** Two, imperforate, 3c cent booklet panes from the lower part of the 1A1A1A1A cylinder sheet.

*(images reduced)*

Further booklet panes exist which, on initial viewing, look as though they must have come from De La Rue's archives but these are worthy of further consideration.

The first (Figure 4) is a booklet pane of the ½c Manuka. Normally printed in just three colours - red (wine), green and blue. This particular pane has no blue and the leaves, which are normally green, are a vivid orange-yellow colour which is not a colour associated with this value. A block of four of the ½d value, from the 1960 Pictorial issue, with green colour (leaves) omitted is shown here (Figure 5) for comparison purposes and shows a pink colour which would be masked had the green been printed. This block was sold by Sotheby's in 2006 as part of the Sir Gawaine Baillie sale (Ref. 2).



**Figure 4:** ½c booklet pane with missing blue colour and vivid yellow leaves



**Figure 5:** ½d 1960 Pictorial with green colour omitted.

Two very unusual panes of the 1c Karaka are known to the authors and both are shown here (Figure 6). The 2c value was normally printed in four colours - brown, yellow, green and red (wine) but neither pane shows any evidence of green colour with the leaves printed in a most unusual yellow colour.

The ½c pane shown above, together with one of the 1c panes were illustrated in the October issue of the *Campbell Paterson Newsletter* (Ref. 3) where Andrew Dolphin commented:

*"These two booklet-panes are just so different to anything else I have ever seen in the 1960 and 1967 Pictorials that I suspect that rather than 'genuine' 'sold over the Post Office counter' errors, these are in fact emanations from the Printers Archives of Thomas De La Rue & Co Ltd, London and are in the nature of Colour Trial Proofs."*





**Figure 6:** Two 1c booklet panes, both with the green colour missing and orange-yellow\* leaves.

*\*(note - the colour differences in these two panes is likely an artefact of image reproduction and both are most probably from the same single booklet sheet.)*

The colours of all three panes are indeed most unusual, showing printed colours not normally associated with these two values, and it is not unreasonable to believe that they could have resulted from trial printings undertaken by De La Rue, held with their records, and subsequently sold to collectors when the archive was broken up.

We know that items held in the De La Rue archive were usually in the form of full sheets which were only broken up after the archive was sold. This was the case with printings from the special booklet cylinders as we have seen from such sheets that have been reproduced in this and previous articles.

So could the three panes shown here, (Figures 4 and 6), be from sheets held in the archive and subsequently split up by dealers or collectors? Or could they have been sold, as booklets, over the counter of the Post Office in the normal way? There is strong evidence to support the latter theory.

Firstly, if they had been held, in sheet form, in the archives might we not expect to see at least some larger pieces, similar to some of those illustrated? No large pieces have been seen. Secondly, all three panes show evidence of guillotining which would only have resulted if the panes were assembled, together with advertising panes, interleaving, front and back covers and then cut into individual booklets.

The panes illustrated here are not unique and one further pane of the ½cent value is known to exist as well as at least two mint singles. The 1 cent has been found in small numbers mint and one used example (with guillotined perfs) has previously been sold by a New Zealand stamp dealer (Ref. 4). Given the size of the printed sheets for booklets there should have been at least 30 booklets produced although not all would have survived if, as would seem to be the case, some were used for postage.

Might the sheet (or sheets) have been part of the printer's start up process, 'washing through' inks from a previous job and consequently generating a quantity of material that would normally be removed by quality control checks before routine manufacturing began?

If anyone has similar material, or alternative theories as to how these panes were produced, we would be delighted to hear from them.

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4. Wooders R., 'Errors - 1960 Pictorials, NZ Error 1960 Pictorials Freak Error, used copy', *The Complete Stamp Company website*, (available at: <http://www.completestamp.co.nz/stamp.html?id=155213>).

# OFFICIAL NON-SECRET AIRMAILS ON THE INDIAN OCEAN

## AIR ROUTE TO THE UNITED KINGDOM

*Bob Watson and Robert Clark*

The main focus of a previous article on air mail rates for diplomatic mail to the USA during World War II was to clarify the rates for eastbound official non-secret air mail from New Zealand via the USA (Ref. 1). That led to questions about the westbound route. Discoveries about that route from the New Zealand Archives are presented below in outline form. [Archive record codes are provided in square brackets.]

### Early Development

From July 1943, Qantas operated a secret weekly Indian Ocean service between Perth (Australia) and Ceylon using Consolidated Catalina flying boats (Ref. 2, 3). The route was 3,500 miles long, involving a non-stop flight of 28 hours. The plans for this are outlined in the following telegram.

**8 June 1943.** Secret telegram from Secretary of State for Dominion Affairs, London, to Prime Minister, Wellington. [R21466434]

- British Government in talks with Australian Government about introducing a service between Western Australia and Ceylon *“for high priority official passengers and correspondence and for airgraphs”*.
- *“Two Catalinas are proceeding to Ceylon for operations by RAF as interim measure. Proposal is that two more Catalinas should be added and that all four would be delivered to B.O.A.C. for operation by Qantas Empire Airways as their agents .... Provisional target date ... is 1st July.”*
- *“... pay load will be small ... at first and unlikely that service can be made available for surcharged airmail from public.”*
- First R.A.F. experimental mail by Ceylon – Western Australia link left United Kingdom on 26th May.
- *“... not possible to foresee to what extent this service in conjunction with Australian Internal Service and Tasman Service will be of value for carrying traffic to and from New Zealand. If ... Government in New Zealand wish to participate we ... will be happy to co-operate.”*

The offer was taken up by the New Zealand Government and the following memoranda show that, from 1st September 1943, the service was used for official non-secret air mail from New Zealand to India and the Middle East, though not to the UK.

**19 August 1943.** New Zealand GPO memorandum to Assistant Secretary to War Cabinet. ‘Carriage of official and safe-hand mails on Ceylon-Australia air service’ [R18873685]

- Confirms postage rates for non-secret official mail to Ceylon and India: 1s6d per ½ ounce. To destinations ‘beyond India’ [i.e., the Middle East]: 2s0d per ½ ounce.

**21 August 1943.** Prime Minister’s Department memorandum to Permanent Heads. ‘Despatch of Official Mails by Air to India and Middle East’ [R18873685]

- Confirms the above rates for non-secret official mail.
- States that *“It is not immediately practicable, though it may become so at a later date, to forward mail for the United Kingdom by this route and such correspondence will continue to be sent via the United States Trans-Pacific Service in the meantime.”*
- Also includes procedures for ‘Most Secret’ and ‘Secret’ Official Mail.
- *“The foregoing arrangements will come into operation as from 1st September, 1943.”*

In November 1943, the Perth–Ceylon service was extended as a through service to Karachi which was operated by Qantas with Consolidated Catalina flying boats three times fortnightly (Ref. 3). In December 1943,

BOAC started a 'militarised' Karachi–Cairo–Gibraltar–Poole service that was operated three times weekly by Sunderland flying boats (Ref. 4). That service was not available for civilian air mail, but the following memoranda show that, in conjunction with the Indian Ocean service, it was used for New Zealand official non-secret air mail to the UK.

**27 January 1944.** War Cabinet Secretariat, Prime Minister's Department memorandum to DG, Post & Telegraph Department. 'Despatch of 'Non-Secret' Government Mail for the United Kingdom' [R21466434]

- *"I shall be glad... if arrangements can be made to despatch non-secret official mail for the United Kingdom by the Indian Ocean service for the future."*
- States that an amending circular instruction has been issued advising of change in route and the consequent reduction of postage rate.

**2 February 1944.** Prime Minister's Department memorandum for Permanent Heads. 'Despatch of Official Mails to the United Kingdom' [R21466434 and R21678597]

- All 'Most Secret' and 'Secret' official air mail to the UK had already been transferred to the 'British route' [i.e. via Indian Ocean]
- Postage rate to be 2s0d per ½ ounce *"instead of 5s9d as at present."* [i.e. the trans-Pacific rate]
- Only especially urgent correspondence to be sent this way.
- Use of the trans-Pacific service for UK mail to be discontinued.

The only example of official non-secret mail from this period that we have seen reported is a letter from the Post and Telegraph Department dated 28 July 1944 and addressed to a Wing Commander at the Air Ministry in London. The envelope has the cachet 'New Zealand Government Mail / For Official Bag' on two lines applied by a rubber stamp. It is franked by a 'Director General Office, Post & Telegraph Dept.' handstamp and unfortunately bears no stamps and so the postage cannot be verified. As it was in an official closed bag, it was initially delivered in London to the High Commission for New Zealand on 22 August who sent it on to the Wing Commander in a registered letter on 23 August (Ref. 5).

Once the Official bag had been made up in Wellington, it would have been flown to Auckland, flown trans-Tasman from Auckland to Sydney and then on Australian internal air services from Sydney to Perth. It appears to have missed the 7 August service from Perth and to have been flown Perth–Ceylon–Karachi on 12-14 August and Karachi–Pembroke Dock (which had temporarily replaced Poole) on 16-19 August (Ref. 6).

Civilian air mail letter cards from New Zealand to Great Britain were flown on the Indian Ocean route from September 1944. The rate was 8d, although the example shown opposite (Figure 1) is only franked with 6d. It is postmarked in Timaru on 13 February 1945, opened by the censors and redirected in London 16 days later on 1 March 1945.

### **Premature Proposal and Retraction**

In June 1945, the Qantas / BOAC civil air mail service from Sydney to the United Kingdom was resumed using Lancastrian Air Liners (a civil development from the Lancaster bomber) on the route Sydney – Learmouth (Western Australia)–Colombo (Ceylon)–Karachi–Lydda (Palestine)–Hurn (Bournemouth) (Ref. 7). The following memorandum states there was consequently no longer a need for special arrangements for official non-secret air mail.

**5 June 1945.** GPO Wellington to Secretary, Department of External Affairs. 'Empire air service - Discontinuance of 'Official non-secret mails'' [R18873686]

- With improvements on westbound air route Sydney–London, *"it is now possible, under normal conditions, to guarantee 'all air' transmission for civilian air mails between New Zealand and the United Kingdom."*

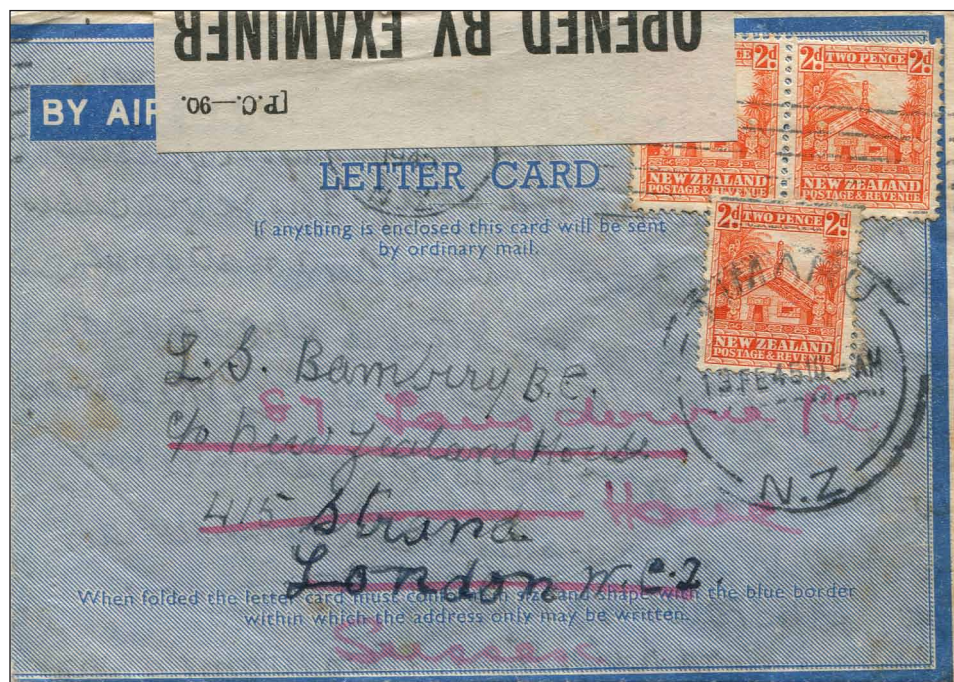


- “In these circumstances the necessity for the making up by the Post Office of special air mails for official non-secret correspondence has now ceased.” The plan being to include official correspondence in ordinary civilian mails.

- Postage to be reduced from 2s to 1s6d per ½ ounce – the civilian rate.

Consequently, the following announcement appeared in the *Auckland Star* on 8 June 1945 (Ref. 8):

*Previously, ... only light air letter-cards had been guaranteed all-air transmission over the Indian Ocean, but it was now confidently expected that ordinary air mails for Britain would receive all-air transmission also. This would reduce the transit time for such mails to approximately eight days Auckland to London.*



**Figure 1:** Civilian air mail letter card, flown on Indian Ocean route, February 1945.

There was an immediate negative response from BOAC, the Air Ministry and the GPO in London as reported in the *Auckland Star* of 12 June 1945 (Ref. 9):

*No ordinary air mail is being carried by the new Lancastrian service from England. ... A small quantity of diplomatic and official mail only is to be taken by this service as directed by the Air Priorities Board of the Air Ministry. ... This service is entirely under the control of the Air Priorities Board. The British Overseas Air Corporation operates a service as dictated by it.*

The report referred to a statement in New Zealand by the Postmaster General, Mr Jones, who said that it was confidently expected that ordinary air mails would receive all-air transmission ... this Post Official said, “We have heard nothing about it. We cannot give an estimate when this may be expected.”

The *Auckland Star* report also included a response from the acting New Zealand Postmaster General who was standing by his previous announcement and said:

*The Australian authorities had stated that space would be available for normal New Zealand air mail ... The Minister said his statement was, of course, applicable only to mails from New Zealand to the United Kingdom, and had no application to mail from the United Kingdom to New Zealand.*

The following memorandum shows that the New Zealand Post Office eventually accepted that the current special arrangements had to continue:

**22 June 1945.** Secretary, Department of External Affairs to Director General, Post & Telegraph Department. 'Empire air service - Discontinuance of 'Official non-secret mails'' [R18873686]

- Acknowledged receipt of memorandum of 5 June.
- Believed it was premature to discontinue special arrangements for official non-secret mails.
- Clear from subsequent telephone conversations that the Post & Telegraph Department now agreed and would not proceed with the proposal in the 5 June memorandum.

Details of the first four Lancastrian Services from Britain were given in a memorandum of 11 July.

**11 July 1945.** New Zealand High Commission, London to Secretary of External Affairs, Wellington, 'Lancastrian Service' [R18873686]

- Transit times from U.K. to Canberra were 4, 7, 6 and 5 days respectively while transit times, U.K. to New Zealand, were 7, 12, 8 and 8 days.
- "... mails actually arrive in Sydney one and sometimes two days prior to arrival at Canberra."
- Request for Trans-Tasman schedule to reduce time lag in Australia.

## End of the War

Japan surrendered on 15 August 1945 with the surrender being signed on 2 September. From the following memoranda, it is clear that there were still special arrangements for official non-secret mail from Britain to New Zealand. The following memorandum on 17 August proposed some changes to the arrangements although it is not clear whether this is referring to secret or non-secret mails (but probably both).

**17 August 1945.** Secretary of External Affairs to Secretary, High Commissioner for New Zealand, London, 'Lancastrian Service' [R18873686]

- Referred to the London memorandum of 11 July.
- Commented on the delays in the service occurring in Sydney.
- Suggested that: "*you would make up mails on a Saturday for Sunday's Lancastrian aircraft. The mails would reach Sydney on Wednesday and connect with the trans-Tasman on Thursday. Delivery to this office could then be effected on Friday; an elapsed time of six days as against the present eight days.*"

The reply on 14 September 1945 makes it clear that special arrangements in London for official non-secret mails for New Zealand were continuing even though the war had ended.

**14 September 1945.** New Zealand High Commission, London to Secretary of External Affairs, Wellington, 'Air Mails' [R18873686]

- Acknowledged receipt of the memorandum of 17th August.
- Stated that they had arranged for an allocation for New Zealand air mail from London on both the Sunday and Thursday Lancastrian services, that these were top secret services and would give "*at least an 8 day service from London.*"
- Stated that they had further means of despatching non-secret mail by a) the Pacific Route and b) by using the Army Base Post Office which would forward closed bags of non-secret mail three times a week via Colombo.

A full air mail service from New Zealand to Britain at the 1s6d rate via Australia and the Indian Ocean route appears to have started before the full service in the opposite direction. For example, on 29 September, the *Evening Post* reported a complaint from Britain that, whereas air mail from New Zealand was arriving in only a few days, air mail from Britain to New Zealand at the 1s3d rate (which was still being flown across the Atlantic followed by sea across the Pacific) could take many weeks (Ref. 10). It was not until 9 November 1945 that full air mail from Britain to New Zealand at the 1s3d rate was generally available to the public (Ref. 11). After



that, there was no need for special arrangements for official non-secret mail from London.

We would be interested in hearing about examples of official air mail sent in 1943-1945 from New Zealand by the Indian Ocean route.

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1. Watson B., 'Air Mail Rate for Diplomatic Mail to the USA During World War II', *The Kiwi*, Vol.65, No.3, pp77-78, May 2016.
  2. Startup R., *Airmails of New Zealand*, Vol.3, p.77, Airmail Society of New Zealand, 1997.
  3. Wingent P., Extracts from the Air Ministry Civil Aviation Intelligence Reports Summaries, pp11-12, West Africa Study Circle, 2010.
  4. *ibid*, pp66-67, West Africa Study Circle, 2010.
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  8. *Auckland Star*, p8, 8 June 1945 (available at: <https://paperspast.natlib.govt.nz>)
  9. *ibid*, p5, 12 June 1945 (available at: <https://paperspast.natlib.govt.nz>)
  10. *Evening Post*, p8, 29 September 1945 (available at: <https://paperspast.natlib.govt.nz>)
  11. *ibid*, p7, 10 November 1945 (available at: <https://paperspast.natlib.govt.nz>)
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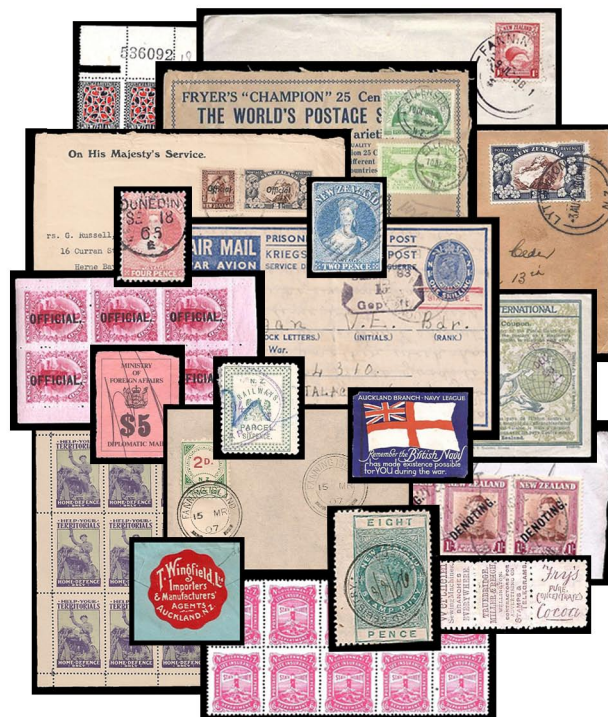
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## CHRISTCHURCH 2016 STAMP & POSTCARD EXHIBITION

18-20 November 2016, Addington Raceway, Christchurch

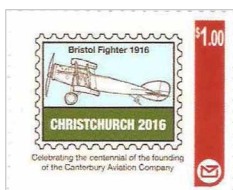
No doubt our members in New Zealand will be aware of this upcoming stamp and postcard exhibition. For those members unable to attend the theme of the Exhibition is celebrating the centenary of the founding of the Canterbury Aviation Company by Sir Henry Wigram. Those who collect air mail or aviation related items may be interested in some of the promotional souvenirs that have been issued in support of this event.

A series of four CALs are available which focus on aircraft that have landed at the Wigram air field over the years.



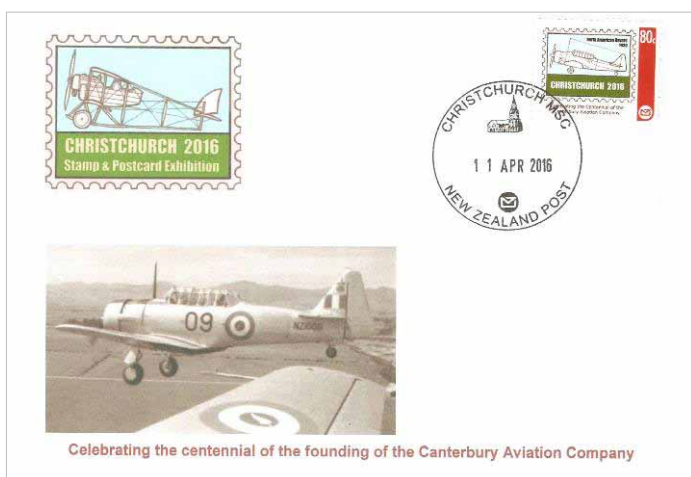
**Avro Anson:** The military version of the Avro 652 that was used for a supplementary airmail service during the summer of 1936 for airmail to Australia & New Zealand. In WWII the Anson, as a multi-engine aircrew trainer, was a mainstay of the Empire Air Training scheme. 23 of this type of aircraft entered service with the RNZAF in mid 1942 and were in service until 1953.

**The North American Harvard (T6 Texan):** A single engine advanced training aircraft that saw service with the RNZAF from 1941 to 1977. It was regarded as one of the best training aircraft of its era and was used by over 17 countries. It provided a wide range of experiences in military flying.



**The Bristol Fighter F2:** Two Bristol Fighters were donated to New Zealand by Britain in 1920 and were in service in New Zealand until 1936. They were used in New Zealand as Army Co-operation, aerial surveying and advanced training aircraft. War surplus aircraft were modified for civilian use as the "Bristol Tourer".

**The de Havilland DH9:** Developed as a bomber the DH9 was underpowered but saw service on the Western Front from March to November 1918. Nine arrived in New Zealand and were used by the New Zealand Permanent Air Force, flying clubs and small airlines. From 1920-1923 three DH9's were used by New Zealand Aero Transport Co., a forerunner of Mount Cook Airlines.



The logo for the exhibition was designed by Paul van Herpt, president of the Christchurch (NZ) Philatelic Society Inc., and is based upon the Caudron G3 trainer aircraft that Sir Henry Wigram purchased when he established the Canterbury (NZ) Aviation Company in 1916.

Anyone interested in purchasing these CALs should contact: Canpex Inc, P O Box 18914, New Brighton, Christchurch, or email: [canpex@paradise.net.nz](mailto:canpex@paradise.net.nz).

(Images courtesy of Karen Jeffrey)

[PACW]



## NEW ZEALAND 'i-SITE' STAMP BOOKLETS - 2016

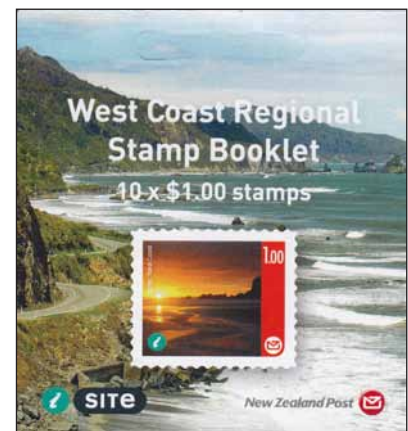
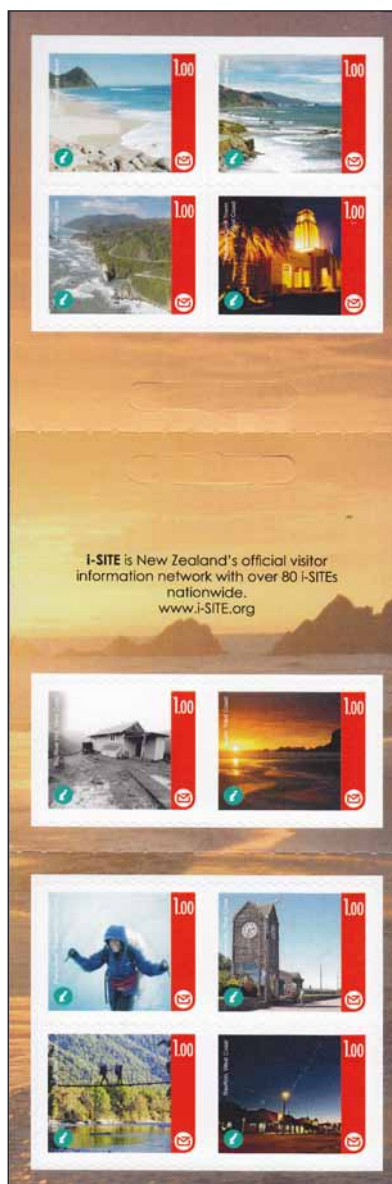
In November 2014 (Ref. 1) Alan Tunnickliffe described a new departure for New Zealand Post with the issue of regional stamp booklets, aimed primarily at tourists, and sold through Visitor Information Centres or 'i-Sites'. Booklets were issued for each of nine regions, with images specific to each particular region, together with a further booklet containing iconic images of New Zealand. With ten stamps in each booklet, denominations of 70c or \$1.90, the booklets had face values of \$7.00 and \$19.00 respectively.

The first issue was almost immediately made redundant as postage rates rose, in July 2014, requiring a re-issue of all the booklets with new 80c and \$2.00 stamps, values \$8.00 and \$20.00.

Well, here we go again. A further increase in postage rates has necessitated the reissue of all the booklets, this time with 90c and \$2.20 stamps.

Thanks to Tony Ward for supplying images of the new booklets, examples of which are reproduced below.

[PACW]



Inside layout of \$1.00 West Coast and \$2.20 Iconic Images booklets (right) with their respective front covers (above).

(all images reduced to 75%)

### Reference:

1. Tunnickliffe A., 'New Tourist Stamps Issued as 'CAL' Booklets', *The Kiwi*, Vol.63 No.6, pp154-155, November 2014.



# AUCKLAND EXHIBITION PUBLICITY LABELS

*Paul Wreglesworth*

I was pleased to receive a catalogue for Mossgreen Auctions' recent sale of 'The John Lancaster Collection of Australia's Involvement in Trade Exhibitions' (Ref. 1). The material on offer was spectacular with much New Zealand material including not just the obvious 1906 Christchurch, 1913-14 Auckland and 1925-26 Dunedin Exhibitions but also several items from the 1889-90 Dunedin Exhibition.

What particularly caught my attention was lot 474 (Figure 1), a complete strip of five publicity labels for the 1913 Auckland Exhibition. Individual labels are uncommon but this was the first complete strip I had seen, and the catalogue suggests it is the only known example.



**Figure 1:** Complete horizontal, rouletted, strip of five publicity labels for the 1913 Auckland Exhibition.

*Image courtesy of Mossgreen Auctions, Melbourne.*

*image reduced)*

Labels were produced in sheets of forty (eight rows of five) which were rouletted or perforated (gauging 12) between the individual labels before being guillotined into strips. This was covered in more detail, in an article in *The Kiwi* of September 1980, by David Churchill (Ref. 2). Examples of label no.3 showing the two forms of separation were offered as lot 475 (Figure 2).



**Figure 2:** Examples of label no.3 perforated (left) and rouletted (right).

*Images courtesy of Mossgreen Auctions, Melbourne.*

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1. Anon., 'Lots 474 and 475', *The John Lancaster Collection of Australia's Involvement in Trade Exhibitions*, p116, Mossgreen Auctions, Melbourne, 18 October 2016.
2. Churchill D., 'Auckland Exhibition Publicity Labels', *The Kiwi*, Vol.29, No.5, pp 103-105, September 1980.

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