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THE OFFICIAL ORGAN OF THE NEW ZEALAND SOCIETY OF GREAT BRITAIN
Affiliated to BRITISH PHILATELIC ASSOCIATION and PHILATELIC CONGRESS OF GREAT BRITAIN

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No. 3.

MAY, 1970

WHOLE No. 102

NEXT MEETING

WEDNESDAY 27th MAY 1970

AT SHAFTESBURY HOTEL, MONMOUTH STREET, LONDON.

AT 6 p.m. PROMPT

This meeting will be divided into two parts -

PART 1. Maori Art. By our President, H. La Coste Bartrop.

PART 2. Cook Island. By Royton E. Heath.

SPECIAL MEETING AT PHILYMPIA

A room has been booked for a special meeting to be held on WEDNESDAY, 23rd SEPTEMBER at the International Stamp Exhibition. We hope to be entertained by our Overseas Members visiting this exhibition. We shall see some unusual material, and we hope that as many members of the Society will attend as possible. Please make a note of this date NOW.

AUCTION HELD BY H.R. HARMER LTD., LONDON.

FULL FACE QUEENS ON COVER

Early in February, an original find of correspondence addressed to the Maclean family and mostly to the Hon. Donald Maclean C.M.G. was auctioned in London. The correspondence comprised 224 items, mostly complete envelopes or fronts, together with a box of some hundreds of covers, fronts etc. dating from about 1874, and these were divided into 21 separate lots. Included amongst the covers were many rare or very scarce cancellations, but the outstanding single item was an 1873 cover from Cambridge to Wellington bearing a horizontal pair of the very rare 1872 1d brown N.Z. watermark. This cover together with two others was offered as one lot, the estimated value being £300 to £400, and it realised £550.

Amongst the scarce and rare cancellations included, were a number of manuscripts, including Springfield (Auckland) Gwavas and Newmarket. Other cancellations included Tauranga, Hokianga, Coromandel, Russell, Waipawa, Mongonui, Maketu, Newcastle and others. This was one of the finest groups of covers to come on the market for very many years, and included amongst the cancellations etc. were a number previously unrecorded.

The auctioneers' estimate for the 21 lots was £664, whereas the realisation was £1,823,10.0. One lot comprising 57 items was estimated at £25-£35 and realised £130. Another lot comprising 18 items was estimated at £20 and sold for £144. A further lot comprising 16 covers estimated at £15, sold for £175. The cover bearing the Maketu cancellation was estimated at £8 and sold for £60. Another group of 22 covers estimated at £12-£15 sold for £140.

With acknowledgement to J.J. Bishop & Co. Ltd.

N.Z. SOCIETY MEETING AT THE SHAFTESBURY HOTEL, LONDON,
MARCH 21st 1970.

This meeting was the occasion of the Annual Competition and while the judges were examining the entries, the usual "Quiz" was conducted.

The first query concerned the "Road Safety" stamp of 1964. It was stated that the normal sequence of printing was for the blue colour to be printed before the black, but a copy was found in which the blue had obviously been printed on top of the black. It was pointed out that although it was generally accepted that darker colours were printed after lighter ones in order to mask any misalignment of colour register, it had been noticed with the current pictorial issue that this was by no means always necessarily so, and there seemed no reason why they should be. Another member confirmed that printing of colours could be done in any sequence. The suggestion that this could be a trial printing was thought improbable, as the numbers produced were so small, and the printing so straightforward that one run at the job should have completed the whole production. It was generally concluded that the sequence in which the colours were printed was of no great significance, and of limited philatelic interest, though one point emerging from the discussion was that faster drying inks are usually printed first.

A K G.V. stamp from a booklet used with selvedge showing an advertisement for "Parisian Ties" was produced. It was pointed out that the number of booklets sold in relation to combined sheet and booklet printings was not great, but that in fact this "variety", while of interest, was of no great value, although complete mint booklet panes with advertising in the selvedge were rather desirable.

An imperf copy of a Penny Universal was produced purporting to be C.P. G5a, S.G. 344, but it was identified by the experts as a Booklet Plate stamp which had had the perfs trimmed, a very common fake, and of no value!

A 3d Huia of the 1898 series was produced imperf at top, and this was stated by the experts to be a common occurrence on stamps of this issue, where stamps from sheet edges may be found with top, bottom or either side imperf.

A query was asked regarding an air race from London to Canterbury (N.Z.) in 1916, of which some one claimed to have seen a cover. It was generally agreed that flying of this kind did not take place in 1916, and the general opinion was that the cover was of 1946, with the date badly printed.

In the course of general conversation and discussion, two items of some considerable interest were reported by members.

First was a cover postmarked in 1918 from a Military Camp in New Zealand and bearing a G.B. 1d stamp.

Secondly was a Maori War cover from New Zealand to U.K. bearing stamps of G.B. Neither of these items was produced, but they have not been previously recorded, and the owners were asked to bring them to a future meeting.

Result of Competition to be announced later - PAGE 44.

A vote of thanks to the judges was expressed by P.L. Evans and seconded by Peter Collins.

A belated thanks also to the Competition Secretary, Warrenne Young and his able assistant, Phil Evans.

An announcement was made that a special edition of "KIWI" was to be produced for "Philympia". This would be distributed to members and offered for sale to non-members. In view of production costs it was hoped that some contribution would be made by members on receipt of the booklet, which would be distributed automatically.

Amongst other contents of this booklet, it is hoped to include an account of all N.Z. entries being made at Philympia. Would all members who are entering the International Exhibition please send a note of their entries with any special detailed notes that they would like to give to the Secretary of the Editorial Committee, Mrs. E. Collins, 85, St. John's Road, Woking, Surrey, England.

NATIONAL PHILATELIC SOCIETY MEETING APRIL 4th 1970.

Seven members of the New Zealand Society gave a display at the National Liberal Club to N.P.S. members on April 4th.

J.D. Riddell's collection included covers from the first New Zealand Post Office to be established at Korororika, and it was explained how the year "1840" was fixed and could not be changed, so the use of the cancellation in 1840 showed the date the month and the year; the following year, the month and date were reversed, so that covers showing month, date and year can be attributed to 1841, and in 1842,

the month and date were omitted altogether, so the cancellation showing "1840" without day or month, is in fact used in 1842.

R.C. Agabeg showed "The First Nine Years of Chalons". Fine copies of S.G. 1, 2 and 3 were included, and attention was particularly drawn to these three stamps with an obliteration of black bars, which were part of a set specially prepared by Perkins Bacon, the printers, for members of the family of Rowland Hill, and of extreme rarity.

J.D. Evans' display of the later Chalons from 1864 was notable for some fine copies of the 4d rose and 4d yellow in a profusion of shades, and also the two brilliant shades of the 1/- in "apple green" and "sap green".

J. Bradford displayed K.G.V issues with large blocks showing Plate Numbers, the re-entries, and two perf pieces in large blocks.

P.L. Evans gave an explanatory talk on the complexities of the Second Pictorial issues 1935-43, with its several papers, various printings, and perforations which were made in such varying combination following the difficulties of the "blitzing" of printing works in wartime.

A few brief words from Royton Heath modestly disguised the work which had gone into his scholarly study of the 3/- value of the Second Pictorials.

Rita Gilders offering of "A New Zealand Cocktail" included a strip of the 1/2d Newspaper stamp with letters watermark showing the complete inscription NEW ZEALAND POSTAGE in the watermark, and a cover postmarked British Antarctic Expedition 9th Feb 1911, with an unoverprinted 1d Universal. This item does not seem to have been recorded. It appeared genuine, and not "philatelic", and if anyone knows anything about such use of 1d Universals on this expedition, might care to send any information to the Secretary, who will pass it on to our friend.

Gerald Davies expressed the thanks of the N.P.S. members to the New Zealand visitors.

P. Collins.

NEW MEMBERS: To whom we offer cordial greetings.

- Mr. & Mrs. E.G. Aldous - "Highover", Manor Road,
Swanscombe, Kent. Tel:
Greenhithe 2415.
- E.G. Bathe - 2, Shorefield Way, Milford
on Sea, Lymington, Hants.
SO4 0RX.
- G.A. Cole - 23, Arrow Road, Forrest Hill,
Auckland. 10. New Zealand.
- W.F. Coomber - Flat 27. 31, Brunswick Place,
Hove. Sussex.
- N.L. Forrest - 4, Park Drive, Barlaston,
Stoke on Trent, Staffs.
ST12 9DP. Barlaston 2451.
- B.M.H. Hargreaves - 19, Framingham Road,
Brooklands. Sale. Cheshire.
M33 3SU. 061-973-0953.
- G.J. Keeler - 4, St. Agnes Terrace, London
E.9. Tel: 01-985-5644.
- G.L. Rolton - 59, Woodlands Road, Hockley,
Essex. SS5 4PY.
- J.H.T. Stawell - "Quintay", 36, Hinton Crescent,
Thornhill, Southampton.
Hants. SO2 6GT.
- B.L. Symonds - Lawford Lodge Farm, Church
Lawford, Nr. Rugby, Warks.
Tel: Wolston 2708.
- N.C. Thrower - 46, Eakenham Road, Drayton,
Norwich. NOR 52X.
Tel: Drayton 213.

CHANGE OF ADDRESS:

- P.A. Dean - 41, Rawwolh Drive, Cyncoed,
Cardiff.
- R. Esson - 9, Lime Tree Walk,
Amersham, Bucks.

- | | |
|------------------------|---|
| G.O.G. Hatch | - The Den, Bears Lane, Hingham
Norwich. Nor. 23X. |
| Capt. C.M. Meadowcroft | - 74, Heathermount Drive,
Edgumbe Park, Crowthorne,
Berks.
Tel: Crowthorne 03446-4427. |

RESIGNATIONS:

- | | |
|-----------------|---|
| Col. A. Murrey | - Greenhill, Rownhams,
Southampton. |
| Miss R.N. Solly | - Strathlea, 4, Bilton Lane,
Harrogate, Yorks. |

MOVING:

P.H. Bladon is shortly moving to Australia, more information later.

OVERSEAS MEMBERS AND SUBSCRIPTIONS:

Our Treasurer will be most grateful if these members in the United States, Canada, New Zealand and elsewhere, could remit their subscriptions other than by cheque. The cashing of currency notes and money orders involves very little expense, but a cheque for dollar currency results in a loss to the Society. The sum of 5/- is deducted from your subscription by the Bank, sent in this manner, and thus leaves very little for the Society. The co-operation of Overseas members would be greatly appreciated by our Treasurer.

Our Treasurer would also like to point out that a number of overseas subscriptions are still outstanding, and he would be happy to receive these.

EDITORIAL

It is with regret that we have to announce the death in New Zealand of Mrs. Campbell Paterson. A suitable cable was sent on behalf of the Society.

Philymphia The following visitors have so far intimated their intention to be present. Mr & Mrs J.J. Bishop; Marcel Stanley; and Mr. Berry, the stamp designer from New Zealand.

ld Universal. Any member interested in this issue, is asked to contact our member E. Peterkin, 18, Western Road, West End, Southampton. He is wishing to exchange notes.

On April 21st Mrs. Gordon Kaye attended a Reception at the Saddlers Hall, London, held by the Worshipful Company of Saddlers, of which Company her late husband was Master in 1952/3. The present Master is John MELVILLE Terry, nephew and only surviving relative of Fred. J. Melville. On this occasion, and through the courtesy of Maurice Williams, who provided the documents, Mrs. Kaye was able to make a presentation associating his name with that of his illustrious uncle.

STAMPEX AWARDS:

Congratulations to N.H. Willis for his Bronze and Silver medals for his entries of New Zealand items. Likewise to E.K. Hossell for his Bronze/Silver medal and the Urch Harris Trophy.

We cannot omit our President who received a Bronze medal for his G.B. Postal History.

CORRECTION:

In the last Kiwi we omitted to state that when Bill Lea signed the Roll of Distinguished Philatelists in 1957, Pierre Langois of Paris also was a signatory. Thus the Society provided two out of three in that year.

EXCHANGE PACKET:

More books are urgently needed to enable a constant circulation. PLEASE do your best and help.

Holiday Periods: Only a few members, seven in all, have taken the trouble to advise me the dates they will be away from home. This is essential that I have this knowledge as early as possible. Once again, you are asked to deal with the packet promptly, as parcel post delivery is so bad that it is now averaging five days between members, and it has increased the time of a circuit by a month. This cost us more in Insurance. Please pass on quickly.

A special booklet is being produced for Philympia, which will run into about 70 pages. This will cover all periods of New Zealand Philately, and the articles will be written by experts. It will be produced by the Photo Litho printing. No cost will fall on the Society as a member has guaranteed

the cost, but we hope that members will contribute 5/- each for the copy which will be sent to them about August. This is a token payment only, as each copy will cost 7/6, but it will be left to you on receipt of your copy to subscribe or not as you feel so inclined. Additional copies can be had for 15/- post free, and they will be offered for sale at Philymphia by selected dealers. This is a mammoth task and is being undertaken by myself and Peter Collins. More details later.

I have just been advised that Dr. Selby has to enter hospital for an operation, and will be indisposed for about two months. We wish him well, and a speedy recovery.

HOLIDAYS:

Please note that I shall be away from June 1st/17th.

E.N. Barton.
Hon. KIWI Editor.

FUTURE ISSUES.

A special issue of stamps featuring the Chatham Islands will be made in December, the Postmaster-General (Hon. Allan McCready) said today when announcing the stamps issuing programme for the second half of 1970.

A set of two Health stamps will be issued on August 5th. These will depict girls basketball on the 3½c stamps (2½c postage and 1c Health) and boys soccer on the 4c stamps (3c postage and 1c Health).

Mr. McCready said that this year's Christmas issue will go on sale on October 1st and will consist of three stamps. These are being made available in response to public demand.

There will be the usual 2½c stamp depicting an "Old Master" painting for inland Christmas cards. In addition a 3c stamp featuring a New Zealand church stained glass window is being provided for use on Christmas cards sent overseas and a 10c stamp having a symbolic theme for use on aerogrammes to the United Kingdom and Europe.

Mr. McCready added, that because of difficulties encountered with the production of the second stage of the new definitive issue the six low values depicting moths and butterflies - it now is not possible to state when these stamps will be placed on sale. Full details of the issue of these stamps and later stages in the definitive issue will be announced as soon as firm dates can be settled.

THE EARLY COLONIAL SETTLERS (2)

by

Mrs. Gordon Kaye.

The early colonial history of New Zealand is so closely interwoven with those of Australia and Van Diemen's Land (Tasmania) that its study demands a triple involvement.

Intercolonial travel was frequent, especially in the case of gold prospectors, who hastened to the scene of a fresh strike. Many of them had already taken part in the great Californian gold rush of 1849, which was closely followed by the discovery of gold in Victoria. Gold was found in Otago by Gabriel Read in May, 1861.

The following official figures will illustrate my point:-

In 1861 over 36,000 letters went from Otago to Victoria,
In 1862 the number of letters for Victoria tripled,
four-fifths being sent from Otago,
In 1863 155,000 letters from Otago to Victoria.

The gold prospectors were largely responsible for this great increase and were obviously not the rough and illiterate men which is sometimes assumed.

My story to-day concerns four settlers from Scotland. They are my earliest recollections, although my information about them is rather fragmentary. It is probable that they were known to each other before emigrating; Russell and McDiarmid, at any rate, were neighbours in the City of Dunfermline, Scotland.

Thomas Purvis RUSSEL arrived in New Zealand in 1842 in the ship "Prince of Wales" and settled in Wellington during 1843. I have a letter dated Wellington 2nd May 1843 written by him and addressed to Robert Neil McDIARMID (from Dunfermline) at Sydney. This letter was apparently carried to Sydney by hand and put into the post there; it has no ship markings but bears the manuscript 2d for the local Sydney delivery rate. The letter was then re-addressed to Wangoola, Carcoar, where McDiarmid had set up as a trader in cattle and sheep.

The PERSTON brothers arrived in Sydney in 1850. John went to Carcoar and was employed by McDiarmid in sheep farming. Unfortunately he soon met his death in an accident. Matthew went mining at Moreton Bay (Canning Creek), Queensland. In June/July 1851 he migrated south to "The Diggings", Port Phillip, Victoria. After that, trace of him is lost and a letter dated 1st April 1851 addressed to him at Porcupine Inn P.O. was "advertised and unclaimed".

Some of the old Australian postal addresses are highly intriguing. Porcupine Inn P.O. was in all likelihood located at Porcupine Hill, South Australia, which is shown on early maps as being N.E. of Adelaide, towards the Murray River.

I have a New South Wales letter dated 14 April 1848 addressed from the "Red Cow Inn" with the boxed handstamp "Paid at St. Mary's"; this also bears the framed oval St. Mary's N.S.W. 16 April and the unframed circular General Post Office, Sydney, 17 April. Another cover, from Sydney 7 January 1852 received Melbourne Port Phillip 15 January bears the oblong framed handstamp "Liverpool Street". To us in southern England this conjures up a very different picture!

A note in another letter throws light on the difficulty of retaining a ship's crew for the return voyage to England - on arrival in Australian waters the whole crew had to be placed under restraint to prevent their escape to the diggings.

Gabriel Read, the discoverer of gold in Otago, was a roving prospector from Tasmania, with experience of both California and Victoria. He struck gold at Gabriel's Gully near Tuapeka, Oblit. O 17, now Lawrence. I have a series of envelopes of this gold rush period addressed to members of the Fulton family who had their homestead not far away at Woodside, East Taieri. Unfortunately the letters have been removed. This is an important correspondence over a long period, of which I have only a part. Mr. James FULTON was a farmer and his sons were probably Government Officials. It was at his homestead that a lost party of men, all starving and two of them frostbitten, sought refuge after five days wandering in the snow on the mountain tops, in the winter of 1861. It was also to Mr. Fulton's home that the 15 men walked, on 16 October 1861, who were the victims of the armed robbery committed by Garrett and three other bushrangers, when £400 was stolen. This was the first robbery in the Colony committed by settlers.

James Fulton and his neighbour, William VALPY, an officer of the Bank of New South Wales (of whom I also have reference) were members of relief parties which set out to rescue victims of the phenomenal snowstorms which swept Central Otago in 1863. Many lives were lost in the drifts.

There is only one letter in this whole correspondence which bears a single one penny value stamp, the rate applicable when a letter was delivered by the office at which it was posted. All the others paid the two pence per $\frac{1}{2}$ oz rate for delivery within the Province of Otago.

N.Z. SOCIETY MEETING AT THE SHAFTESBURY HOTEL, LONDON
MARCH 21st 1970 (continued from Page 36)

COMPETITION RESULT.

Classic Section

- | | | | |
|------|---------------|---|--------------------|
| 1st. | J.D. Evans | - | Stacey Hooker Cup. |
| 2nd. | J.D. Bowstead | - | Paua Bookends. |

Modern Section

- | | | | |
|------|-------------|---|---------------------|
| 1st. | N.H. Willis | - | Kiwi Shield |
| 2nd. | F. Hughes | - | Paua Cigarette Box. |

Best Entry by New Member

N.H. Willis -
Modern Section Winner - Eric Barton Bowl.

THE FLORA OF THE 1960 ISSUE

by

MRS. J. WILLIS

1d. MANUKA -TEA-TREE.

These shrubs are the commonest shrubland constituent and have increased greatly under the influence both of the Maori and Pakeha settlement. Early white settlers did make infusions of tea from the leaves which are aromatic. Growing seldom more than 12 - 15 feet high with snowy white flowers, fruit are woody capsules containing numerous small linear seeds. The bark sheds in long papery strips and the wood is the best known fire wood in New Zealand and burns with great heat.

1d. KARAKA - CORYNOCARPUS - LAEVIGATUS

A coastal tree up to 50 feet.

The smooth grey trunks may be 2 feet in diameter. The thick glossy dark green leaves contrast strongly with the bright orange drupes which may be produced in large numbers. The greenish flowers are tiny compared to the fruits. The Maoris ate the flesh of the ripe fruits and also the kernels, which had to be soaked and steamed to remove the poison.

2d. KOWHAI - NGUTU - KAKA - (KAKA BEAK) CLIANTHUS PUNICEUS.

A climbing shrub reaching 7 feet with silky-pubescent leaves 3 - 4 inches long with 7 - 14 pairs of leaflets. Flowers in 6 - 15 flowered racemes, about $2\frac{1}{2}$ inches long, bright scarlet and same shapes as the KAKA'S BEAK. Maori panellings are often this basic design.

3d. KOWHAI - SOPHORA TETRAPTERA (FOUR WINGED)

This beautiful tree reaches 40 feet. The leaves are deciduous $2\frac{1}{2}$ inches long, leaflets linear-oblong usually with silky hairs. Flowers in 4 - 8 racemes about $1\frac{1}{2}$ inches long. Yellow. Seed pods yellowish 2 - 6 inches long jointed, 4 winged.

SOPHORA MICROPHYLLA (SMALL LEAVED)

A small tree only reaching 30 feet with a distinct divaricating juvenile form. Branchlets clothed with silky pubescence. Pods similar to the larger tree.

There is also a prostrate shrub.

4d. PUARANGI - HIBISCUS.

Hibiscus trionum, is the smaller of the two N.Z. species of this generally more tropical genus of plants which are related to mallow and cotton. It belongs to the northern frost free part of the country, and can now be seen only in the more remote places, and on some off-shore islands. One of few annuals in our flora, flowers freely in spring and sets plenty of dark rough seeds in autumn. The attractive globular, semi-transparent, pale green pods are shown on the lower right of the stamp. Drifts of this low growing plant are used effectively in public and private gardens.

6d. PIKILARERO - CLEMATIS

There are few more beautiful inflorescences than the large panicles of white flowers, 2 - 4 inches in diameter, of the Clematis paniculata which appear in the crowns of forest trees throughout N.Z. This is one of nine or so species endemic to N.Z., will climb 30 feet or more. Vine can increase in thickness to 6 inches at ground level. Leaves are 3 foliate and broadly ovate, leaflets are 2 - 3 inches long.

7d. KOROMIKA - HEBE STRICTA.

Hebe is the largest genus of N.Z. shrubs containing 80 species many of which hybridise.

Belongs to the Scrophulariaceae or Snapdragon family, containing about 3,000 species. Grows 6 - 10 feet high bearing linear-lanceolate leaves 2 - 6 inches long always opposite. Maoris used leaves for medicinal purposes. Small white or white and tinted lilac flowers, borne in simple spikes or occasionally in large panicles. Found in all manner of Habitats - alpine scrubland, grassland, fellfield, and coastal areas.

24d TITOKI - ALEUTRYON EXCELSUS.

A tree reaching 50 feet. Leaves 4 - 12 inches unequally pinnate. Leaflets 4 - 6 pairs ovate lanceolar entire or obscurely toothed especially when young. Flowers in panicles, bi-sexual or unosexual. Fruit a hard capsule $\frac{1}{2}$ inch long. Inside the capsule is a black seed with a scarlet aril.

5d. MATUA TIKUMU - CELMISIA. MOUNTAIN DAISY.

Apart from the grasses, the mountain daisies, in their many forms, are the commonest plants of N.Z. mountain vegetation. The genus has almost 60 species, some of which hybridise freely which adds to the difficulty of identification. These are daisy-like white flowers borne singly on long stems 2 - 3 inches across. Leaves lanceolate and either form rosettes arising from root stocks at ground level or are disposed along rhizomes or stems on ground level.

THE EARLY AIRMAILS OF NEW ZEALAND.

by

M. BURBERRY

Although without the facilities available in a manufacturing country, it is possible that the Wright brothers' first flight on 17th December, 1903, was only a couple of months ahead of Richard Pearse, a young farmer from Temuka. Another pioneer, Bertram Ogilvie, invented ailerons, whilst Vivian Walsh was the first man in the Southern Hemisphere to fly a seaplane.

Unfortunately, the Government were unable to see any future in flying, so that the end of the war saw New Zealand with two flying schools - the only private ones in the Empire authorised to train pilots, £75 out of the cost of £100 being refunded by the U.K. Government on the pilot receiving his commission in the R.F.C.

There was however only one aerodrome, Sockburn, Christchurch, used by the Canterbury (N.Z.) Aviation Co. The N.Z. Flying School, Walsh Bros. & Dexter, Ltd., operating from Kohimara, Auckland, used seaplanes mainly - landplanes using the beach.

Officialdom had reason for being suspicious of the usefulness of the planes then in New Zealand, for engines had to be completely overhauled after 20-50 hours. There were only two instruments in the cockpit - a petrol and an oil gauge; in the wings a piece of tape fluttering from a taut string was the best they could do for an "artificial horizon". Flight duration was limited to 2 to 2½ hours at about 65 m.p.h., with 3,000 feet considered a good height.

Aircraft first crossed the Atlantic in May and June, 1919, whilst July saw the first double crossing by an airship. The London-Paris commercial service started in August and K.L.M. Royal Dutch Lines was founded in October, whilst 12th November to 10th December covered the Ross Smith and Keith Smith flight from U.K. to Australia. Add to this lobbying by the two flying schools and the enthusiasm of the returning pilots, and one can see that experimental airmail flights was the least the Government could do.

Those of you awaiting the arrival of the Jumbo jets to take you on a cheap holiday beyond Europe, will be interested to know that most of the North Island pioneer flights were made by George Bolt flying the first aeroplane designed by William Boeing. A replica of their Model I was built in 1966 as part of their 50th anniversary celebrations. Originally built for the Russian Government, the first "Bluebird" flew on 29th June, 1916, and the second one "Mallard" in November. The Russian revolution enabled these seaplanes to be taken over by Walsh Bros. & Dexter. They arrived in New Zealand shortly before the Armistice, and George Bolt in one of them, promptly set up the N.Z. altitude record at 6,500 feet!!!

On 16th December, 1919, George Bolt piloted the Boeing, with Leo Walsh as passenger, on New Zealand's first official Air Mail flight from Auckland to Dargaville and return. This round trip increased the N.Z. single day long distance record to 192 miles at an average speed of 64 miles per hour!!! 50 lbs of mail, including 825 letters were carried out, and 54 lbs, including 1220 letters on the return journey.

The success of the first trip justified further experiments. With Auckland as the centre, three more trips were made to Dargaville, two to Thames and five to Whangarei.

The last of the latter on 16th April, 1920, completed the Postal Authorities efforts until the Air Board, just set up, had reported. All flights were made by Bolt in the Boeing seaplane.

On the Whangarei flight of 4th March, an experiment of dropping mail was made at Whangaparaoa on the outward trip. Although not repeated on subsequent flights to Whangarei, it was repeated on the Dargaville runs on 8th March (Ruawai) and 31st March (Kaiwaka Matahoke and Ruawai).

No special charge was made nor any cachets used, though senders were expected to endorse the mail in manuscript or typescript. These covers are, therefore, difficult to identify, particularly as no backstamps on arrival were added, except at Ruawai and only exceptionally at Whangarei. On the final Dargaville flight of 31st March, unmarked envelopes were stamped "PER SEAPLANE" in purple by the Dargaville P.O.

Whilst the Postal Authorities went into retirement, private enterprise carried on the job without charge to the P.O. The R.C. Bishop of Auckland, Bishop Cleary, who became known as the "Flying Bishop", arranged to carry mail on three flights. That to Opotiki on 12th March, increased the day record to 240 miles. Mail was dropped at Port Charles. Col. Bell's Flight to Awanui further increased it on 9th April to 306 miles. On all these occasions Bolt was again piloting the Boeing.

One way pilots earned a living was by going round the larger towns giving joy-rides. Occasionally when moving on or going on a special trip, they offered to carry mail. Perhaps the most famous example was Captain Euan Dickson's Christchurch-Wellington flight involving the first crossing of the Cook Straits on 25th August 1920, and the weather affected the return flight from 28th August to 6th September. Cachets were used on the return trip.

The Air Board recommended a trial daily service to be run in each Island. The Canterbury (N.Z.) Aviation Co. ran a weekday service from Christchurch (Sockburn) - Ashburton - Timaru - from 31st January to 7th April, 1921. Captain Euan Dickson flew the maiden flight, subsequently being assisted by Captain D.H. Gray and Captain F.W. Crawford. There was a special fee of 6d. up to 2oz. and 7d. from over 2oz. to 4oz. On the opening day a rubber stamp "AERIAL MAIL" was used together with one reading "AERIAL POST" in purple-black at Christchurch on outgoing mail, as well as the special delivery letters received from Timaru and Ashburton. Subsequently the cachet was hardly used.

Naturally the mail was poorly supported and on five occasions there was no mail to carry.

North Island's run which followed from 9th May to 30th July, 1920 was from Auckland to Whangarei. The Boeing, with Bolt as pilot, flew most days, including the maiden flight. Occasionally one of the Supermarine Flying Boats was used, and Captain A.C. Upham and Mr. Vivian Walsh assisted as pilots. Cachets of "PER AERIAL POST" were used at both termini. Although the Special Fee was reduced to 4d., the result was no more popular than our two tier system.

The Postal Authorities now subsided into a tranquil sleep for a decade, but two events in the late twenties revived public interest. The first was the arrival on the scene of the D.H. Moth followed shortly by Charles Kingsford Smith's trans Tasman flight of 10-11th September 1928. The right aircraft was there, whilst the publicity surrounding Kingsford Smith, combined with his enthusiasm, gave the necessary boost to the movement for starting up aero-clubs. In May 1929, Marlborough claimed the first three aero-club trained pupils to pass their tests. The Government realised that here was a source of pilots for the N.Z. Air Force (established in 1924, taking over the Auckland and Christchurch flying schools). It sanctioned lotteries to help the clubs' finances and made loans of aircraft, finally paying £25 for each pupil obtaining his "A" licence at one of the "approved" aero clubs.

Undoubtedly the most important result of the Government aid to aero clubs was the increasing number of aerodromes. In spite of the economic crisis (1929-1932) the annual defence review was able to report in 1930 that "there are in the Dominion, apart from the 2 Air Force stations, 7 aerodromes licensed for use of light aircraft and 12 others in various stages of development". In 1932 there were 21 licensed aerodromes and by 1934 the figure had increased to 26. The report of 1932 mentioned "a steady improvement in the conditions of existing aerodromes. This progress has been almost entirely due to the activities of the existing aero clubs, although, in several instances, local bodies have given valuable assistance in the development of sites". No longer would pilots have to rely on large paddocks or race courses when landing away from home.

1930 saw two companies try to set up a regular passenger service. Air Travel Ltd., formed by Mr. F.M. Clarke, with 'Mac' McGregor piloting a 4 seater D.H. 50, on loan from the Government, ran a daily service from Christchurch to Dunedin, carrying mail only on the maiden flight of 6th November. Again support was poor, in spite of the 100% regularity record over the 5 months it survived.

Dominion Airlines with George Bolt as pilot was formed to operate a service across the Cook Straits. However, Hastings to Gisborne was the route finally used. Although mail was carried, this was a private effort, and the 6d adhesives issued by the Company were illegal. Hence, after the first week (December 22nd - 29th) the value was cut out and the Company instead charged 6d for the pilot's signature! Letters were posted on arrival at Hastings or Gisborne.

The Hawke's Bay earthquake interrupted the regular service which was finally terminated when the managing director Ivan Knight was killed with two passengers when the Desoutter aircraft crashed on an emergency flight on 8th February 1931.

F/Lt. J.W.H. Lett revived the service through the "Gisborne Air Transport". The maiden flight was made in a D.H. Moth and subsequently a Desoutter was also used. Between 10th March 1931, and December 1932, when the service terminated, 590 flights were made, mail again being carried on payment of 6d for the pilot's signature.

The Defence Review of 1931 states that "During the disastrous earthquake in the Hawke's Bay District in February all the available pilots and machines of the Permanent Air Force were employed in relief ... valuable services were performed by Air Force and civilian pilots engaged in relief operations. Between 4th and 15th February, 22 light aeroplanes flew approximately 45,000 miles, carrying mails, urgent stores and passengers to and from the devastated area".

No cachet was used or additional charge made for the emergency mail, but subsequently, identified covers were stamped "EMERGENCY EARTHQUAKE AIR MAIL" and signed by the pilots. Evidently philatelists had learnt from the previous earthquake emergency flights following the devastation of the west coast of South Island on 17th June, 1929, as most of the air mail to and from Westport between 18th June and 3rd July has been lost to air mail collectors.

Regular daily services carrying air mails now disappear until the end of 1934, although 1st Air Mail covers appear to be quite common! This is due to the efforts of the "N.Z. Air League" who obtained the co-operation of the Postal Authorities, in their efforts to popularise flying. The "Christmas Air Mails" of 1931 and 1932 were arranged by using aero club instructors as well as Air Force pilots.

The most prolific creator of 1st Flights was Air Travel Ltd. which turned its attention to survey flights, having failed to make a success of the Christchurch - Dunedin service.

The N.Z. Air League obtained the co-operation of the Postal Authorities who provided the '1st Flight' cachets. The first survey flight was from Invercargill to Auckland on 12th November, 1931. The flight started at 3.51 a.m. and with 6 intermediate stops arrived at Auckland at 5.56 p.m. Co-operation after a 14 hour day was minimal for in McGregor's own words, "The Post Office did not bother to send a car out for the mail, but asked if I would mind bringing it in"! The 13th November saw the return trip to Wellington; 10th December Auckland - Gisborne and return; 20th January, 1932 Wellington - Hokitika and return; 16th March Wellington to Dannevirke and back, whilst on 30th April there was a round trip over the old pioneer towns of Auckland - Dargaville - Russell - Whangarei - Auckland.

Other flights were arranged by aero clubs such as Kaiaia in the "Winterless North", or in connection with C.T.P. Ulm's Tasman crossings of 12th December, 1933 and 12th April, 1934 and also, of course, for further emergencies.

From 1934 airlines had to be licensed by the Transport Board. It granted only four licences:-

1. Air Travel (N.Z.) Ltd. - not to be confused with Air Travel Ltd. Bert Mercer commenced the first regular all-up service on 31st December, 1934 on the west coast of South Island with head-quarters at Hokitika. This was to be one of the first unsubsidised regular air mail services in the world. Eventually the Company was taken over by the N.Z. National Airways Corporation in 1946.
2. East Coast Airways Ltd. were next to fly on the 16th April, 1935, on the Gisborne - Napier - Palmerston North route. They were merged with Union Airways in 1938.
3. Cook Strait Airways Ltd. - with George Bolt as chief pilot and technical advisor, commenced flying 30th December, 1935. The Union S.S. Co. had an interest in this Company with a representative on the Board and they remained independent until taken over by the National Airways in 1946.
3. Union Airways of N.Z. Ltd. S/Ldr. "Mac" McGregor and F.M. Clarke (of the Air Travel survey flights) were the advisers here. This Company was an offshoot of the Union S.S. Co. set up to run the trunk routes throughout New Zealand. This it did from 16th January, 1936, until taken over by the National Corporation in 1946.

Now that financially sound airlines were running regular routes covering the main towns of New Zealand, the postal authorities decided to contract for a regular air

mail service. The period of trial and error was over. The 16th March, 1936, saw the inauguration of the facilities which are today expected as normal for today flying is no longer an adventure, but merely a variant to train, car or boat.

THE 1939-1951 POSTAGE DUE STAMPS.

by

R.D. Samuel.

There appears to be confusion in the minds of collectors and catalogue editors concerning the dates of issues and withdrawal of the Postage Due stamps of 1939-1951. No two publications give identical dates of issue for the various printings and, in addition, there are confusing differences in the terminology used to describe the position of the sideways watermarks. So great is this difference that a water-mark described in one publication as "star to the right of NZ" is described as "star to the left of NZ" in another. These notes are written in an attempt to clarify those points which can be clarified but, because my knowledge of this issue is still far from complete, other problems are raised.

It has always been customary to divide these stamps into groups according to the watermark ("single" or "multiple") and its position. Vol. 2 of "The Postage Stamps of New Zealand" gives four such groups and, apart from the insertion of an additional group, this method of listing is followed here.

(a) Single watermark, Star to Right of NZ (W.7b).

In this group the "single" (or "registered") watermark is sideways with the star to the right of the NZ (when viewed from the back of the stamp). This is sometimes referred to as "star pointing left" or "watermark reading from the right". Campbell Paterson's catalogue illustrates this watermark on page X (as seen from the back of the stamp) and gives it the number W.7b.

The descriptions given in Volume 2 of "The Postage Stamps of New Zealand" are just the opposite, this and other sideways watermarks being described as they appear from the front of the stamp. This group is, therefore, said to have the star to the left of the NZ.

I do not intend to discuss the relative merits of these two methods of description. Suffice to say that I prefer OP's description and it is this which is used here.

All four values were printed on this paper. The first day of issue was 16th August, 1939, the "Motor Car" Express Delivery stamp being released the same day. First Day Covers of both the Postage Dues and the Express Delivery stamp, but particularly the former, are of some rarity. Both Gibbon's and Pim's catalogues give the date of issue incorrectly, as 17th August, 1939.

The sheet number was printed vertically in black in the right hand selvedge at lower right. When obtained from the manufacturers the large sheets were numbered in black with a six-figured number preceded by the letters WT/U (in two lines). As the Postage Due plates contained only 120 impressions and as each sheet of paper could be used for two sheets of stamps it was customary to divide the large sheets in half before printing. The Government Printer applied a six-figured number to the unnumbered half of the divided sheet. The printer's number was not preceded by letters, was in relatively small-sized type, and those numbers noted begin with 00 (e.g. 003276, 008016).

Some of the stamps from this group are difficult to acquire. The 1d. stamp is by no means common in used condition, especially with a dated postmark. There is a continuing demand for this value from "simplified" collectors and even mint copies, which were once very plentiful, are no longer obtainable in any quantity. The 2d. and 3d. values are scarcer in mint condition and are bargains at their present catalogue prices, while used copies of the 3d. are elusive. Only the 1d. value (mint and used) and the 2nd (used) are at all common.

(b) Single watermark. Star to left of NZ (W7a).

Whether this was an entirely separate group of printings or merely an accidental variety affecting individual sheets from the first group may never be known. Both the 1d. and 3d. values have been recorded with this watermark, the 1d. being listed in Volume 2 (page 351) and the 3d. in Volume 4 (page 523).

"Campbell Paterson's Newsletter" for April 1969 records the 1d. used at Christchurch during "late 1943" and "early 1944". Its use seems to have been even more extensive than this would suggest and I have copies in my collection used at New Plymouth, Wellington, Dunedin, Christchurch, and Akaroa, with dates ranging from February 1944 until February 1946.

Sheet number blocks have not been recorded.

Although used copies of the 1d. value have been advertised for sale at \$6 each it is by no means as scarce as this. Keen-eyed collectors should have little difficulty in acquiring copies at a fraction of this price. Mint copies are, however, very rare indeed and the only copy I have seen is in the collection of Mr. A.A. Orton of Christchurch. I have yet to see the 3d. either mint or used and have a sneaking suspicion that it may not exist.

(c) Multiple watermark, upright (W8).

Only the 3d. value is known with this watermark. It is easily identified, particularly as the mesh is vertical in relation to the design of the stamp. In the other four groups the mesh is "sideways vertical", (i.e. horizontal in relation to the design of the stamp. The 3d. upright watermark is, therefore, inclined to curl vertically and can usually be recognised without examining the watermark.

In Volume 2 the date of printing is given incorrectly as 2 February, 1945. This date is used by Campbell Paterson as the date of issue. Pim's catalogue, too, gives the date of issue as 1945, while Gibbons give the date as 1947.

Under the heading, "The Handbook - Corrigenda and Addenda", the "N.Z. Stamp Collector" for August 1951 states that this stamp was in fact printed on 7 August 1942. No date of issue is given but in the "N.Z.S.C." for March 1946 the 3d. with upright watermark is chronicled and the date of issue given as 1943. It is not impossible that this stamp was issued the preceding year but, until such time as copies postmarked 1942 are recorded, the date of issue must be accepted as 1943.

Volume 2 records that "the sheet number was printed in black in relatively large-size type on the top selvedge in the top right hand corner". A block in my collection bears the number 002501 and was obviously applied by the Government Printer.

This printing apparently consisted of only 1000 sheets and this stamp is, therefore, quite scarce. Its present catalogue quotation of \$2 mint or used may be a bit ahead of its time - but not too far ahead.

(d) Multiple watermark. Star to right of NZ (W8b).

Only the 2d and 3d values have been recorded from this Group.

Volume 2 gives the date of printing of the 2d as 4 September 1946 but quotes no date of issue. CP gives the date of issue as September 1946, while Pims and Gibbons play safe and give the date as simply 1946. The December 1946 "NZSC" states, "the 2d. printed on Wiggins Teape paper with multiple watermark was issued in December" and, until a copy with an earlier postmark is discovered, December 1946 should be accepted as the date of issue.

Volume 2 states that the 3d from this group was printed in June 1947. CP gives the date of issue as September 1946, Pims as 1947, and Gibbons as 1945. The "Official Bulletin" of the Post and Telegraph Department dated 6 August 1945 advised that this stamp had been issued in June of that year and references to this stamp were made in the August 1945 and March 1946 issues of the "NZSC". June 1945 would appear to be the correct date of issue.

Volume 2 further records that sheets from this printing had a coloured bar in the right hand selvedge. This is not entirely correct as sheets with this watermark have been seen with (a) no selvedge bars, (b) one bar in the right hand selvedge, and (c) two bars in the left hand selvedge.

No selvedge bars:

The 3d value has been recorded with no bar or bars in either the left or right hand selvedge. In this instance the selvedge had been trimmed to a width of about half an inch. Used blocks from this printing have been seen postmarked January 1946 and the stamps are similar in shade and appearance to the earlier printing with upright watermark.

Two series of sheet numbers are known to exist. Both are in relatively large-sized type and are not preceded by letters. A block in my collection bears the paper maker's number 695419. The Government Printer's number was in exactly the same style of type as that used for the printing with upright watermark. Here I have a block with the number 027741, confirming that this printing was made after that with the upright watermark.

One selvedge bar at right.

Both values exist with a vertical coloured bar in the right hand selvedge. In each case the bar is printed in the colour of the stamp, that on the 3d sheets being thicker than that of the 2d.

I have only one sheet number from this group, this being a block of the 2d with the paper maker's number 761438. This is printed in black and appears vertically in the right hand selvedge at lower right. It is in the same style of type as the numbers used for the previous 3d value.

The right hand selvedge is just under an inch in width and it is thought that the selvedge bar was added to prevent possible misuse of the blank area of watermarked paper which could have been made available to the would-be forger.

The 2d exists in a number of very different shades and more intensive research should reveal which shades belong to this group and which belong to the next.

The 3d from this group is in a shade of yellow brown containing far more yellow than previously. The earliest copy of this shade in my collection is postmarked November 1947. There is usually a loss of detail in the design and some stamps have a rather "solid" appearance.

Volume 2 refers to a printing of 4000 sheets of the 2d on 4 September 1946 and 2000 sheets of the 3d on 3 June 1947. It is probable that these printings were those with the single selvedge bar in the right hand selvedge.

Two selvedge bars at left.

Volume 2 records that in February 1949 3000 sheets of the 1d, 5000 sheets of the 2d, and 2000 sheets of the 3d. were printed on a wartime making of the Wiggins Teape chalk-surfaced paper containing a percentage of straw. It is said that this printing had the star to the right of the NZ (but as Vol. 2 gives the watermark positions as seen from the front of the sheet this should be interpreted as meaning the star to the left of the NZ). It is further recorded that sheets from this printing had two vertical "safety bars" in the left hand selvedge.

Although the handbook records 5000 sheets of the 2d having the star to the left of the NZ as against only 4000 sheets with the star to the right of the NZ, it is apparent that the 2d with the star to the left of the NZ is a much scarcer stamp. Used copies are catalogued at \$1 each - and

this price is fully warranted. It is clear that some explanation is necessary.

The answer is that a proportion of the 5000 sheets printed in February 1949 had the watermark inverted, i.e. with the star to the right of the NZ when viewed from the back of the stamp. How many sheets were affected is not known, but it must have been a great number. Blocks of the 2d with this watermark and with two selvedge bars at left are not difficult to acquire. I have found them to be just as common as blocks with one selvedge bar at right, but this may be merely "beginner's luck". It could well be that as many as half the sheets from the 1949 printing had the watermark inverted, thus accounting for the relative scarcity of stamps with the star to the left of the NZ, despite printing figures which would suggest the opposite.

I recently acquired a sheet number block of the 2d from this sub-group. The number is that applied by the paper maker and is printed horizontally and inverted in the left hand selvedge at lower left. The number in this case is 927189 and is printed in black. This number is important as I have blocks from the next group of printings (star to left of NZ) with both higher and lower numbers. As the number is in its normal position it is apparent that this "inverted watermark" variety arose because a batch of sheets was numbered, by the paper maker, upside down. The Government Printer would naturally use the sheets with the number in its normal position - hence the inverted watermark.

Only the 2d value has been recorded with this watermark, and with the two selvedge bars at left. Collectors should however examine their holdings for examples of the 1d and the 3d. The 1d has yet to be recorded with this watermark, and it is unlikely that it exists - but one never knows. The 3d could only be identified when with the selvedge attached and showing two selvedge bars at left.

(e) Multiple watermark. Star to left of NZ (W8a)

The 1d, 2d and 3d values are found with this watermark. Volume 2 gives February 1949 as the date of printing for all three values, with April 1949 as the date of issue for the 1d and 2d values and "later in the year" for the 3d. CP gives April 1949 as the date of issue for the 1d value, and February 1949 for the 2d and 3d. Gibbons do not distinguish between the two variations of the multiple watermark, and Pims treat the 2d and 3d from this group as "inverted watermark" variations of the previous group.

The 1d and 2d values were first chronicled in the "NZSC" for July 1949. The date of issue was given as April 1949.

The 3d was first mentioned in the "NZSC" for April 1950, the date of issue being given as 28 November 1949. A copy in my collection has been used at Christchurch on 8 September 1948, and it would appear that the 3d with this watermark was in use much earlier than previously thought. It is of course possible that this is an "inverted watermark" variety of the previous group and further research is necessary to clarify this point. In the meantime it would be wise to treat the printing of the 3d value with this watermark and with two selvedge bars at left as having been issued on 28 November 1949. (As previously mentioned sheets from this printing had two vertical bars in the left hand selvedge, printed in the colour of the stamp.)

I have several sheet number blocks from this group. There were again two series of numbers. The paper maker's number was printed horizontally inverted in black in the left hand selvedge at lower left. Here I have numbers 924835 (1d), 925552 (1d), 927981 (2d), 928872 (3d), and 929100 (3d).

The Government Printer's number was applied in the colour of the stamp, was placed sideways in the left hand selvedge at lower left, and was preceded by the abbreviation, "No". A block of the 2d value in my collection bears the number "No.011839".

All three values from this group are easy to come by in mint condition. Used copies are however very scarce, the 1d in used condition being one of the scarcest of the 1939-1951 Postage Dues.

Withdrawal of Postage Dues.

Volume 3 (page 473) records, "the distinctive postage due stamps were retained until September 30, 1951. Experiments conducted at the Christchurch Chief Post Office had shown that ordinary postage stamps could be satisfactorily employed for the collection of postage due and this system was brought into general use." References to this experiment are found in the August 1950 and August 1951 issues of the "NZSC". It is stated that the experiment was carried out at "several of the larger post offices" but, apart from Christchurch, no mention was made of the offices concerned. Covers illustrating this experiment in my own collection are all from the Christchurch office, the earliest being dated 27 March 1950.

CHECK LIST OF THE POSTAGE DUE STAMPS OF 1939-1951.

Note: In the following check-list no attention has been paid to variations of shade between different printings, and the

colours are recorded as green ($\frac{1}{2}$ d), carmine pink (1d), blue (2d), and orange brown (3d). This aspect of the 1939-1951 Postage Dues requires further study.

(a). Single watermark (sideways). Star to right of NZ.

$\frac{1}{2}$ d green	CP Y19a	SG D37	16 August 1939
1d carmine pink	Y20a	D38	16 August 1939
2d blue	Y21a	D39	16 August 1939
3d orange brown	Y22a	D40	16 August 1939

(b) Single watermark (sideways). Star to left of NZ.

1d carmine pink	CP -	SG -	(?) late 1943
3d orange brown	-	-	?

(Note: There is some doubt as to the existence of the 3d value)

(c) Multiple watermark (upright)

3d orange brown	CP Y22b	SG D44a	1943(?)
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(d) Multiple watermark (sideways). Star to right of NZ.

2d blue	CP Y21b	SG D43	December 1946. with one vertical bar in right hand selvedge
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April 1949
with two vertical bars
in left hand selvedge
(see note.)

3d orange brown	CP Y22c	SG D44	June 1945 without selvedge bars
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1947 (?)
with one vertical bar in
right hand selvedge.

(Note: The April 1949 issue of the 2d value with two vertical bars in the left hand selvedge is an "inverted watermark" variety of the next group of printings)

(e) Multiple watermark (sideways) Star to left of NZ.

1d carmine pink	CP Y20b	SG D42	April 1949 with two vertical bars in left hand selvedge.
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2d blue	Y21c	-	April 1949 with two vertical bars in left hand selvedge
3d orange brown	Y22d	-	1948 (?) Details not known
			November 28, 1949 With two vertical bars in left hand selvedge

Any member doing specialised work on Postage Dues can contact Mr. R. Samuel at - 398, Ilam Road, Christchurch, New Zealand.

He would welcome contact with members.

E.N. BARTON
Honorary KIWI Editor.

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