



the kiwi

The Official Organ of the NEW ZEALAND SOCIETY of GREAT BRITAIN
Affiliated to: BRITISH PHILATELIC FEDERATION

Hon. Gen. Secretary: TERRY BROCK
19 Woodhall Close, Bengeo, Hertford, Herts., SG14 3ED. Tel.: 0992-56427

Hon. Treasurer: BERNARD ATKINSON
77 Wood Lane, Osterley, Mdx. TW7 5EG. Tel.: 01-560 6119

Kiwi Editor: ALLAN P. BERRY
24 Irwin Road, Guildford, Surrey, GU2 5PP. Tel.: 0483 67185

VOLUME XXVI No. 2

MARCH 1977

WHOLE 142

NEXT MEETING - OPERATION TWELVE EIGHT FOUR

On Saturday 26th March, 1977, at the Shaftesbury Hotel, Monmouth Street, London, WC2H 9HD at 2.30 p.m. It will be the
ANNUAL COMPETITION

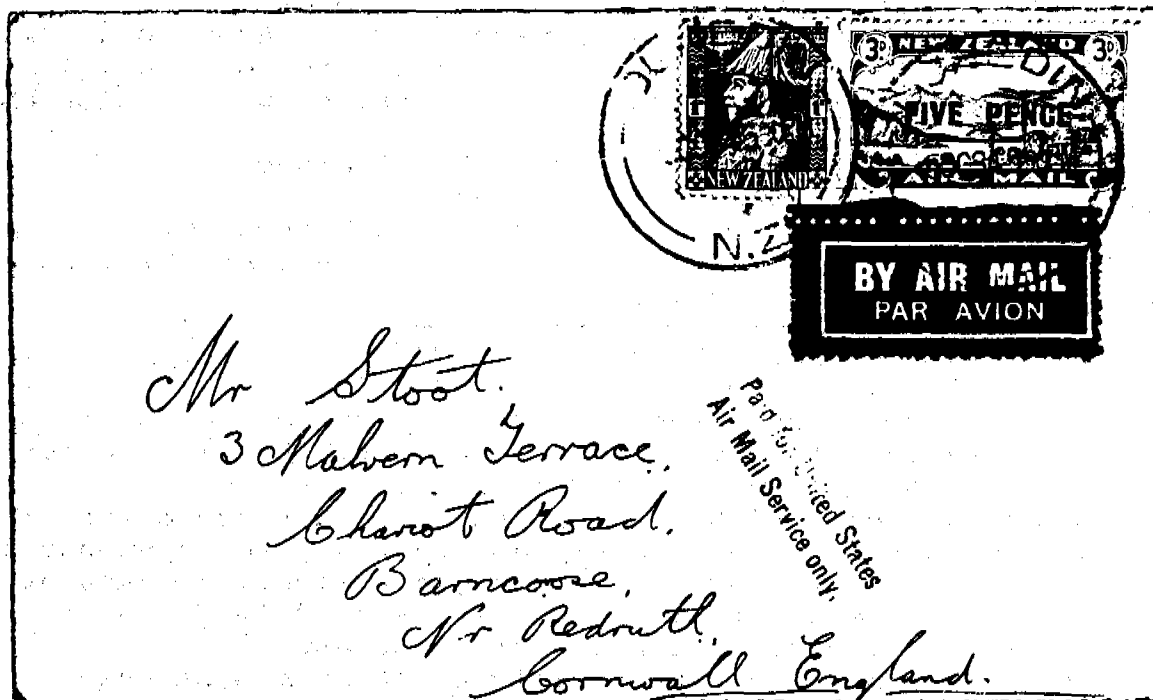
as outlined in the January issue of the 'Kiwi', page 11. With
TWELVE pages you can win one of
EIGHT trophies offered in
FOUR classes.

Easy, isn't it? And even if you don't win, there's a lot of fun in Op. 12.8.4. For instance, as a sideline you can think up some new appellations for the organisers and the judges.

(This is almost a national pastime nowadays).

While the judging is taking place,
a diversion will be provided in the adjoining room.

AN UNRECORDED CACHET ?



EDITORIAL.

Every year, our Treasurer, Bernard Atkinson, asks me to insert in the 'Kiwi' a reminder to members to pay their annual subscriptions. If you have already done this, you need read no further.

To those of you who have not yet sent Bernard the appropriate sum of money - please do so NOW. We do not want to remove your name from the Membership list, but the costs of running YOUR Society must be met. Reminders are very expensive, in time, stationery, envelopes and postage. PLEASE, save us this expense, and remit your subscription AT ONCE.

ALLAN P. BERRY

MEMBERSHIP

NEW MEMBERS. We welcome

D.Barrett, 6, Bursland Road, Enfield, Middlesex, EN3 7ET.
J.Hawkins, 3, Tyrrells Road, Billericay, Essex.
D.R.Heath, 42, Henley Crescent, Westcliff-on-Sea, Essex, SS0 ONT.
A.Howie, 2, Calbourne, Muster Green, Haywards Heath, West Sussex.
W.K.Jones, P.O.Box 593, Hamilton, New Zealand.
Mrs. M.Munns, 550, Seventh Avenue North, Castlegar,
British Columbia, V1N 1W2, Canada.

C.W.Roberts, 31, Beverley Way, Malvern Link, Worcs., WR14 1LA.

RESIGNED

P.Houlgrave, The Millmede, Minley Road, Fleet, Aldershot, Hants.
J.Oliver, 7, Ridge Road, Marple, Stockport, Cheshire, SK6 7HL.

CHANGE OF ADDRESS

C.N.Green, 5, Beech Road, Halton, Nr. Lancaster, Lancs.
(previously of Cowes, Isle of Wight.)
E.K.Hossell, 1, Manordene, 75, Bristol Road Lower,
Weston-super-Mare, Avon, BS23 2TW.
(The change notified in the January 'Kiwi' did not occur.)
G.E.C.Pratt, No. 1, Sherrington, Nr. Warminster, Wilts, BA12 OSN.
(previously of Sutton, Surrey.)
J.W.Rabarts, Hauraki Road, Coromandel, New Zealand.
(previously of Canterbury, New Zealand.)
John Watts, 45, Teal Crescent, Birkdale, Beachhaven 10,
Auckland, New Zealand.
(New address in New Zealand.)

MRS. MARGARETE ERSKINE

Those of you who have received letters from the Officers of the Society will have seen the name of Mrs. Margarete Erskine on our letter heading as one of our three Past Presidents.

Margarete and her husband Gerry were both Founder Members of the Society. Margarete served the Society as Secretary for a number of years. On her retirement from this Office, a collection taken up by the then active members of the Society was used to purchase a cigarette case cum lighter, which she still treasures.

It is some long time since the Society heard from Margarete Erskine. She was made an Honorary Member of the Society some time ago, and has been receiving the 'Kiwi' regularly.

In a brief note to our President, Noel Turner, she writes that

she is not enjoying the best of health. Her husband, Gerry, died some time ago, and she still grieves for him. Now, unfortunately, she is under treatment for failing eye-sight. In her letter she thanks everyone for their kind thoughts and sends love and memories to all members who would remember her.

She asks us not to waste postage on sending her the 'Kiwi', which she has difficulty in reading. This shows her continuing concern for the welfare of the Society. Of course, the 'Kiwi' will still be sent, in the hope that the hospital treatment she is undergoing will be successful.

Those of you who remember her may like to write to her. The present address is:- 17, Lake Avenue, Rivermoor View,
Teignmouth, South Devon.

MEETING HELD SATURDAY 30TH JANUARY 1977.
THE PENNY UNIVERSAL BY DR. W.R.D.WIGGINS, F.R.D.S.L.

Our speaker was introduced by Phil Evans, back as Chairman. One new member, Mr. Hawkins of Putney, was made welcome, and apologies for absence were presented on behalf of B.T. Atkinson and D.C. Crow.

Dr. Wiggins, clearly a 'High Priest' in this field, presented a closely integrated story. It embraced the motivation for his own interest in the stamp and stretched from the idea for Universal Penny Postage to the last of the Penny Universal plates, the surface print of 1909. An illustration of the Penny Universal seen when he was about to embark on a holiday to New Zealand (happy thought) initiated his study. The design with Zealandia and globe was intended to emphasize the concept of Universal Penny Postage, which was widely supported by opinion in New Zealand. Many other countries refused to co-operate and threatened to surcharge such mail. It was interesting to learn that our speaker had never come across any cover so surcharged. Many examples of varieties from all of the many plates were exhibited. These included many complete sheets both of the stamps and of the proofs. Many, many millions of stamps were printed and the overall picture was one of the Postal Authorities struggle to acquire plates capable of withstanding the very heavy usage required. This, with the exception of the last plate, the surface print, was a failure. Hence the large number of plates used. I was impressed by Dr. Wiggins larger than life reproductions of many plates and varieties, so that even the most short sighted had no difficulty in understanding and appreciating what was being said.

My own connection with the Penny Universal is to toss those I find into a large box and when they reach a hundred or so attempt to classify them. As usual I couldn't find the difficult ones to bring to the meeting, but I think I learnt something - then I kid myself I am a philatelist.

The vote of thanks was proposed by F.B. Scrivener and seconded by M. Burberry. It was carried by acclamation.

I.G. FOGG

From Laurie Franks Ltd. Postal Auction for November 30th, 1976.
1935 Pictorials 2d. value. Perf. 14 line, double perfs at top.
Unrecorded - one copy of two recently discovered.

Whether you are a beginner or an advanced specialist, C.P.Ltd. can help you ... Consider what we offer:

Requirement No.1 for every serious collector of N.Z. The standard reference work on all N.Z. issues 1855 to date. Loose-leaf format allows the Catalogue (once purchased) to be kept right up to date at modest cost by means of annual Supplement Sheets.

Together providing a unique combination of News, Comment
Articles of information and lasting interest, and a
range of unusual offers of material.
Ask for specimen copies and a subscription form.

A new-issue service with a difference, tailored to suit individual requirements. We don't dictate what is to be supplied - YOU do.
Further details gladly sent on request.

Wants lists welcomed. If we don't have what you want (and cannot obtain it through our New Zealand branch), we'll make a note to offer it to you when available.

N.B. We are represented at most N.Z. S.G.B. meetings,
and always welcome the opportunity of meeting
old and new friends.

(THE specialist N. Z. dealers)

P.O. BOX 17, WOKING, SURREY. ENGLAND. GU22 7BL

also at P.O.BOX 5555, AUCKLAND, NEW ZEALAND.

THE PHILATELIC BUREAU, WANGANUI.

The Philatelic Bureau has agreed that collectors with deposit accounts at the Bureau should be able to pay sums of money in sterling to the New Zealand High Commission for credit to their deposit account in Wanganui.

If members wish to take advantage of this facility, they should send sterling amounts, plus their name, address and account number to :-

Finance Branch,
High Commissioner for New Zealand,
New Zealand House,
Haymarket, London, S.W.1.

The equivalent amount in New Zealand currency will then be credited to their account with the Philatelic Bureau.

This procedure can only be applied to deposit account lodgments and not to customers wishing to make payment for individual orders.

DOUGLAS HAGUE

REGIONAL DISPLAYS.

The Society is being asked regularly to provide a Speaker or a Team of Speakers for Philatelic Society Displays. Any member who would be good enough to give a display or to join a team giving a display is asked to write to the Secretary giving some indication of the area he would be willing to travel to give such a talk or display.

T.H.BROCK

OUR SILVER JUBILEE

Your Committee with the help of their associates are making every effort to ensure that our Silver Jubilee Year is an outstanding success. This is only possible with the help of individual members and we ask you to read carefully the following programme of events and to record the dates in your diary.

During April the Society will be displaying material at Romano House just off the Strand by kind permission of Stanley Gibbons Ltd., who will also be giving great publicity to the Society by advertising us in the window of their shop. We would ask all members who will be in London during April to go to Gibbons' shop and Romano House and see the display. Let us show Gibbons that they are supporting a viable and active Society. Gibbons will also be featuring New Zealand in the Stamp Monthly for April.

Our May Meeting on Saturday, 21st May, will be our Silver Jubilee Day with an all day meeting at the Shaftesbury Hotel. The programme of events will commence with a display organised by your Committee and in the morning some of our friends and members who are specialist New Zealand dealers will be present offering all grades of material for sale. Ian Fogg will also have a special exchange packet table.

A Buffet Lunch has been organised at the modest price of £1.65 per head. For details, see page 9 of the January 'Kiwi'. This will be followed in the afternoon by a showing of New Zealand films.



Selling . . .

Your "WANTS LIST" for New Zealand items will receive my personal prompt attention.

Good Stock Held of . . .

PLATE BLOCKS - COIL PAIRS - BOOKLETS - DUES
OFFICIALS - CHAMIONS, Etc.

NEW ISSUE Service Available

MINT - FINE USED - F.D.C. (Further details on request)

LISTS

MONTHLY List of the better individual items

ANNUAL General list of New Zealand

(Postage of 9p. would be appreciated)

Buying . . .

I pay GOOD PRICES for GOOD QUALITY material.

Try my offer First . . . you will not regret it.

I always need specialized items and good collections . . .

Will gladly travel for large collections (Please write in the first instance).

J. M. A. GREGSON, P.T.S.

46 COTHAM HILL
BRISTOL BS6 6LA

Tel: 0272-32-953

Member of the Philatelic Traders Society



It is also hoped that we will be able to organise a Brains Trust session in the afternoon. So if any member has any 'problem items' we hope that they will bring them along for scrutiny by the experts.

The High Commissioner for New Zealand will be present during the day and it is hoped that some of our overseas members will be present and give us a display.

The numbers for the Buffet Lunch are limited and if you have not already done so please send £1.65 for each Lunch Ticket you require, plus a stamped and addressed envelope, to

David Crow, 205, Royston Avenue, Southend-on-Sea, Essex, SS2 4BT.

Please do this now, or it might be too late.

T.H.BROCK

AN UNRECORDED CANCELLATION - QUEENSTOWN T.P.O. OF 1875

In response to the query posed on pages 111 and 119 of the 'Kiwi', Volume XXV, No. 6, November, 1976, two letters have been received from New Zealand.

Our member, Dr. K.J.McNAUGHT, writes as follows :-

"Have the letters T.P.O. been examined carefully to ensure that they have not been added in indelible or Indian ink? A comparison with the normal date-stamp of that time shows that the two are identical with the exception of the letters T.P.O. which in the normal show as NZ. I am a little suspicious of the T.P.O. group of letters as I can see a faint Z below the O, corresponding in position, size and shape to the normal date-stamp. I note that the T.P.O. group of letters slope downwards to the right and this is also suspicious. This might be a clever forgery using a set of type to make up the T.P.O."

Our member, ROBIN STARTUP, writes as follows :-

"Looking at this interesting cover, from the historical point of view, there is no record of an office ever being opened under this designation or of Departmental staff being allocated to such duties. The mail contracts at this time provided the carriage of sealed bags of mail between defined offices and, in some cases, for the delivery and collection of mail between those points as 'open' delivery (forerunner of today's rural delivery), but no provision was made any where for a travelling post office. Where mails were carried by coach and horses the coaches and equipment were provided by the contractors, not by the Department.

"In January, 1875, the normal mail from Dunedin to Queenstown would have travelled by coach, the contractor being John Chaplin, via Milton, Lawrence, and Cromwell (up the Clutha river valley and thence the Kawarau). The contract provided for the carriage of sealed bags of mail between post offices along the route, no provision being made for open delivery. At no stage would this mail have had to be placed on board lake steamer or even opened until it reached Queenstown.

"The address 'Thurlby Domain' was a small estate on the Queenstown-Arrowtown road, a two-storey stone house that still stands, but in ruins. Hallenstein was a German clothing manufacturer - the firm Hallenstein Bros. has fifty branches throughout New Zealand today. Mail for Thurlby Domain would have to be collected by calling at Queenstown Post Office itself -



Rowland Hill Stamps



Sole Executive: J. Alexander Stephen
1 BRUCE ROAD, KIDDERMINSTER, WORCS. DY10 2TY. ENGLAND
Telephone: (0562) 4060 V.A.T. No 275 1766 36
Bankers: National Westminster, Comberton Hill, Kidderminster.

Registered Trade Mark

NEW ZEALAND OFFERS - SELECTION FROM MARCH LIST

SG 8	1858-62 1d. dull orange with 3 good margins but top margin just touching. This is an attractive stamp with two small portions numeral pmk. well clear of head. SG Cat. £70	£ 45.00
SG 10	2d. blue. A fine looking stamp with 4 margins, 3 enormous, and light '10' pmk. SG Cat. £50	£ 40.00
SG 13	6d. brown. 4 margins, 3 good 1 close, MINT O.G.	£125.00
SG 17	1/- blue green with 4 margins but just touching at one point and light pmk. SG Cat. £250	£ 95.00
SG 37a	1862 2d. milky blue. A superb large margined example MINT with fine O.G. and very attractive.	£ 60.00
SG 38	2d. blue having 4 margins, 1 close, and good fresh colour. MINT O.G.	£ 35.00
SG 117a	1864/7 3d. lilac IMPERF. variety with 4 good margins & light pmk. Cat. by SG as pair £100	£ 30.00
SG 155	1874 Q.V. Sideface 4d. Maroon p.12½ unused part O.G.	£15.00
SG 155	ditto, Fine Used	£ 6.00
SG 186	Q.V. Sideface 5/- grey well centred & fine used with portion 'Blenheim' c.d.s.	£ 35.00
SG 271	1898 5/- Mount Cook perf.15 fine Mounted Mint	£ 35.00
SG 246/271	The 1898 set complete with all values to 5/- Mount Cook Mounted Mint	£ 45.00
SG 378/401	The 1902-7 Pictorial set complete with all values to 5/- Mount Cook p.14 good to fine used. (14)	£ 40.00
SG 401a	5/- Mount Cook 1907 printing perf. 14 with UPRIGHT WATERMARK, Mounted Mint	£ 35.00
SG 446	The difficult 1/- Kea and Kaka reduced size, perf. 14 x 15, Mounted Mint	£ 8.00
SG 426	Christchurch Exhibition. The scarce 3d. value showing Row 4 stamp 2 FLAW behind main Maori figure. Unpriced by C.P. (S3aX) Mounted Mint	£ 40.00
SG 511/517	1920 Victory set, including the 2d. Surcharge, 7 values, Mounted Mint	£ 18.00
SG 544i	7/6 olive grey, fine used	£ 8.00
SG 544k	8/- slate violet, fine used	£ 3.00
SG 544n	12/6 purple, fine used	£ 22.00
SG 545b	11/- surcharge, yellow, fine unmounted mint	£ 25.00
SG 545d	35/- surcharge, orange yellow fine marginal copy, unmounted mint	£ 50.00
SG 545d	ditto, fine used	£ 30.00

there being insufficient people in the area to justify an open delivery. The letter from Dunedin appears to have reached Queenstown, where a re-direction order may have been held, and was thus re-addressed to Dunedin. For this it would have been standard practice for the normal Queenstown date-stamp to have been applied before re-despatch.

"In 1875 only the more important post offices in New Zealand had date-stamps (they had to have money order facilities) and even the first Railway T.P.O.'s do not appear to have had date-stamps at first. I have had the opportunity of examining the standard date-stamp impressions from Queenstown at this period and agree with Dr. K.J.McNaught's suspicions on the T.P.O. impression."

Following receipt of these letters, John Woolfe allowed two members of the Society to examine the cover concerned. The verdict is that the T.P.O. strike has been very cleverly forged from the standard Queenstown date-stamp impression which had been applied to the cover in the manner described by Robin Startup above.

ALLAN P. BERRY

KING EDWARD VII ½d. VALUE - BRONZE-GREEN SHADE

The King George V ½d. value exists in a relatively rare bronze-green shade, as is noted by both the Postage Stamps of New Zealand and Campbell Paterson's Catalogue. Used copies usually have a 1915 date, which would indicate that this shade was an early printing. This is not specifically mentioned in the Postage Stamps of New Zealand. In a recently acquired packet of about 40 copies of the King Edward VII ½d. value, I found a pair in a markedly different shade to the normal. This shade is close to, but not quite identical to the bronze-green of the King George V ½d. value. The chief difference is that the King Edward VII ½d. value is deeper in tone. The pair is cancelled at Hamilton in May 1915, the exact date being indistinct.

It would seem that the change to a bronze-green shade was not coincident with the printing of the King George V stamps, but occurred just before. Apparently, this shade of the King Edward VII ½d. value has not been recorded before.

JOHN ROBBINS

Editor's Note - This report by John Robbins was sent to our member STANLEY CROSS-RUDKIN for his comments before publication. He writes as follows :-

"There is no doubt in my mind that a scarce deep green shade does exist and that it was most probably a late printing. I only have one copy and this is overprinted Samoa. The overprint was applied between September, 1914, and April, 1915. My copy is on the third (and last) type of paper used - thinner, with a clear watermark and colourless gum. All this ties in nicely with John Robbins statement that the King George V ½d. value in bronze-green is mostly dated 1915, so that this shade of ink was in use just before and just after the change from King Edward VII definitives to King George V definitives.

"My own stamp might perhaps be described as bronze-green but whether it is indeed the same as John Robbins pair could only be decided by direct comparison.

"I have at least ten shades of the King Edward VII ½d. value in

ROBSON LOWE AUCTIONS

NEW ZEALAND

19 April 1977 - a specialised sale in London
includes a further section of
the

MARCEL STANLEY COLLECTION

Fine material of all Empire and Overseas countries is also
offered continually, including specialised Postal History,
Revenue and Cinderella lots, covers and wholesale.

* * * * *

Collectors interested in not more than three countries appreciate
our Busy Buyers Service. Only catalogues (or cuttings) of the
subjects in which you are interested are despatched instead of all
catalogues. Details from:

Mrs. Gladys Belton, The Auction House, 39, Poole Hill, Bournemouth.

* * * * *

With regular auctions held in Basle, Bermuda, Bournemouth,
Geneva, London and Melbourne, we attract international
bidding from leading collectors and dealers and believe
that

WE SELL YOUR STAMPS WHERE THEY SELL BEST

ROBSON LOWE LTD.
50 PALL MALL, LONDON SW1Y 5JZ

Telephone: 01-839 4034

Telex 915410

V.A.T. No. 239/4486/31



*Overseas correspondents sending property for sale can avoid Value Added Tax compli-
cations by including the V.A.T. number after our name on the outside of the package.
If sending by freight (air or surface) please secure the appropriate labels from us before
sending.*

my collection. Some of the shades of the King George V $\frac{1}{2}$ d. value are quite distinctive, but others may be matched with the King Edward VII $\frac{1}{2}$ d. value. Bearing in mind the difficulty of maintaining a standard in green shades, and the fact that it was wartime, it is not surprising that there were shade variations.

"The possibility of climatic discolouration must always be considered when discussing these dark shades. But the gum on my copy is not affected by such changes in any way."

THE "FREE FRANKED" AND "FREE FRANKED CENSOR MARKS" USED BY THE AUSTRALIAN IMPERIAL FORCES IN EGYPT DURING WORLD WAR 1

In the Forces Postal History Society Newsletter Number 135, Vol. XIV, No. 5, R.C. EMERY writes as follows :-

"It is just over ten years since I began collecting seriously A.I.F. material of the First World War, and apart from the late Harry S. Porter's article and supplement in the London Philatelist in 1954, very little has been written on the subject. This, therefore, is an attempt to get these most interesting marks annotated and recorded, in the hope that others interested in this material will either let me know or publish their own records."

Mr. Emery goes on to give the background to these markings, and then to list 21 of them. Of interest to New Zealand Postal Historians is the marking illustrated here.



This marking is recorded by Mr. Emery on a post card with the Egyptian circular date-stamp of Hilwan dated 8th August, 1915.

On page 354 of Volume III of the Postage Stamps of New Zealand, a very similar marking is recorded. The differences are that the marking illustrated here is very slightly smaller, and has a central oval with arabic (?) inscription.

On page 357 of Volume III of the Postage Stamps of New Zealand it is stated that some of the wounded from Gallipoli, upon being evacuated to Egypt, were treated in the Hospital at Pont de Koubbeh and in the Australian and New Zealand Convalescent Hospital. It further says that the marking illustrated on page 354 was one of a number of unit stamps and was not affixed by postal personnel.

So far as I am aware, this marking has not been recorded in any publication related to New Zealand Postal History. If any reader has any further information of interest, I would be glad to hear from them, and will pass such information on to Mr. Emery.

ALLAN P. BERRY

TERRITORIAL CAMP DATESTAMPS.

An example of one of these rare cancellations is illustrated on page 97, Volume XXV of the 'Kiwi'. Our member, ROBIN STARTUP, has written with the following information :-

"I have seen this item and have a note of a couple of covers. 7 was the number in this datestamp at the time it was used, 15 is the day. At this stage, the datestamp was used at the Addington Military Camp post office, open from 14th August to 23rd September,

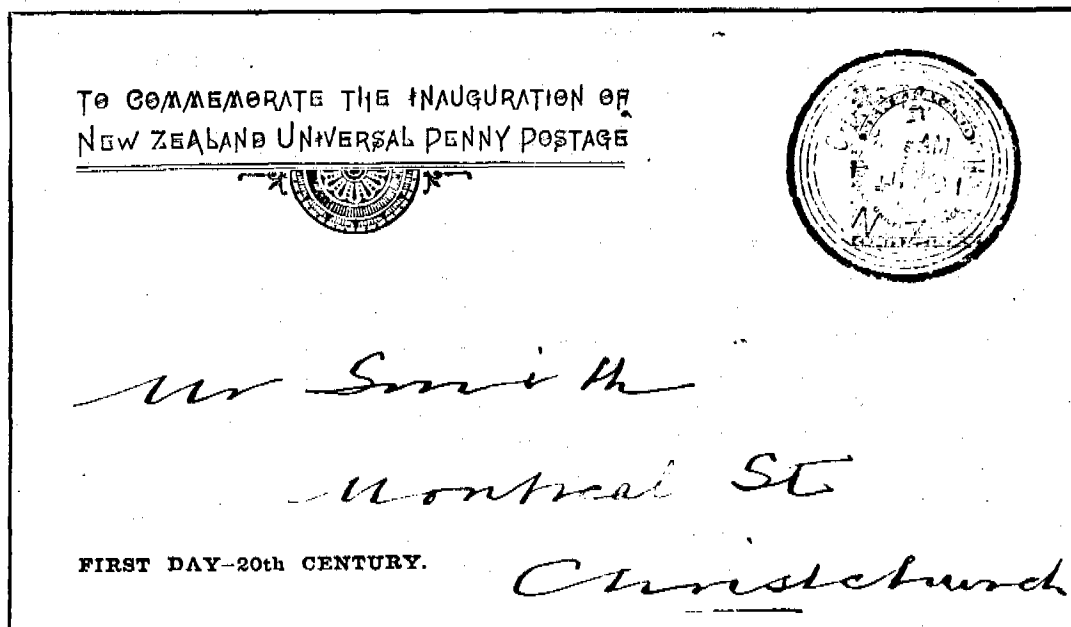
1914, for the assembly of the Canterbury section of the Main Body of the 1st N.Z. Expeditionary Force. During researches in Wellington for, amongst other things, details on post offices for the revised 'New Zealand Post Offices' handbook, I was lucky enough to come across summary records of individual post offices open from 1901. Though these cards do not include many of the temporary one day offices, which is a great pity, they have shown up two completely new offices and changed quite a few opening and closing dates. Although the list of offices in Volume III of the Postage Stamps of New Zealand was compiled within the Post Office, it appears that these records were not examined at the time.

"It is quite probable that offices were open at more camps than originally thought. We will have to wait until someone turns up a datestamp on stamp or cover. I have confirmed that Post Office files were lost in the 1961 fire, while Army files, which do exist despite what is said in Volume IV of the Postage Stamps of New Zealand, go only to 1913.

"Thanks to Dr. A.R.Marshall of Otorohanga, I have examined photocopies of proof impressions of these datestamps and I have been able to show the points of difference. From the known examples we are gradually getting to know in what districts these datestamps were generally used, but we need to have details of all known examples to try and confirm the range and area of use."

Robin is writing a monograph on these datestamps, and would very much like to hear from any member with examples, either on stamp, piece or cover. His address is P.O.Box 275, Masterton, New Zealand.

PENNY UNIVERSAL POSTAGE.



The cover shown above is printed in deep blue. The owner, one of our New Zealand members, sent a photocopy to our member B.J.PRATT. The owner has been unable to find out anything about it, and knows of no other copies.

Can any member provide further information?

VH-UXX "FAITH IN AUSTRALIA".

RECORD FLIGHT - AUCKLAND TO INVERCARGILL IN UNDER EIGHT HOURS.

My query in the 'Kiwi', Volume XXV, No. 2, page 40, March, 1976, regarding the non-stop Auckland to Invercargill flight by C.T.P. Ulm in the Avro Ten "Faith in Australia" produced the suggestion from our Editor, Allan P. Berry, that I write to Alan Tunncliffe of Invercargill, a member of the Postal History Society of New Zealand. This I did and I am extremely grateful to him as in a very short time he produced details of the flight and subsequently sent me photostats of relevant paragraphs from the "Invercargill Times" newspaper of 12th, 13th and 14th December, 1933. These he obtained from a local library which still had some copies of old newspapers in its archives.

For the information of all the following is the story of this record breaking non-stop flight.

Confirmation that Ulm would make a non-stop flight between Auckland and Invercargill on the 12th December, 1933, was announced the day before the flight in a United Press Association release to all newspapers. The departure from Mangere aerodrome, Auckland, was scheduled for 4.00 a.m. and in addition to C.T.P. Ulm the crew was to comprise G.U. Allan (co-pilot) and R.N. Boulton (flight engineer) plus two passengers, C.W. Smythe (1), the manager and W. Purton (2), a member of the ground staff. Ulm was interviewed and said "the flight was being attempted primarily with the object of demonstrating the possibilities of the transit of mails by air" adding "the time taken will depend on the weather but I expect to reach Invercargill in from eight to eleven hours". The press release then gave information that three bags of mail would be carried, each containing about 2,000 letters which were currently being sorted and handstamped by a special staff at the Central Post Office - all of the envelopes being stamped with the actual day of the flight. An extra charge of 3d. per ounce letter weight as the airmail fee was being made on each letter, making a total of 4d.

It would appear that the mail was heavier than expected as when the "Faith" left Mangere Aerodrome at 4.38 a.m. it was over half an hour late and an estimated 10,000 letters were now in the three mail bags along with some registered items. Two additional passengers were also carried, Mr. L. Callaghan and a Mr. Smith (both listed as being members of the ground staff).

The weather was excellent and crew and passengers enjoyed the scenic splendour of the trip as they passed first over the King Country, Cook Strait and then alongside the Southern Alps on their journey southwards. At noon Invercargill was advised the plane would be early with the estimated time of arrival thought to be 12.50 p.m. This caused consternation in Invercargill as the newspaper had informed the public that the airmen would arrive between 1.20 and 2.00 p.m. The Mayor had to rush to the Southland Aero Club's aerodrome at Waikiwi (near Myross Bush) arriving in time to see the "Faith" approaching from the North escorted by two DH Moths belonging to the Aero Club (ZK-ADK and ZK-ACF piloted by S.(F?). Gilkison and D. Patterson). Piloted by Ulm the giant Avro Ten circled the 'drome and Invercargill with its escort twice before losing height to glide into a perfect landing at 12.35 p.m.

The trip had been accomplished in three minutes under eight hours.

The President and Secretary of the Aero Club together with the Mayor (Mr. John Miller) greeted the flyers whilst postal officials formally took delivery of the mails, a portion of which was delivered the same afternoon.

Lunch was taken in the Club and at 2.00 o'clock the Official Welcome took place in front of a large crowd in marked contrast to the few spectators and cars when the airmen arrived at 12.35. The Mayor in his speech extended a warm welcome on behalf of the city of Invercargill and hoped that Ulm's two days of joyriding with VH-UXX would be both well patronized and profitable for the Aero Club and its visitors. In looking over the visitor's book in the clubhouse it had struck him that Flight Lieutenant Ulm's initials could well stand for Courage, Tenacity and Pluck. The same sentiments were also expressed at a meeting of the Invercargill Returned Soldiers' Association the following night when Ulm went along as the main guest accompanied by H.Mackay (3) of New Zealand Airways Ltd.

A.G.MATHIESON

- (1) Mr. C.W.Smythe later became manager of Airlines of Australia.
- (2) Bill Purton became a pilot and disappeared when piloting the QANTAS flying boat "Circe" from Java to Broome. Believed shot down by the Japanese.
- (3) Mr. H.Mackay was involved with Kingsford Smith and T.W.White in a proposal to operate Codock aircraft in the South Island. Nothing came of the venture.

THE QUEEN ELIZABETH 11 'QUEEN'S HEAD' BOOKLETS

It was pleasing to see that the Campbell Paterson Catalogue had opened Section W for booklets. However, from information in the Postage Stamps of New Zealand, Volume 1V, other sources and material in my possession, there appear to be five easily identifiable booklets so, being unable to contact C.P. to discuss the matter with him (July '76) I am offering our Editor the detail that I have accumulated in the hope it may prove useful to those interested in Queen Elizabeth 11 booklets.

- 1) April 13th, 1954. A circular informed postmasters that the booklets were available. There was no official day of issue. The first printing was of 400,000 booklets. They contained, in panes of 6 (2 x 3), twelve 1d. and twelve 3d. of the original 'small figures and stars' design. These were interleaved, the pages showing the Inland and Overseas Postage Rates, and advertisements.
- 2) In September, 1955, the first 100,000 of a second printing of 400,000 became available. The format was as before except that a pane of NAC Airmail stickers was added. Two advertisements were changed, the 'Crompton Lamp' and 'BP' showing new copy. This 100,000 was issued in a hurry owing to the demand being double that expected. The Post Office were in fact producing a new plate for the 3d. with a re-drawn design which omitted the stars and showed a large 3d. but the proof sheets did not arrive in New Zealand from Bradbury Wilkinson, London, until 3rd August, 1955.

- 3) May 1st, 1956. The remaining 300,000 booklets of the second order were issued including two panes of the re-drawn 3d. The rest of the booklet was as for the first 100,000.
- 4) September, 1957. The third printing of 400,000 with both values of the re-drawn type. A page of waxed paper was inserted behind the Air stickers; the Inland Postage Rates were amended; 'Everready', 'Ford' (first page) and 'BP' changed their copy and 'N.Z. Forest Service' was replaced by a 'Thrift Club' advert. Those looking for this issue may come across booklets with the Overseas Postage Rates in front of the 'Inland'.
- 5) June 20th, 1959. The fourth printing was of 200,000 booklets with both values re-drawn. These were printed on the new Wiggins, Teape thick, white paper; the 'overseas Postage Rates' page showed only the Commonwealth rates simplified and instructions to enquire at Post Offices for all others; 'Everready' was replaced by 'Telephone Directory Yellow Pages', 'Ford' changed their front page discontinuing the back which was taken by 'Lightening Zip Fasteners', 'BP' left the back cover and 'Greys Filter' took its place.

No new information has come my way for at least ten years so I should be grateful if anyone with anything differing from the above, which is not in Volume 1V of the Postage Stamps of New Zealand or catalogued, would contact me and 'get me going' again.

E.K.HOSSELL

CHALON HEADS - IRREGULAR COMPOUND PERFORATIONS

I read the article on these perforations on page 55 of the May, 1976, edition of the 'Kiwi' with much interest and it is quite a coincidence that on the Competition Day, 27th March, 1976, whilst the Judge was judging the Exhibits I among others was giving a short talk to the attendant members. My short talk happened to be on the Irregular Compound Perforations of the 1d., 2d., and 6d. values of the Chalon Heads in the altered colours (not on the 3d. value as stated on page 45 of the May, 1976, edition of the 'Kiwi'). In case it adds to the interest I should like to mention the following :-

- 1) Perf. 10 all round. A 2d. Vermilion was submitted to the "Royal" and the opinion was expressed that the perforations were forged. See page 395 of Volume 11 of the Postage Stamps of New Zealand, and page 57 of the May, 1976, edition of the 'Kiwi'.
- 2) The 6d. value is also recorded with perf. 10 vertically. "Forged perf. 10 are often met with in this value." Does this mean, as I think it does, that forged perf. 10 vertically are often met with in this value or does it include that forged perfs both vertically and horizontally are often met with in this value.

I ask this question because some years ago I bought by auction a 6d. Blue perf. $12\frac{1}{2} \times 10$ which I rejected on the ground that the perforations guaging 10 were forged. The Auctioneer accepted this without question. I did not however receive confirmation that the perf. 10 vertical perforations were forged.

- 3) On the question of the perf. 10 horizontally being forged it is stated on page 673 of Volume 1 of the Postage Stamps of New

Zealand that values of the First Sideface Issue of 1874 are not uncommon with bottom perfs removed and forged perf. 10 added. These hailed from Sydney. The teeth of the severed perfs are pointed in the forgery as compared with the square ones of the original. This statement does not refer to the Chalon Heads and until reading the statement on page 57 of the May, 1976, edition of the 'Kiwi' there does not appear to be any record written of any forged Chalon Head perforations horizontally on the 6d. value. These forged perforations were not mentioned in Volume 11 of the Postage Stamps of New Zealand published in 1955 relating to the First Sideface Issue so are these forgeries subsequent to this date in relation to the Chalon Head 6d. value?

As far as my specimens of the 6d. Blue Chalon Head are concerned the following may assist :-

1) I have no copy of perf. $12\frac{1}{2}$ x 10 and doubt if it genuinely exists. From previous experience this 10 perforation is in my mind suspect.

2) Perforation 10 horizontally. My irregular compound perf. copies do not match those applied in Sydney, i.e. to the 3d. value of the First Sideface Issue.

3) A comparison with the 1d. and 2d. perf. $10 \times 12\frac{1}{2}$ is probably a very good test for the perf. $10 \times 12\frac{1}{2}$ of the 6d. value. According to the Catalogues this is much scarcer than the 1d. and 2d. values with the same perforation.

All the same, I should very much like to know the characteristics of the forged 10 perforation on the 6d. value.

JOHN D. EVANS

AN UNRECORDED CACHET ?

The cover depicted raises some problems in my mind and I hope that, in publishing the details, some answers may be forthcoming.

This letter started off in Dunedin on 5th October, 1934, franked by a 1d. King George V Field Marshal Definitive and a 5d. green airmail stamp. It received a two-line cachet "Paid for United States / Air Mail Service only" in purple and one must suppose that this was applied at Dunedin. Presumably the letter was delivered in Cornwall in due course, but unfortunately there are no transit marks of any kind. The lack of any United Kingdom back-stamp is presumably due to this one-time routine practice having fallen into abeyance by then.

The questions raised are the following :-

- 1) Has this cachet been recorded? Volume 111 of the Postage Stamps of New Zealand is silent but the fact that it existed suggests a need and prompts the next query -
- 2) Was this a recognised method of reducing transit time to the United Kingdom. The route would presumably be ship to San Francisco, air across the United States of America and ship to the United Kingdom. Which leads to -
- 3) Why no United States of America transit marks? If such a Transmission existed, was the mail bagged in New Zealand so that it would travel intact all the way to the United Kingdom?

J.M.SHELTON

Editor's note :- Please send any information to me, and I will see that it is passed on to J.M.Shelton.

AIRMAILS ACROSS THE TASMAN
(5) THAT MAN "SMITHY" AGAIN.

The year 1933 closed with the announcement in the Australian Press that Kingsford Smith and the "Southern Cross" would be making yet another flight over the Tasman Sea to New Zealand. Ostensibly the object of the trip was to discuss with the New Zealand government the establishment of an internal air service within the Dominion but, in reality, the main purpose was to carry out a second barnstorming tour to raise cash to put his Mascot aviation venture on a firmer financial footing.

"Smithy" had recently acquired a Percival Gull aircraft, the "Miss Southern Cross" with which he successfully broke the England to Australia record (only to have it broken by C.T.P.Ulm in the "Faith in Australia" four days later!) and was also financially committed in the development of the six seater Codock aircraft built to his specifications by the Australian designer L.J.Wackett for the proposed New Zealand service. Money was badly needed and Kingsford Smith was convinced that the success achieved on his 1933 tour of the Dominion could be repeated, and might even be bettered especially if the Australian G.P.O. authorised the carriage of an official air mail.

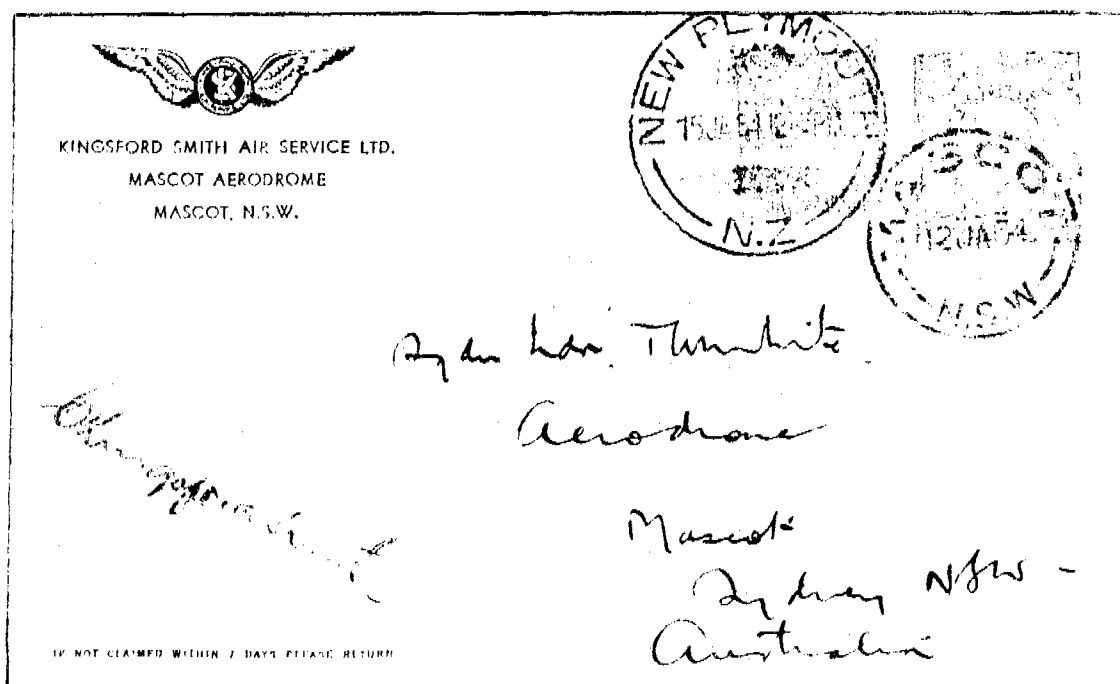
The tour arrangements were organised by Stanley E. Neilson, the President of the Aero Clubs of New Zealand, whilst "Smithy" together with Jack Percival worked hard at trying to persuade the postal authorities that an official mail should be sanctioned. "Smithy" was sorely disappointed when his offer was turned down once again and did not conceal his anger when asked by reporters to comment on the negative attitude of the Australian G.P.O. Fortunately, the New Zealand Posts and Telegraph Department had a more forward looking approach and subsequently agreed to the carriage of an official mail on the return journey.

The outward flight, like the one in 1933, was scheduled for the second week in January with the return provisionally arranged for the end of March, 1934. The crew was to comprise of P.G. "Bill" Taylor (now firmly established as the navigator), John Stannage on the radio and a newcomer, Tommy Pethybridge, a young flight engineer. Neilson and Percival were once more listed as passengers but should perhaps be considered as crew since they did much of the pumping of petrol from the reserve tanks to the gravity tanks in the wings during the flight.

"Smithy" was at the controls when the "Cross" aided by flares and runway lights took off from the Richmond R.A.A.F. base at 2.10 a.m. on the 13th January on its fifth Tasman Sea flight. Weather conditions were generally bad with low temperatures and after 500 miles they encountered stiff headwinds and a series of sudden squalls. It was very cold in the cockpit and both "Smithy" and Taylor were frequently relieved at the controls by Tommy Pethybridge. The icy conditions persisted and the "Cross" was kept at an altitude of 400 feet or less for much of the trip - at times she was only just skimming over the top of the waves. P.G.Taylor did a beautiful job of navigation in very murky weather and they approached the New Zealand coast just South of Mount Egmont.

A large crowd had awaited their arrival at Bell Block aerodrome, New Plymouth, in drizzling rain, and their patience was rewarded

when the clouds parted and the last of the sun's rays shone on the familiar lines and blue fuselage of the "Southern Cross" as it glided in to make a perfect landing at 5.35 p.m. The flight had taken 15 hours and 25 minutes. Followed by the others, "Smithy" alighted to the enthusiastic cheers of the crowd, and on speaking to reporters admitted he was "over on business" adding that the first of a fleet of Codock aircraft was nearly ready to take up the running on an internal service in the Dominion. It is of interest to note that if the Napier engines for the Codock aircraft had been delivered in time that aircraft would probably have flown the Tasman in company with the "Southern Cross".



An unofficial mail was carried by "Smithy" on this flight and though the number of items is not known there can be little doubt that no more than 20 exist. It is alleged that all of these items were cancelled "Newtown 1045 A.M. 12 JA 34" and "New Plymouth N.Z. 15 JA 34-4 P.M." and signed by both Kingsford Smith and Tommy Pethybridge. This is not so as it is certain that Neilson would have had a couple of covers signed by the whole crew and passengers and in any event one cover at least was posted at Mascot.

My own example from this flight (on the stationery of Kingsford Smith Air Service Ltd.) is an interesting one as in addition to having been posted at Mascot (12 JA 34) it is addressed to Sqn. Ldr. T.W. "Tiny" White. The latter was very much involved in the development of the Codock aircraft and was one of the prime movers of the proposed internal domestic airline service that was to use the aeroplane. The cover is signed by Kingsford Smith only.

The proposed internal domestic airline service in New Zealand did not eventuate and the Codock never reached New Zealand. The plane was sold to Northern Air Services on the East Coast of Australia and used by them until it suffered engine failure due to use of too low octane fuel and crashed. No others were built.

A.G.MATHIESON

THE £20 ARMS STAMP, POSTALLY USED.

Following the note by John Robbins published in the 'Kiwi', Volume XXV, No. 6, page 125, November, 1976, our member Robert Samuel writes as follows:-

"In the report of the 1956 Philatelic Congress held in Christchurch ('Congress Papers 1956', published by the Federation of New Zealand Philatelic Societies) there is a paper delivered by Mr. S.R.Dacre and entitled 'The Postal Status of the Early New Zealand Fiscals'. At the conclusion of this paper there was a short discussion which is also published in the report. I quote:- 'MR. C.W.WATTS: Cases have arisen where unusual values have been required for the payment of postal charges. I do know of an instance, during the war, when a piece of machinery being sent from New Zealand to America required a £100 stamp to indicate the payment of postage.....

MR. L.E.VERNAZONI: Was the £100 stamp put on the machinery and was it still intact at the other end? (Mr. Watts didn't volunteer an answer.)'

"It is possible that, because of wartime conditions, the most reliable way of sending items of machinery overseas was to use the postal service. The machine parts were probably required urgently and the Post Office could well have been the only agency which was able to provide a suitable service. It is even possible that the Post Office regulations governing the size and weight of parcels were officially or unofficially waived to deal with such emergency situations.

"Mr. Watts information would probably have been obtained from a Post Office employee and could have become a little twisted in the telling."

For the information of those members who do not know of them, Mr. C.W.Watts was an eminent philatelist who also held a high position in the New Zealand Post Office Department; Mr. L.E. Vernazoni was a Stamp Dealer in New Zealand.

ALLAN P. BERRY

THERE'S SOMETHING ABOUT A SOLDIER ---!

A gentleman destined to become distinguished in the 'arts' of New Zealand, though not so much by the way in which he polished his buttons, was William Rose Bock of Wellington. His father was Thomas Bock, the experienced portrait painter and engraver born in Sutton Coldfield, England, in 1790. Finding little demand for his skills, he emigrated to Hobart, Tasmania. The records show that Thomas Bock had five children before he emigrated. William Rose was the third child born in the Colonies. Thomas Bock compiled a book on the early bushrangers of Australia which he illustrated by using lithographs from his own chalk drawings. These are among the earliest lithographs in the Southern Hemisphere.

In following the principles of the Frenchman, Louis Daguerre, he set up a photographic studio. With the help of Alfred, he carried out the Daguerreotype method of photography by mercury development of silver oxide exposed on a copper plate aided by the rays of the sun. William learned the engraving and printing side of the business with his father and brother.

He was in Melbourne, Australia, for a time, then settled in Wellington, New Zealand, in 1868. At first he was employed by Mr. James Hughes, he then managed the lithograph and printing department of Messrs. Lyon & Blair until late 1878, returning to Mr. Hughes for a year. Following this he set up a business at Lambton Quay, taking into partnership a Mr. Elliot. The partnership was of short duration. Elliot was succeeded by the engraver Mr. Cousins, and so the firm became known as Bock & Cousins. This business dissolved in 1889 from which time William carried on alone as Messrs. Bock & Co.

So much for business - now on to achievements.

In his early work he was heavily engaged in preparing illuminated addresses some of Highest Order which included two Jubilee Addresses to Her Majesty Queen Victoria - one from the Legislative Council and the House of Representatives in New Zealand, and one from the Masonic bodies of New Zealand. There was also an illuminated address prepared for His Holiness the Pope, from the Catholics, on the occasion of his Jubilee. In addition to this type of work he carried out the very fine skills of die sinking, embossing, brass plate cutting, letterpress printing, in fact everything to do with maps, medals and seals. The 1885 Wellington Exhibition medals and certificates were carefully designed and executed by William Bock.

He became engaged in the stamp industry beginning with the 2/- and 5/- values of the 1878 First Sideface issues, then the Second Sideface issue of 1882-97 described by Mrs. Rita Gilders in the May 1975 issue of the 'Kiwi'. The former were design, engraving and plates by Bock & Cousins, the latter also die engraved by them. These were the result of a call by the Government for a competitive set of eleven stamps for which Bock was the recipient of three first prizes, two second prizes and three honourable mentions.

Work on the above was being carried out at the same time as the small postal fiscals of 1882, die engraved by Bock & Cousins, the long fiscals also being engraved by Bock.

We now come to the issues of 1898-1908, four of which were designed by Bock, namely the 2d. Pembroke Peak, 3d. Huia Bird, 1/- Kea and Kaka, and the 9d. Pink Terrace of Rotomahana. These are very appealing as the artist really comes alive with them, both in skill and beauty, as though a breath of fresh air was blowing off the dust from the engraving plates. William Bock's work on the forty plates to be found in "Featon's Art Album of New Zealand Flora" was chromolithographic letterpress printing of the highest skill. The plates for the Commemorative stamps for the 1906 Christchurch Exhibition were engraved by William Bock. These four stamps, 1/2d. Te Arawa Canoe, 1d. Carving of a Canoe Prow, 3d. Landing of Captain Cook, and the 6d. Annexation of New Zealand make a very attractive set. The plates for the Postage Due stamps of 1902 were also engraved by William Bock.

There is quite an interesting note in an article by Eric Gibbs which appears in the Mail Coach, the journal of the Postal History Society of New Zealand, for February, 1972. In his splendid research of Shackleton's voyage to King Edward VII land, he tells us that William Bock was instructed to cut a datestamp and a mailbag wax sealing stamp for the occasion of the opening of the Post Office there.

The 1916 1½d. Definitive referred to as the Local Plate, and recognised by a diamond mesh effect background, were die engraved in New Zealand by William Bock. The 1923 Map stamp issued to restore the Penny Postage was designed and engraved by him. Finally, I wonder whether he "smiled all the while" like the 1931 Health(y) Boys - the plate for the 2d. + 1d. Blue Boy being made by the Government Printer from a die by W.R.Bock. I have it in writing that while working for two or three days with a fine pen on a particular stamp design, his grand-daughter upset a glass of water over it, whereupon he silently got up and went for a long walk and on his return he started all over again!

William Bock was vice-President of the Master Printers' Association for its duration, and to cap it all he was the Sergeant-Major of D Battery, Artillery Volunteers, for ten years. I haven't as yet got round to finding out if he brass-cut his own Buttons. But they do say he was one of the inaugurators of the Wellington Amateur Operatic Society!

BETTY MITCHELL

A MEMBER'S MUSINGS

I seem to reorganise major groups of my stamps at about twenty year intervals. The latest to be attacked was the second sideface issue. I remember the last time they were dealt with, just about twenty years ago during an even hotter period than usual when living in Khartoum. They spread over four pages and followed Gibbons. In the meanwhile I have acquired a Campbell Paterson Catalogue, a few covers and a nice lot of proofs so there was no excuse for not making a bit of a show of this issue. It comes out sixteen pages now. Of course I have kept an eye open for years for all the additional perforations and watermarks etc. in C.P. but even so it was surprising how many gaps there are (and everything above \$20 is ignored!) The last packet did fill in a number of these gaps, thanks to Ian Fogg's contributions.

The printing of these stamps is not particularly attractive and good used copies are rare so the proofs, which are really the first printing before wear or damage occurred, only emphasise this inferior quality. I am afraid I cannot get up the enthusiasm of Mrs. Rita Gilders for this issue but at least it has considerable technical attraction. Incidentally, I have a pair of the 1d. value perf. 10 with 2nd/3rd settings adverts in red, bottom right hand pane, Row 8, stamps 3 and 4 with doubly printed adverts. One is rather faint but it is there. Can any member give further information?

We have recently had some fine shows of postal stationery and it struck me that the Editor might be tempted to talk one or two members into making a list with sufficient description for identification, just a "simplified" list, no more than two or three pages of 'Kiwi'. I see there is a new catalogue of New Zealand Postal Stationery but many members will not be sufficiently interested to buy it. Most of us acquire a few pieces without necessarily wanting to study the subject in detail so a simplified list is all that is wanted. (Any offers? - Editor.)

A large piece with stamps and c.d.s. CHRISTCHURCH/26JA68/OMB - what does the OMB stand for?

The notes on the King George V 1/- on pages 35 - 37 of the March 1976 'Kiwi' sent me back to have a look at a vertical pair of the 4d. value violet, overprinted Official, in my collection. All four vertical sides are perf. 13.2 but there is a misalignment of $\frac{3}{4}$ mms between the vertical perfs of each stamp. It also seems that the back of the perforating comb is at the bottom of the stamps. Is this the usual way of perforating these stamps? I hope this additional information will help someone.

I am acquiring quite a collection of "labels" from the General Grant Expedition 1915, but they are only photographs of what I think are rather rare items. Can someone write the story of this Expedition and let us read about what seems to be an interesting bit of New Zealand history.

TOM HETHERINGTON

CHALON HEADS - 4d. ROSE.

John Robbins reports a further copy used at Auckland on October 3rd, 1866, again suggesting that 4d. Rose stamps must have been left at Post Offices long after the printing of this value in Yellow in August, 1865.

CHALON HEADS - 4d. YELLOW.

The colour of this value was changed to yellow because of the similarity to the 1d. value, then of a carmine vermilion shade, in artificial light. The Postage Stamps of New Zealand, Volume 1, page 79 refers. I have a stamp in orange-yellow and there are two part strikes of the Christchurch Duplex date-stamp. The date clearly reads August 1st, and the probable year is 1865.

Unfortunately, the year figures are largely obscured by the bars of the second duplex strike, but the second figure looks more like a '5' than any of the other possible numbers. If this identification is correct, it would confirm that the yellow shades were issued on 1st August, 1865. The traces of rose pigment in the stamp indicate that it was a very early printing in this shade.

In the yellow shade the earliest dated copies I can record are January 18th, 1867, at Wellington; May 8th, 1867, at Auckland; and 5th September, 1867, at Dunedin.

One possible explanation of the "gap" between August 1st, 1865, (orange-yellow) and January 18th, 1867, (yellow) is that the 4d. value in yellow was issued to offices when the supply of the 4d. Rose was exhausted.

JOHN ROBBINS

Editor's Note.

Dated copies of the 4d. Yellow have been reported some time ago as follows:- 20th September, 1866; 20th November, 1866; and 20th December, 1866, all used at Dunedin.

MANUSCRIPT CANCELLATIONS

Our member, John Robbins, reports seeing a cover offered at Auction with manuscript cancellation 'Lake Coleridge 6/4/80'. This is not listed in Volumes III or IV of the Postage Stamps of New Zealand.