

# NEW ZEALAND BULLETIN



PUBLISHED BY CAMPBELL PATERSON LTD.

P. O. Box 17, 3a Oriental Road, Woking, Surrey.

ISSUED MONTHLY.

Telephone: WOKING 5887.

All lots offered on approval subject to being unsold.



Vol. VIII

Number 4.

November 1970

Just thirty five years ago on November 8th, Sir Charles Edward Kingsford Smith was officially given up as lost after being missing for 24 hours on a flight from England to Australia. This anniversary provides a suitable opportunity to take a look at the airman who must be known to all collectors of antipodean stamps.

Smithy was born at Hamilton, Brisbane on February 9th, 1897, the youngest of five boys, and the earliest factor affecting his life occurred when like many other patriotic young adventure seekers of his generation, he tried to join the forces when war broke out in 1914.

With the Signal Corps of the A.I.F., Smithy served in Egypt and Gallipoli, and when the battalion went to France he became a motor cycle despatch rider. After a short time he was selected for special training with the Royal Flying Corps. As a result of a skirmish with German planes Smithy lost all the toes of his left foot. He was awarded the Military Cross and appointed a flying instructor with the rank of Captain.

Returning to Australia, he joined West Australia Airways who flew the mail across the outback, and it was while employed by this company that Kingsford Smith first started breaking records, receiving mention in a Perth newspaper in May 1922 for flying the 310 miles from Broome to Port Hedland in 2½ hours. Another pilot with West Australia Airways was Keith Anderson, and together these two young men discussed the possibilities of flying the Indian Ocean to South Africa or crossing the Pacific to the U.S.A. Eventually in a position to buy planes themselves, Anderson and Smith flew from Perth to Sydney in 28 hours, a feat which achieved some fame for them, and it was now their intention to try the Pacific flight. However another keen young aviator named Charles Ulm joined them and suggested that a better plan at this stage would be to attempt to break the record for the round Australia flight. The distance for this journey was just about the same as crossing the Pacific, and the publicity which would attach to such a venture if successful, would be good for their proposed Pacific crossing and perhaps attract a sponsor for the flight. The trip from Sydney-Brisbane-Darwin-Broome-Perth-Adelaide-Melbourne-Sydney took ten days, and the flight from Darwin to Broome of 850 miles was a record at the time for a non-stop flight.

The hope for publicity from this flight produced a cheque for £3000 from the New South Wales Government with which the three men sailed for America to make preparation for their Pacific flight. For £1,500 they bought from Hubert Wilkins, the polar explorer, a Fokker mono plane which they fitted with three Wright Whirlwind motors, and named "Southern Cross". Two Americans, Lyons and Warner were engaged as navigator and wireless operator, and on May 31st 1928 "Southern Cross" took off from Oakland, California en route for Honolulu, where they touched down at 12.19 p.m. on June 1st. Next followed the longest leg of the flight, 3138 miles to Fiji. After flying through some terrifying electric storms, the aviators landed at Albert Park, Suva on June 4th. Here they stayed for a couple of days resting while the plane was overhauled and refuelled. Heavily loaded with petrol, the park did not provide a long enough runway for take-off, so Smithy chose Naselai Beach from whence they left for Brisbane, 1521 miles away, on June 8th. Some mails were carried on this flight from U.S.A., from Honolulu and from Suva, the latter including official letters from the Mayor of Suva and the Governor of Fiji. Covers were pilot signed and are of extreme rarity. A set of four commemorative stamps was issued by Fiji on 5th June 1968 to mark the 40th anniversary of this flight.

After this great feat, Kingsford Smith flew from Melbourne to Perth on the first non-stop flight between the two State capitals, and on Sept. 10th 1928, he and Ulm made the first crossing of the Tasman Sea in the Southern Cross. This stretch of water is notorious for its sudden changes of weather with squalls and storms suddenly appearing out of blue skies. Their flight was no exception and Smithy is reported as saying that  $\frac{1}{2}$  a ton of ice formed on the wings during the flight. Ten covers were carried on this flight, signed by both the pilots and duly handed over to the postmaster at Christchurch on arrival, when New Zealand 1d stamps were affixed and postmarked Christchurch 12th September 1928.

C. P. T. Ulm was sworn in under N. Z. postal regulations for carrying this mail, it is a point of interest that although he was a fine flier, Ulm held no pilot's licence, so he took advantage of the stay in New Zealand while "Southern Cross" was being made ready for the return journey to take his exams to qualify for his licence.

On the return Trans Tasman flight made on October 13th a small mail was carried. Covers are generally pilot signed and bear the postmark Blenheim N. Z. 4-30 A 13 OC 28 and Australian arrival backstamp Richmond N. S. W. 2-30 A 14 OC 28.

One of Smithy's ambitions to the day of his death was to inaugurate a regular Trans Tasman air-mail service. He sought the backing of both the Australian and New Zealand governments for this venture. On March 31st 1929, the "Southern Cross" took off from Richmond for Wyndham. The plan was to fly to England and then cross the Atlantic for the U. S. A. and on to California, thus completing a circumnavigation of the globe by air, which he hoped would bring him added prestige and enhance his claim to introduce and organise the Trans Tasman service but it was June 25th before the Southern Cross could be made ready for the flight to England, and early on that morning the team of Kingsford Smith, Ulm, T. McWilliams as wireless operator and T. H. Litchfield as navigator took off from Richmond. A small quantity of mail was carried and stops were made at Singapore, Singora (Thailand), Rangoon, Calcutta, Allahabad, Karachi, Athens and Rome, delivering the mail in London on July 10th.

It was almost a year before Smithy was able to complete his round-the-world flight; The Atlantic had only been crossed thrice by air. By Alcock and Brown flying west to east in 1919, by Lindberg solo in the same direction and by a German team, east to west in the aircraft Bremen so Smithy's achievement on June 23/24 1930 was a great event. Feted with tumultuous New York hospitality, Smithy flew on to San Francisco on July 2nd-4th and thus became the first man to circumnavigate the world by air.

Leaving his plane with Lockheed Aircraft for overhaul, Smithy returned to Europe. Another Australian, Bert Hinkler, had set an England-Australia record by a solo flight of 15 days, and on October 9th, 1930, Kingsford Smith left Heston in an Avro Avian which he had acquired and named "Southern Cross Junior". He covered the 10,700 miles to Darwin in North Australia in the record time of 9 days 22 hours. A few covers were carried from London to Sydney. It was not unusual at this time for the Darwin Post Office to ask fliers entering the country through this aerodrome to carry mail, so a small number of covers carried on this flight are also known, Darwin to Sydney.

On 19th March 1931, 2d, 3d and 6d stamps were issued by the Australian Post Office to commemorate Kingsford Smith's flights.

In June 1932, Charles Edward Kingsford Smith was awarded a knighthood.

Still trying to persuade the authorities that an air link between Australia and New Zealand was essential, Smithy did another successful Trans Tasman flight on January 11th 1933. Twenty pilot signed covers were carried on this trip, and about double that number on the return, postmarked either Rawena or Waipapakauri 25 JA, and backstamped Sydney 26 JA 33.

A year later, Smithy flew Southern Cross to New Zealand again, covers carried on this occasion being postmarked Newtown, 13th January 1934 and backstamped New Plymouth. On this occasion his co-pilot was Thomas Pethybridge, and both pilots signed flown covers.

On 17th February 1934, Chas. Ulm, Smithy's old co-pilot carried the first official airmail from New Zealand to Australia. A special printing in blue was made of the 7d airmail stamp overprinted Air Mail Faith in Australia (the name of Ulm's plane) 83,078 of these stamps were sold, and the remainder of the printing destroyed. 39,255 items of mail were flown. Smithy returned from New Zealand on 28th March 1934 and special covers were printed for mail carried on this flight, listing the Trans Tasman flights. Of these cards, 1,500 show an error of date, March 1935 instead of '34 and also OOT 1928. 20,979 covers were carried plus 887 registered items and 30 special covers issued at and carried by Kingsford Smith at the North Island Aerial Pageant at Hastings for the Hawkes Bay and East Coast Aero Club. Covers were postmarked with a temporary "skeleton" type handstamp "Kaitiaki 29 March 1934", and backstamped at Sydney on the same date.

On Dec. 4th 1934, Chas Ulm, with a navigator and wireless operator left Vancouver to cross the Pacific. After leaving San Francisco for Hawaii, there was a long radio silence. Suddenly over the crackling of atmospherics, Ulm's voice was heard saying "Hullo, Hullo, I think we're going into the drink. Hurry and send someone to fish us out". They were never seen again.

In May 1935, Smithy planned to fly a special Australia-New Zealand "Jubilee Air Mail" in commemoration of the Silver Jubilee of King George V. The King was himself a keen stamp collector, and had been invited to send some covers for this special flight by "Southern Cross" A total of 28,279 letters were accepted for this mail, but half way across in the midst of the usual foul Trans Tasman weather, an exhaust pipe broke, and a piece flying off struck and broke one of the propellers. Smithy decided to turn back, and a tense situation developed, with the plane losing height and becoming increasingly difficult to handle. It was decided to ditch the mail in order to lighten the plane, and this was done, some 1,000 letters only being saved.

Smithy, no longer fit, short of cash and with business worries, sought to sell "Southern Cross" Turning down a good offer from Fokker's, the plane's makers, he accepted £3,000 from the Australian Government, and on July 18th he flew it for the last time from Mascot to Richmond a short hop. A few covers were carried signed by all on board, who included the young son of his old friend Charles Ulm.

Tired and strained as he was, Smithy determined to again have an attempt on the record from England to Australia. Leaving London on November 8th in "Lady Southern Cross" with Tom Pethybridge as co-pilot, they made excellent time to Burma. From there they set course for Malaya and were seen flying fast and true over Akyab at 9 p.m. on the night of the 6th, but on November 8th were officially declared missing after no word had been heard from them for 24 hours.

It is almost impossible today with the man-in-the-street regarding long journeys by air as common place, to see these early fliers' exploits in perspective, but without the likes of Smithy, the development of long distance flights on either a commercial or a military basis would never have been accomplished. Sir Charles Edward Kingsford Smith was a controversial figure, but he has become a legend and a National Hero. Mascot, the aerodrome at Sydney, is known as Kingsford Smith Airport, and besides appearing on stamp issues, perhaps his most permanent claim to recognition came when his portrait was chosen to appear on Australian \$ 20 bills.

#### SOME THOUGHTS ON QUEEN ELIZABETH ISSUES

Once more we have done the planning; we have thought out some interesting ideas to display Q. E. issues to advantage, so why not take advantage of our ideas and imaginative suggestions to add a new dimension to your Queens Head issues. Not all values are included in these offers, but only those which in particular lend themselves to this treatment and where stocks permit. If you want other values or would like a more extended coverage, please mention it when writing, we will be happy to oblige.

- 1101 Queen Elizabeth 1d.** (Who'd have thought of making a study of that value!) The first issue March 1st 1954, is found on two distinctive papers, one notably thicker than the other. One specimen of each paper starts the page and this is followed by a booklet pane of six complete with selvage. In 1959 the new design 1d was introduced with large figures and no stars. Two good shades of this stamp are included plus the scarce red-orange shade on thick white paper, a copy with inverted wmk on the thick white paper and a plate block (our choice). Row 10/22 of plate 11 of this stamp shows the most notable and attractive retouching of any in the Q.E. group, the lines of the Queen's collar, and lettering of "New Zealand" being clearly deeper. This is a specialists gem in itself and is presented in a positional block. The collection of six stamps, booklet pane, plate block and variety block. .... 40/-
- 1102 Small Figures 1½d.** Now here's a pretty lot. The three listed shades C.P. N3a, all fine distinctive contrasts plus plate blocks 12, 13 and 14. All mint, of course ..... 20/-
- A few 1½d plate blocks from plate 11 are available: to the first comers ..... 5/-
- 1103 Small Figures 3d.** First we have two fine shades, one is best described as orange-vermillion, the other is red-vermillion, and a variety on obviously thin ("pelure") paper follows. Below these comes a plate block, and a booklet pane and finally, a coil pair. Quite a pageful for the modest sum of ..... 10/-
- 1104 Provisionals.** 1961 2½d on 3d in wide setting (with space between 2, ½ and d) and narrow setting (without spacers) single stamps, also wide and narrow setting in se-tenant pair.  
1958 2d on 1½d small dot, large dot, and the scarce "Surcharge on Small Figures". We are constantly emphasising how elusive this last item is. Altogether 7 stamps, S.G. - 763, 763a, 763b and S.G. 808, 808a and 808b. All mint ..... £7.10s.
- (b) **Plate blocks.** 2½d on 3d wide setting plates 17 and 18, narrow setting plates 19 and 20. The four plate blocks ..... 30/-
- (c) **Plate Blocks.** 2d on 1½d large dot pl 9 ditto small dot plates 7, 8 and 10. The four mint plate blocks ..... 22/6
- 1105 Middle Values.** It is surprising that no one in N. Z. philately has ever been struck by the beauty of these large size bi-coloured stamps with the charming portrait of Her Majesty, and given these issues some affectionate nickname. How about "Diadem"? collectors of Classics to whom this title has another connotation are hardly likely to be confused by the new generation of collectors interpreting this word differently.
- (a) **Plate Blocks 1A and 1B, Imprint Block and Value Block of the 9d Diadem** Brown and Green. 4 Mint Blocks ..... 30/-
- (b) **Plate Blocks 1A, 1B also 1B/2B plus the two value blocks £8 and error** 8£. Altogether 5 striking and attractive blocks of the 1/value ..... 45/-
- (c) **Plate Blocks 1A, 1B and 1A/2A, Value Block £12 and Imprint Block.** Five Blocks of the 1/6 Black and Blue. .... 60/-
- (d) **As above. Imprint Block of the 1/6 black and blue** (of which we hold some surplus stock). Each ..... 9/-
- (e) **Imprint Block, Value Block £14 and Value Block £14 obliterated by black bars,** the latter on the later thick, white paper. Three mint blocks of the 1/9d. 57/6
- 1106 Plate Blocks.** 1½d brown C.P. N32a, S.G. 746 plates 7, 8 and 9. Three mint blocks ..... £2

- 1107 As above 2d green C.P. N33a, S.G. 747, plates 3, 4, 5, 6 and 5 with stop.  
Five mint blocks.....£2.
- 1108 As above 3d vermilion on white paper C.P. N34b, S.G. 748 plates 17 and 18. Two blocks......£1.
- 1109 As above 8d brown. The scarce C.P. N37a, S.G. 751 plate 21. One plate block of six...... 65/-
- 1110 Queen on Horseback. Plate blocks of four.  
     Plate 1 ( 5/-) .....£6.10s.  
     Plate 2 ( 3/-) .....£6.10s.  
     Plate 3 (10/-) .....£22.10s.  
     Plate 4 ( 2/6) .....£12.10s.
- The set of four plate blocks. (What a magnificent page they make!).....£45.
- 1111 Q.E. Plate Blocks in Sets
- (a) Large figures on thin paper, 1d, 1½d, 2d (5 stop and 5 no stop), 4d (15 and 16) and 6d. The series of 7 mint plate blocks, one of each value except where shown ..... 30/-
- (b) Plate Blocks complete 1953-57. Twenty blocks, one of each ½d to £1, with some extra of some values. A really impressive collection - terrific value at.. £50
- (c) Diadem. A wonderful lot for a specialist collector of the middle values. Every plate in every value (9d, 1/- 1/6 and 1/9) is represented. All are in fine blocks of 12 to include the printers' imprint except in the case of two of the 1/6d's, where imprint and plate blocks are present in separate blocks of four. This really is representation par excellence, which, since every plate is represented, cannot be bettered. Altogether, 14 different plate combinations... £20
- 1112 Coil pairs. Two different founts of printer's type were used in numbering coil joins on seven values of the Q.E. series. Matched pairs (i.e. the same number on corresponding values) of the seven values, each matched pair having a different number, thus giving comparison of the two different founts used produce a useful page reference of interest to Specialists, general collectors or to show at the Society Display. 14 mint coil pairs..... £5
- 1113 1960 Pictorial Plate Blocks With these stamps now obsolete or obsolescent, we strongly urge you to fill those gaps now.
- 01a Imprint/Plate block of eight ½d Plate 111..... 3/6
- 02a Imprint /Plate block of eight 1d Plate 1111 ..... 4/-
- 02c Imprint /Plate block. Chalky paper 1d ..... 6/-
- 03a Imprint/Plate block of eight 2d Plate 1111..... 10/6  
     2212 ..... 25/-  
     2231 ..... 20/-  
     2251 ..... 7/6  
     3263 ..... 7/6
- 04a Imprint/Plate block of twelve 2½d Plate 1B x 4 ..... 17/6  
     2A x 4 ..... 17/6  
     4A/3A ..... 15/-  
     4B/3B ..... 15/-
- 05a Imprint/Plate block of eight 3d Plate 1111 ..... 10/-  
     2113 ..... 10/-  
     2235 ..... 25/-

|      |                                                                                                      |          |
|------|------------------------------------------------------------------------------------------------------|----------|
|      | Imprint/Plate block of eight 3d Plate 2237.....                                                      | 10/-     |
|      | 2347.....                                                                                            | 10/-     |
|      | 3337.....                                                                                            | 10/-     |
| 05b  | Imprint/Plate block of eight 4d plate 1111.....                                                      | 20/-     |
|      | 1221 .....                                                                                           | 20/-     |
|      | 2333 .....                                                                                           | 20/-     |
| 07a  | Imprint/Plate block of twelve 5d plate 1A x 4 .....                                                  | 20/-     |
| 08a  | Imprint/Plate block of eight 6d plate 111.....                                                       | 12/6     |
| 08b  | Imprint/Plate block. Chalky paper 6d .....                                                           | 30/-     |
| 09a  | Imprint/Plate block of twelve 7d plate 1B x 4 .....                                                  | 40/-     |
| 011a | Imprint block of Six 9d Flag .....                                                                   | 10/-     |
|      | Plate block of four. " " .....                                                                       | 10/-     |
|      | Value block of four " ".....                                                                         | 10/-     |
| 012a | Imprint block (6) value block (4) and plate block (4) 9B 9C. One set only<br>available 1/Timber..... | 37/6     |
|      | Imprint block of six and plate block of four (10B 10c) from the later distinctive<br>printing.....   | 47/6     |
| 013a | Imprint block of six 1/3d Trent .....                                                                | 22/6     |
|      | Plate block of six. Plate 1A 1B 1C .....                                                             | 22/6     |
| 014a | Imprint block of six 1/6 Tiki.....                                                                   | 22/6     |
|      | Plate block of four Plate 6D 6E.....                                                                 | 15/-     |
| 015a | Imprint Block of six. 1/9 bistre.....                                                                | 100/-    |
|      | Imprint /Plate block of nine.....                                                                    | 160/-    |
| 015b | Imprint block of four, 1/9 multi colour.....                                                         | 20/-     |
| 016a | Imprint block of four 2/Taniwha .....                                                                | 22/6     |
|      | Plate block of four 1A 1C .....                                                                      | 22/6     |
|      | Value block. Value amended from £4 to £12 .....                                                      | 22/6     |
| 016b | Chalky paper 2/- Imprint block .....                                                                 | 20/-     |
|      | Plate block .....                                                                                    | 20/-     |
|      | Value block (£12) .....                                                                              | 20/-     |
| 017a | Imprint block of four 2/6 butter .....                                                               | 30/-     |
|      | Plate block of four 2A 2B.....                                                                       | 30/-     |
| 018a | Imprint block of four 3/ sepia .....                                                                 | £12.10s. |
|      | Imprint/plate block of six .....                                                                     | £17.10s. |
| 018b | Multicolour 3/- First shade. Imprint block .....                                                     | 30/-     |
|      | Late printing in the Second shade. Imprint block .....                                               | 30/-     |
| 019a | Imprint/Plate block of six 5/- plate 3.....                                                          | 75/-     |
| 019b | Imprint/Plate Chalky paper.....                                                                      | 75/-     |
| 020a | Imprint/Plate block of six 10/- plate 13.....                                                        | 210/-    |
| 020b | Imprint/Plate chalky paper .....                                                                     | 210/-    |
| 021a | Imprint/Plate block of six £1 plate 12.....                                                          | 320/-    |

- 1114 Misplaced Aeroplane. This spectacular variety on the 1/9d multi colour, in which the red aeroplane appears in the gutter between the stamps, is well known, and always commands a high price when it appears in auction. We offer a horizontal pair showing an aeroplane in the central gutter, another red aeroplane on the left hand side, and the wings of another at the right, while the design within the stamps where the aeroplane appears is white. This really is a beauty. Mint pair ..... £35

#### CHALON HEADS

A number of fine inexpensive items of interest to all collectors. If you specialise in Chalons you will want these to embellish your display; if you have none, here is your chance to make a showing.

- 1115 Postcard. A fine clear black and white photograph of the Chalon 1d, S. G. 1. An ideal opening page for any collection - in postcard size ..... 1/6
- 1116 Red Cross Miniature Sheet In 1940, to celebrate the centenary of the Penny Black, Perkins Bacon produced miniature sheets of four impressions of the Chalon portrait, in black and in blue. The four stamps in the sheet were overprinted with a small Red Cross, and they were sold in aid of Red Cross Funds. Two miniature sheets - each of four "stamps" as described; one in black and one in blue, would make a very attractive addition to your album. The two items ..... 10/-
- 1117 Colour Plates Some years ago we produced colour plates in our catalogue which showed exactly for reference purposes, the colours of the London Printed Chalons, S. G. 1, 2 and 3. So much trouble was taken to make these reproductions precise in shade for purposes of comparison, that economically it was impossible to maintain these colour prints. We have no examples available of the 1d S. G. 1, but have the facsimiles of S. G. 2 and 3 - both in the exact colour of the originals, and invaluable for comparison or display. The two ..... 7/6
- 1118a Hausburg Reprints. Most of our readers will know that L. L. R. Hausburg was able to have reprints made in black on card from the original Perkins Bacon plates. 1000 sheets of the 2d were produced, but only 6 of each of the others. Originally printed for research purposes, and available only to the select few, these have become quite Collectors Pieces. We at present have:
- |                                                                         |      |
|-------------------------------------------------------------------------|------|
| 1d showing extensive plate wear at .....                                | 40/- |
| 2d from the damaged part of the plate at .....                          | 2/6  |
| 3d at .....                                                             | 40/- |
| 4d (the plate was little used and the impression is brilliant) at ..... | 45/- |
| 6d at .....                                                             | 40/- |
- b) Complete Sheet. The Hausburg 2d black showing all retouched stamps. An item of interest and beauty. Essential for plating the 2d from plate 2. Complete sheet of 240 ..... £27.10s
- 1119 Railway Stamps. Popular items that are no longer commonly seen, this collection is notable for a block of four of the 1d, and unused examples of the 4d and 6d. Condition as usual is rather variable, and the used copies have manuscript cancellations. Included are 1d, 1d, 2d, 3d, 4d, 6d (the 4d and 6d both used and unused) . . . 80/-
- 1120 Meter Marks Early scarce and historic items. A cover bearing "NEW ZEALAND POSTAGE PAID 1D" small circle (Vol III p. 431 type 5) used in Christchurch 1912, also two on small piece in type 12 p. 431 but inscribed OFFICIAL PAID N. Z. and also with 1912 cancellation. Two attractive items ..... 50/-

- 1121 Crash Cover. B. O. A. C. QANTAS Constellation Crash at Kallang Airport Singapore. Fine cover showing signs of charring from the fire and with boxed cachet SALVAGED MAIL/AIRCRAFT CRASH/SINGAPORE 13.3.1954. A nice Postal History item ..... £5
- 1122 Handbook. Vol. V. of the Postage Stamps of New Zealand. The most sumptuous item of them all with many beautiful colour prints, and, like the earlier volumes, crammed with information..... £10.10s.

- 1123 1967-70 Pictorial Counter Coils. With the introduction of the new Definitive Series now well underway, we can expect the current Counter Coil issues to be phased out. This would make them a very short-lived issue, and they have never been readily obtainable (as our new issue subscribers will testify!). While stocks last, and before prices rise, we strongly recommend collectors to take advantage of the following opportunities.

a) Complete sets. One counter coil pair of each value issued - 2½c, 3c, 4c, 6c, 8c Flag, 10c Timber, 15c green and carmine, 20c Rock Drawing, 20c Butter Industry. Nine pairs with numbered join..... 90/-

b) Odd values. We have a few pairs surplus to set requirements in some values and offer these singly.

|                        |      |
|------------------------|------|
| 8c.....                | 5/8  |
| 10c.....               | 7/8  |
| 15c.....               | 10/8 |
| 20c. Rock Drawing..... | 20/- |
| 20c Beef Industry..... | 20/- |

c) Coil Leaders and Tails. Complete counter coils as supplied to post office counter clerks are secured by a strip of paper (varying in colour according to value) attached to the first stamp, and carrying details of the denomination and of the total value of the coil, while a "tail" in paper of similar colour, attached to the last stamp acts as a core for the coil. Representation of these items is essential in any thoroughgoing collection of counter coil pairs. We can offer:

|                                            |         |      |
|--------------------------------------------|---------|------|
| 2½c coil leader.....                       | each... | 2/6  |
| 3c coil leader.....                        | each... | 2/-  |
| 4c coil leader or tail.....                | each... | 2/6  |
| 6c coil leader or tail.....                | each... | 3/6  |
| 8c coil leader or tail.....                | each... | 4/6  |
| 10c coil leader or tail.....               | each... | 5/-  |
| 15c coil leader or tail.....               | each... | 7/6  |
| 20c Rock Drawing coil leader.....          | each... | 12/6 |
| 20c Beef Industry coil leader or tail..... | each... | 12/6 |