



# the kiwi

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

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VOLUME 32 No. 4

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WHOLE 180

THE NEXT MEETING WILL BE HELD ON SATURDAY, 30TH JULY, 1983,  
AT THE Y.W.C.A. CENTRAL CLUB, 16 - 22, GREAT RUSSELL STREET,  
LONDON, WC1B 3LR, STARTING AT 2.30 P.M.

THE SUBJECT WILL BE THE 1935 - 1947 PICTORIAL DEFINITIVES,  
LED BY OUR MEMBER, J.A.W.SMITH

OUR LEADER FOR THE AFTERNOON WOULD APPRECIATE CONTRIBUTIONS  
FROM OTHER MEMBERS.

INANGAHUA - COBB & CO. AND NEWMAN BROTHERS



SEE PAGE 61.

## EDITORIAL.

Those of you who ordered copies of the new New Zealand Postal Stationery Catalogue should have received them by now. In this issue you will find the announcement of the latest publication of the Postal History Society of New Zealand.

New Zealand Philately and Postal History is well served by the quality and number of publications from various sources. It may not be appreciated just how small the print order for some of these books can be - anything from 50 to 1,000, seldom more.

Since these are the foundation on which all our knowledge is built, it is good advice to acquire such books at the time of publication. They may not be of immediate interest to you - but they often have a good investment value, apart from anything else. A word to the wise?

ALLAN P. BERRY

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### MEMBERSHIP

#### NEW MEMBERS. We welcome

C.V.Dobinson, 199, Cranbourne Park, Hedge End,  
Southampton, SO3 4PA.  
F.Jackson, 6, Victoria Court, 19, Beach Road,  
Hayling Island, Hants.  
G.Read, 10, Cronin Place, Beachhaven, Auckland 10, New Zealand.  
Francis See, 71, Medan Fettes, Fettes Park, Penang, Malaysia.

#### LAPSED

M.A.Chadwick, 12, Farm Hill Road, Cleadon, Sunderland.  
Mr. & Mrs. R.H.Chilton, 1, Oliver Place,  
The Grove, Witham, Essex.  
R.W.Esson, 9, York Close, Off Lincoln Park, Amersham, Bucks.  
P.G.Edwards, 33, Second Avenue, Mortlake, London, S.W.14.  
G.R.Middlemiss, 7, Garcia Terrace, Fulwell,  
Sunderland, Tyne & Wear.  
Capt. F.Pover, 19, Alexandra Road, Whitstable, Kent.  
J.F.Shaw, Address Unknown - late of North Melbourne, Australia.  
T.M.Ward, 53, Russell Avenue, Wahroonga,  
New South Wales, Australia.  
J.Young, 23, Gossops Green Lane, Crawley, Sussex.

#### RESIGNED

Mrs. N.Hughes, 60, Linden Way, Boston, Lincs.

#### DECEASED

E.M.Finney, 288, Ways Green, Winsford, Cheshire.

#### CHANGE OF ADDRESS

A.Dibley, P.O.Box 104, Rarotonga, Cook Islands.  
(previously of Hamilton, New Zealand.)  
Alan Jackson, 7, Farm Road, Northland, Wellington, New Zealand.  
(previously of Tedder Street, Dunedin, New Zealand.)  
A.G.Mathieson, 5, Heathfield Road, Wigston Fields, Leicester.  
(previously of 12, Aisne Road, South Wigston.)

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#### MEETING HELD SATURDAY, 21ST MAY, 1983 - PALMPEX '83 EXHIBITORS

Our Chairman, Stanley Cross-Rudkin, opened the Meeting at 2.45 p.m., and introduced a new member, Mike Baker from Gravesend, Kent. He also spoke of the future Regional Meeting to be held in

Liverpool, and congratulated our President, Phil Evans, on being awarded the medal of the Royal Philatelic Society, London.

Michael Burberry showed his Court of Honour display of the First Pictorials. He started with an essay in blue by Lewis dated 1894, and three hand-painted competition entries, samples of artists' work by Bock, Grant and Young, and Australian artists' Howard and Luke.

Then followed Die Proofs, Printer's Colour Trials imperf., including a 1½d. pair in the khaki shade, examples of horizontal and vertical imperf. between, miniature sheets of the ½d. and 1/- overprinted specimen, and examples of mixed and irregular perfs.

Printings from the colonial plates were displayed, including the emergency printing of the 6d. on Lisbon Superfine paper, a miniature specimen sheet of the 5/- with missing perfs., a 6d. block with comb perf., and a mass of shades, re-entries, officials and plate numbers, the whole being a sight well worth seeing.

Allan Berry then showed eighty sheets of his award winning entry of the stamps of the New Zealand Government Life Insurance Department, which was founded in 1869. After two pre-stamp covers, there followed proofs in black, blue and green, copies of the original set of six stamps, and examples of the later printings of the lower three values, including a variety of examples used on covers, some of which had mourning corners or bars, signifying the death of Queen Victoria.

These stamps were withdrawn in 1907, and stamps overprinted official were used until 1913, when a new set of five stamps was introduced. The various printings, colour changes and paper varieties were displayed, again with examples used on cover.

Michael Burberry then returned to the floor with a display of the Penny Universals. He drew attention to the progressive deterioration of the rosette, and showed the various die proofs, plate proofs, booklets, imperfs. and double perfs.

This was followed by the stamps of the Christchurch Exhibition, with Essays, Die Proofs - one of which was the centre of the 3d. value within the frame of the 6d. value - blocks of the issued stamps, and many covers, including one with three examples of the rare 1d. claret. The display ended with a variety of the labels used at the Exhibition.

A vote of thanks was given by E.Greatrex, and the meeting closed at 5.15 p.m.

An error was made in the report of the Meeting held on 26th March, 1983, regarding the 9d. value of the King George V stamp. This should have read '...a vertical strip from the left hand top corner...', not 'right' as published.

A.E.H.

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#### NEW ZEALAND POSTAL MANUSCRIPTS, BY A.R.MARSHALL.

The Postal History Society of New Zealand announce the planned publication of this definitive work on New Zealand Postal Manuscripts cancellations, which follows up on the original work by the late R.S.Dacre, published in Volumes 111 and 1V of the Postage Stamps of New Zealand.

This publication will contain essential information for the majority of Postal History collectors and useful information for

many stamp collectors. It will add considerably to the published information on New Zealand Postal History and will be a valuable addition to any Library.

The published price will be \$NZ25.00, plus \$NZ5.00 postage and packing by surface mail, or \$NZ25.00 postage and packing by air mail. But orders received before 31st July, 1983, may be pre-paid at the reduced price of \$NZ20.00, plus postage and packing as above. Further details may be obtained from

The Treasurer, The Postal History Society of New Zealand,  
P.O.Box 38-503, Howick, Auckland, New Zealand.

to whom all orders should be addressed.

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### STAMPEX '83.

Congratulations to the following members who gained awards in this year's Stampex '83.

Silver Medal - J.G.Stonehouse.

Bronze-Silver Medals - T.H.Brock; D.Churchill; A.G.G.Riley.

The New Zealand Post Office was once again represented by their United Kingdom Agents, Stanley Gibbons Ltd. But on this occasion, no cachet was available on the stand. The reason given for this was that past experience had shown that there was little demand in this country for this service.

Our apologies for the omission of this report from the last issue of 'The Kiwi', but pressure on space meant that it had to be held over.

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### A NEW ZEALAND SOCIETY OF GREAT BRITAIN TIE

E.A.GREATREX, one of our Committee Members, has written in with the following suggestion:-

"I wonder how many of our members feel as I do, that in as large a Society as ours, there should be a tie. This of course to feature Kiwis and other suitable motifs that symbolise New Zealand.

"As such ties would be worn alongside leisure clothing mostly, I would suggest that the tie should not be in black or navy.

"Perhaps members would advise me if they favour the idea, and the matter can then be further investigated."

Rex's address is 46, Knowle Park, Cobham, Surrey, KT11 3AA.

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### BOURNEMOUTH REGIONAL MEETING

The second regional meeting of the Society will be held on Saturday, 3rd September, 1983, at

Durley Hall Hotel, Durley Chine Road, Bournemouth

starting at 11.00 a.m. in the Forum Suite of the Hotel - entrance through the Guests' Car Park in Marlborough Road.

There will be morning and afternoon displays by Society Members, including some of the incomparable material of Vice-President,

Michael Burberry.

During the day, the well-known specialist dealer, J.M.A.Gregson, of Bristol, will be present with selected items from his stock.

Food - from Bar Snacks to full Lunches - will be available at the Hotel.

The Meeting will be open to all collectors and it is hoped that there will be a large attendance of members and friends from the South and West.

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#### OUR EDITOR

The New Zealand Society of Great Britain and 'The Kiwi' are entitled to feel a glow of gratification for a rare distinction that has been accorded to our Honorary Editor.

Allan Berry has been appointed to the Fellowship of the Royal Philatelic Society of New Zealand - one of only four Fellows who are not resident in New Zealand and the only one in Europe.

The Royal Philatelic Society of New Zealand has always strictly limited the numbers of its members elevated to Fellowship (for 1981-1982 there were only eighteen altogether) and it is extremely rare for non-residents to have the honour. We believe that Allan is the first United Kingdom philatelist to be so distinguished.

Allan was accorded Fellowship of the Royal Philatelic Society, London, in 1981 and thus is one of the select band of philatelists who can claim Fellowship of two Royal Societies.

P.L.EVANS, PRESIDENT.

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#### SPECIAL DATESTAMPS

##### CENTENARY OF FOSTER CARE IN NEW ZEALAND



A special pictorial datestamp was used at Invercargill on Thursday, 12th May, 1983, to commemorate the Centenary of Foster Care in New Zealand. The design features the New Zealand Foster Care Federation logo. Mail posted in a special posting box at the Chief Post Office, Invercargill, was cancelled with the special datestamp.

##### JCI ASIA - PACIFIC CONFERENCE



A special pictorial datestamp was used on 29th May, 1983, to cancel mail posted at the temporary post office established at the Christchurch Town Hall, to mark the JCI Asia-Pacific Conference. The datestamp design features a representation of the Christchurch Town Hall and also incorporates the JCI Conference logo.

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#### POSSIBLE RECORDING ERRORS IN AUCKLAND DISTRICT OBLITERATORS.

K.J.McNAUGHT

In 'The Kiwi', Volume XXXI, pages 45 - 47, May, 1982, I discussed evidence which suggested a recording error in the G.P.O. Archives in Wellington concerning the allocation of the 20 obliterators supplied on 1st September, 1887. In the table on page 45 I included four offices where the evidence suggested that the G.P.O. entries were correct. These were Pukekararo 222,

Pukekohe East 85, Waharoa 233 and Walton 223. Further detailed analysis suggests that these offices were not involved and the following should be substituted.

| Post Office    | Its Seal Number         | Its Obliterator No. in 1885-93 Register. | Office with Seal No. same as Obliterator No. in third column. |
|----------------|-------------------------|------------------------------------------|---------------------------------------------------------------|
| ELLERSLIE      | 192                     | 47                                       | MAUKU                                                         |
| MAUKU          | Name seal but conc. A47 | 47<br>(?192)                             | (ELLERSLIE)                                                   |
| MAUNGA-KARAMEA | 160<br>(conc. A160.)    | -<br>(?89)                               | (MAUNGATAWHIRI)                                               |
| MAUNGA-TAWHIRI | Name but conc. A89      | 160                                      | MAUNGAKARAMEA                                                 |

Alan Jackson has shown a cover of 18th December, 1895, proving that the obliterator A over 47 in oval of 9 bars was used at Mauku, not Ellerslie. (Note - in this case Mauku obliterator entry '47' in the Register of 1885-93 appears to have been a repeat entry from the A over 47 concentric circle entry in the Register of 1881-85. On the analogy of the other offices involved in the suspected erroneous entries, I would have expected an entry '192' under Mauku, but the presence of the prior figure '47' in the obliterator column was the probable reason why an entry '192' did not appear and instead two offices are shown as having the same number, 47.)

This is the only proved case of an Auckland district concentric circle rubber obliterator being replaced by a metal obliterator with A over the same number in oval of bars, but a few others are likely.

Alan Jackson's cover proves that obliterator A over 47 in oval of bars was not allocated to Ellerslie and provides further evidence in support of the theory that the 20 obliterations of 1887 were wrongly attributed in the G.P.O. Register of 1885-93.

I will be grateful for further evidence from proving covers or pieces for the offices listed in the table above and in the original article.

#### VERY LATE USE OF 'A IN BARS' OBLITERATOR

K.J.McNAUGHT

The explanation for the cover illustrated in 'The Kiwi', Volume 32, page 24, March, 1983, cannot be correct. Loose ship letter mail such as that described could not be cancelled with a New Zealand obliterator and a New Zealand Loose Letter marking. These would be applied at the Auckland Chief Post Office to indicate that the mail had been picked up 'loose' on route to Auckland. The likely place of posting would be the posting box attached to the guard's van on a train such as that from Te Awamutu or Te Kuiti, which did not carry a travelling post office at that time, before the Main Trunk Line was completed. Such mail was treated as 'Late Fee', incurring the double rate of postage, as illustrated.

JOHN D. EVANS

The gift of a hand painted lantern slide by our esteemed Vice-President, Noel Turner, started all this. A print taken from this is reproduced on the front page of this issue, less the black background and the caption 'Mail Cart Inangahua N.Z.', and two numbers, 656 and 280, indicating that it was once one of a set or collection of lantern slides. On the vehicle on the near side can be seen 'Cobb & Co. No. 8', and on the dashboard, 'Newman Bros. Proprietors'.

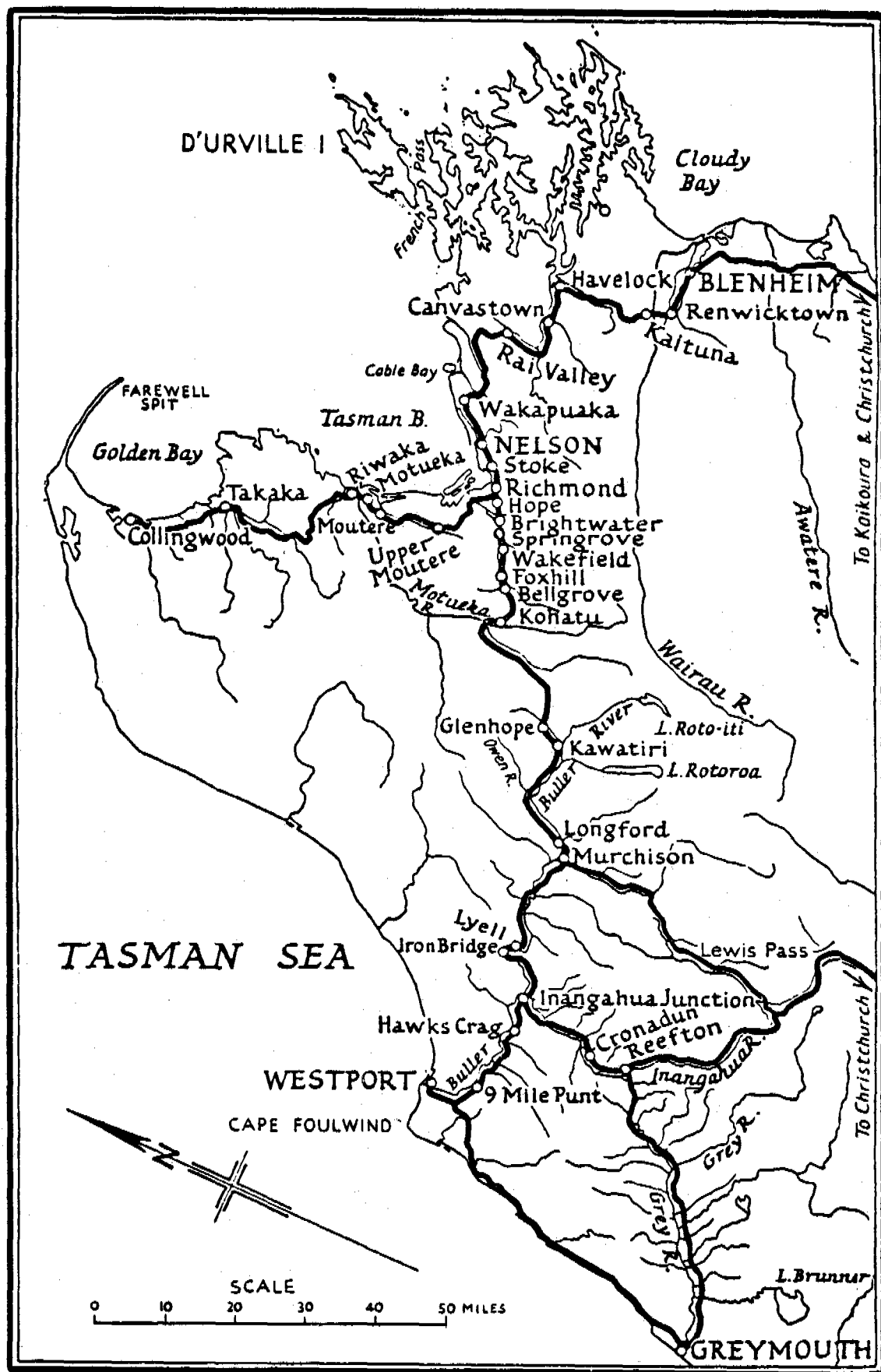
Inangahua is situated at the junction of the river of that name and the Buller River. Inangahua River passes Reefton, and the Buller River reaches the sea at Westport. In pre-European times, the Inangahua River teemed with whitebait, from which its name derives - inanga = whitebait; hua = abundant. No - this is not my research - but it is true!



*Painting by C. Heape*

NELSON HAVEN 1842, a few weeks after the colonists landed.  
The Nelson 'Boulder Bank' made a convenient breakwater.

As to the Newman Brothers. Thomas Newman was from Hampshire and landed at Nelson with his family in March, 1842. Luckily I have found an illustration of a painting of Nelson Haven in 1842 -



reproduced above - which gives some idea of the scene which greeted Thomas Newman on arrival with his family. Two of his sons were Harry and Tom. Gold was the original lure in pushing a road south from Nelson to Westport and a main road was being built from Westport to Inangahua Junction in 1869. Development of gold reefs at Reefton and Lyell was going ahead. However, as at 1878 passengers to Lyell, Reefton and the West Coast made their way as best they could on horseback or on foot.

The Newman Brothers realised the potential and their tender having been accepted by the Government, set up their first Coach Service from Foxhill to Hampden further north in 1879. A map of the area taken from 'High Noon for Coaches', by J. Halket Millar, published in 1953, will clarify the position for the reader.

One Job Lines secured a contract for carrying passengers and mails from Westport to Reefton twice a week for £295 per annum, and also a contract from Inangahua Junction to Lyell twice a week for £100 per annum.

The Newman Brother placed an order in 1879 with Balme & Co. of Nelson for a coach at a cost of £120. This was capable of taking four passengers inside and two outside. For reasons which will later appear, this was not of the same type as 'Cobb & Co. No. 8'. It was nearly three years afterwards before the coaching business had expanded to enable a bigger coach drawn by four horses instead of two to be brought into service. This was given the name of a Cobb coach, the most probable explanation being that the type which Cobb & Co. adopted was most suitable when that firm were operating from Melbourne, Australia, from 1854. Freeman Cobb and his three partners were all Americans but they sold out in Australia and never operated in New Zealand. Newman Coaches had at one time a legend on each side 'Cobb & Co. Newman Bros. - Proprietors', not unlike that on the coach illustrated.

The road south from Hampden as far as Lyell had been improved and tenders for this section were called for in 1882 and Newman Brothers were successful. In January, 1883, they heralded their new service to Lyell in the 'Lyell Times'. In 1884, the Post Office called for tenders to Reefton and another for a daily service from Westport to Inangahua Junction. Newman Brothers secured both these contracts for a combined price of £1,250. Winter and other setbacks such as floods and landslips made the operation of the service hazardous, but the reputation of Newman Brothers was first class. Newman Brothers, however, lost these contracts when they expired on 31st December, 1885, to one A. Hall, and were left high and dry. Some equipment was sold to Hall, but the vehicles and horses went at bargain prices. Mail contracts were not due for tender for another two years.

But under Hall the service did not prosper and by April, 1888, the roads were in such a state that Hall could not run his coaches and piled mail bags onto horses and rode from Westport to Inangahua and then on to Lyell. Hall eventually lost the contract to Newman and Canning for two years from 31st December, 1894.

A Post Office known as Christy's Junction was opened on 1st January, 1872, and the name was changed to Inangahua Junction on 1st April, 1877; it was obviously in a different local area to the Post Office opened at Inangahua Junction on 1st January, 1873, which was closed on the following 31st August. As a District Office,

Inangahua Junction was allotted the obliterator 'WP over 6' within horizontal bars within the Westport District. I have never seen this. 'WP over 10' was allotted to Lyell, a busy township with a large mail. Most of the Westport District Offices are said to have been established to deal with mails of gold miners who flocked to the area. The Inangahua River must have had some importance because in 1870 when known as 'The Landing' there were over 1,000 diggers at work in its tributaries and it saw the first machinery for crushing quartz being taken from Westport to Reefton, whose obliterator was 'N over 8' in horizontal bars.

But to find out when the 'Mail Cart' or coach was in use the key seemed to be the meaning of 'Cobb & Co. No. 8' and this meant writing to somebody. Our Editor remembered Newman's Coaches on a recent visit to New Zealand and on reference to the Librarian at the New Zealand High Commission the present address of Newman's Coach Lines Ltd. at Nelson was revealed. A prompt and helpful letter from the Head Office Secretary in October, 1982, informed me that the significance of 'No. 8' is that it would have been the eighth coach in service, a small unit with a carrying capacity of ten and drawn by four horses in tandem. Later, said the letter, larger coaches were built with a carrying capacity of eighteen drawn by five horses, three of these being in the lead position. When I look at the coach history in 'High Noon for Coaches', very shortly summarised above, I am left in little doubt that 'Cobb & Co. No. 8' was in use in 1884 and 1885 and perhaps this is to a small extent re-inforced by the view of the photographer to whom I took the lantern slide for colour photography, when he expressed the opinion that the slide was about one hundred years old. As 'Cobb & Co. No. 8' is shown at Inangahua it may be taken that it was in use there, perhaps on the short run in distance terms to Westport or to Reefton, as the advertisement in the Lyell Times said - "Newmans Royal Mail Line of Coaches will leave Foxhill every Wednesday Morning at 7 o'clock, booking passengers and parcels for Hampden, Lyell, Reefton and Westport".

In the photograph there is a building which appears to be a kind of stable and coachman's quarters. There was an hotel in Inangahua and this is illustrated on Plate 111 of 'High Noon for Coaches' with a coach and four, very like 'Cobb & Co. No. 8' outside. But I do not think it is the building in the photograph although it has the same roof stand features and indeed upper floor windows.

With the advent of cars, coaches became less used in the area, but were retained for the more hilly journeys and difficult roads. It was not until October, 1912, that the first car ran all the way from Nelson to Westport, via, of course, Inangahua Junction. Even then, with four or five cars based at Westport, the coach still ran on the Glenhope to Inangahua section of the service. Among the first cars purchased was a four cylinder American Cadillac and later in 1915, eight cylinder Cadillacs were obtained. These were pioneering motor vehicles, but the roads caused many punctures from the thin tyres and also broken axles. All spare parts had to be specially made. The 1915 Service Car - a Cadillac - is shown on the 6 cent value of the 1972 Thirteenth International Vintage Car Rally set of commemorative stamps, which rally was held, appropriately enough, at Nelson.

Newman Brothers of yore in now Newman Coach Lines Ltd., of 220,

Hardy Street, Nelson. It was pleasant to be informed by the Head Secretary that Sir Jack Newman, the son of Tom, is still active at eighty years of age, as are his brothers Alex and Ross. From the first coach from Foxhill to Hampden in 1879 and to a lesser extent from 'Cobb & Co. No. 8' Newmans Coach Lines Ltd. now has offices throughout New Zealand and at Sydney, Melbourne, Brisbane, Adelaide, Perth, Tokyo, Los Angeles and New York. I am indeed grateful for their assistance.

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THE PLANNED ROYAL VISIT, 1952 - 3d. GOTHIC PROGRESS PLATE PROOFS

MICHAEL BURBERRY

Whilst 'progress die proofs' are reasonably well known though not frequently come across, 'progress plate proofs' are extremely rare. In fact, when one was recently put on offer by Robson Lowe Ltd., I thought they meant either a 'progress die' or 'experimental plate' proof. Having studied the piece, which was reported and described in 'The Kiwi', Volume XXX, page 46, May, 1981, I think I can add to the story told in the Postage Stamps of New Zealand, Volume IV, Chapter XVI.

The original plan for the visit of King George VI, Queen Elizabeth and Princess Margaret - the first ever visit by a reigning sovereign - was to take place in 1949. This was postponed owing to the King's illness and all the stamps in the set of four were to be destroyed as they had been dated 1949, though at least two examples of the 3d. H.M.S. Vanguard have surfaced recently.

The second plan envisaged the Royal Visit in May, 1952. Special stamps were agreed upon, particularly as the 2d. Treaty House, Waitangi, the 5d. Family Portrait and the 6d. Imperial Crown and Sceptre only required revision of the date. However, the vessel carrying the Royal visitors was changed from H.M.S. Vanguard to the liner Gothic.

The clue to the problems that were to arise regarding the production of the 3d. plate comes in paragraph 5, page 223:-  
"Mr. Berry's drawing for the 3d. value was based upon a photograph of the Gothic in its original colours. It was later painted white, and this was the colour when it came to New Zealand."

On August 21st, die proofs of the 3d. value were forwarded, (op. cit. paragraph 2). "The High Commissioner reported that one of the ventilation funnels in the stern of the vessel had been omitted. The attention of the printers was drawn to this." (And paragraph 6) "A careful check is made of all proofs both in the High Commissioner's Office and in the G.P.O., Wellington. Even a relatively small error such as the omission of the ventilation funnel could lead to criticism of a stamp."

Whilst all this is very true, I think the real answer lay in the fact that the Gothic, which had made its maiden voyage for the Shaw Saville and Albion Line in December, 1948, was refitted by Cammell Laird in 1951. This refitting was extensive enough for the Illustrated London News of February 9th, 1952, to have a cut-away drawing of the vessel as their double page centre spread. Comparing that centre spread with the progress plate proof the difference quickly becomes apparent. The ventilation system had been altered!!

I happen to be fortunate enough to have in my collection a

series of the die proofs of the proposed visit of Princess Elizabeth and the Duke of Edinburgh which was announced in October, 1951, following the cancellation of the King and Queen and Princess Margaret's visit due to a recurrence of the King's illness. From a study of the two 3d. die proofs against the progress plate proof it became obvious that the trouble lay on the to deck behind the funnel.

#### A. Progress Plate Proof

On the top deck there are two big mushroom-like air ventilators in front of the funnel and four similar ones behind it.

#### B. Die Proof

There are the same two big mushroom-like air ventilators in front of the funnel but behind it there is one clearly delineated mushroom air ventilator and two vague ones not completely outlined which could be something else if necessary, i.e. they have 'fudged up' the details behind the funnel.

#### C. Illustrated London News Centre Spread

Two big mushroom style air ventilators in front of the funnel and two behind, but the centre two have become an oblong structure with four small air ventilators away from each corner!!!

To me it seems obvious that information was available that the refit would alter the ship's silhouette but in the early autumn the exact details were not available to the printers.

In case you think that I omitted to examine the stern of the ship, I would add that the two discernable air ventilators are more clearly outlined in the progress plate proof than in the die proof.

From Mr. Robson Lowe I learnt that the engraver of the vignette was the late Ernest Edward Dickenson, also that four progress plate proofs are known for Honduras and Uruguay as well as Southern Rhodesia and New Zealand.

Interestingly and probably significant is that one of the American examples also concerned a cancelled issue because the dates given to the printers were wrong so that the anniversary to be celebrated had already passed!!

A sidelight on the reasons for the extreme rarity of 'progress plate proofs' came in conversation with Phil Evans who in 1948-49 had the exceptional privilege of several visits to Waterlow's Security Printing Department at Great Winchester Street, under the auspices of the director, Mr. Noel Montague. An interesting fact that came to his notice was that, at that time, Waterlow's had no proving press for recess plates; it was a wry joke that one of their two such presses had been handed over to De La Rue as part of the effort to re-establish them at Dunstable after the destruction of their works in the blitz, and almost immediately the remaining one had been rendered unserviceable when Waterlow's themselves suffered a near miss.

The lack of a proving press for flat recess plates was a great nuisance when customers demanded advance proofs from plates. For internal requirements, a routine of scrutinising new plates for "character and colour" was carried out by the head of the plate

making department in concert with a chief engraver. To these experts, this scrutiny was just as good - and no more difficult - than running a glass over a proof. The "proof sheets" supplied for customers (as for example the New Zealand Peace sheets delivered to the High Commissioner) were sheets snatched from the production presses as soon as the impression quality was satisfactory; this procedure was generally acceptable - or at least they generally got away with it.

The Gothic plate proof must have been pulled in November or December, 1951, and it is possible that by that time Waterlow's had acquired a proving press (or even patched up the old one). It seems unlikely that the uncompleted plate would be curved and dressed with clamping flanges for the rotary press just to pull a proof or two, with the necessity for straightening it again if it was to be completed.

Which brings up the major question - why was a proof of an incomplete plate required at all? At first sight the natural assumption was that it was needed as evidence of how much work had been done, and was to be paid for, before the Stop order was received. But Volume IV of the Postage Stamps of New Zealand, page 223, says a plate proof was sent to Wellington on 14th December, 1951, and supplies of the stamps were despatched on 31st January, 1952. So obviously the plate was completed and the reason for this "progress proof" or part-plate needs some other explanation.

If it was solely a matter of checking the details of the ship, proofs from the final die would have been perfectly adequate and very much simpler to produce.

Since it is clear that there were inaccuracies it is possible, I suppose, that they were considering the possibility of retouching every image on the plate, after the manner of the attention to the 1935-47 Pictorial 2/- Landing of Captain Cook. That is a fascinating supposition when you visualise the amount of entertainment the resulting stamps would have provided for us.

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#### FINDINGS FROM FILES.

#### CLEANING OF USED STAMPS.

ALLAN P. BERRY

This story starts with a letter from the New Zealand High Commission addressed to P.Green, Esq., Post Office Stores Department, Stamp Section, Somerset House, W.C.2., dated 17th July, 1936. It reads:-

"When you were over recently I showed you a letter received by the High Commissioner from the Post and Telegraph Department, dated the 14th May, 1936, requesting information as to the steps taken by the British Postal and Inland Revenue Administrations to guard against trouble experienced through the cleaning of stamps by philatelists and others.

"You promised to make enquiries and to let me know what steps are taken by your Department to combat the trouble, and any information you are able to let me have will be of the utmost value to the Department in New Zealand."

The reply to this letter is dated 4th August, 1936, and reads:-

"...the difficulty to which you refer is met by us as follows:-

#### "Postage Stamps

"They are required by the specification to be printed in ink which has to be 'of such a character as to be absolutely secure against the successful removal, without material alteration of the colour of the stamp, of cancelling ink of the kinds used by the Post Office for the cancellation of stamps'. The cancellation inks used are (i) for steel stamps, a composition of carbon and mineral oil and (ii) for rubber stamps, a composition of carbon and glycerine and water. Carbon cannot be bleached and there is, therefore, no difficulty in providing a printing ink which complies with the above specification.

#### "Revenue Stamps

"In the case of stamps used solely or largely for Inland Revenue purposes (e.g. our 6d. stamps used to a large extent on documents and other special Revenue stamps) the ink has in addition to be of such a character as to be absolutely secure against the successful removal of writing ink. Generally the latter ink has to be sensitive to acids and bleaching re-agents, both oxidising and reducing. It is very difficult to obtain an ink of this type but one firm at least (Mander Bros.) has been successful in providing one which meets the tests.

"In all cases tests are regularly carried out by the Government Laboratory to ensure that the necessary standards are maintained."

In acknowledging this letter on 17th August, 1936, the High Commissioner wrote as follows:-

"I have also to thank you for so kindly sending me copies of the relative specifications, which reached me under cover of your note of the 12th instant. These and the very interesting and useful information you have supplied are being forwarded to the Department in Wellington, and your courtesy and assistance in the matter are very much appreciated."

Unfortunately, the specifications referred to in this letter are not on the file. The final document in this story is a hand written note dated 15th January, 1937, which reads:-

"New Zealand wrote High Commissioner asking him to arrange with De La Rue to obtain some 2d. ink, doubly fugitive, from Manders and print a small supply for experimental purposes.

"Ascertained...that there should be no difficulty in providing a doubly fugitive ink of yellow colour suitable for recess printing.

"New Zealand High Commission would write to De La Rue."

At present, there is no indication on the files whether or not this experimental printing ever took place.

I am very grateful to the National Postal Museum for allowing access to these files, and for permission to publish extracts from them.

## ROTORUA HEALTH CAMP.

ALAN BAKER

In early 1974, the New Zealand Department of Health was asked to investigate the overall demand for health camp services in the Waikato - Rotorua health districts. A survey concluded that there was an urgent need to increase the number of available beds in all the five health districts served by the Pakuranga Camp, and that a new camp was needed in the Rotorua - Waikato area.

On 26th September, 1977, the Cabinet approved in principle the establishment of the new childrens health camp on a site of 2.59 hectares (6.3 acres) at the corner of Tarawera Road and Moana Terrace, Rotorua. Plans were prepared and construction was started in September, 1981.

The Rotorua District Health Camp Committee was formed with the responsibility for fund raising in the Bay of Plenty - Waikato area, and it was decided to name the camp temporarily THE BAY OF PLENTY - WAIKATO HEALTH CAMP, so that residents in these areas would feel that it was their camp, and this may help fund raising. A statement by the Department of Health in February, 1982, estimated that the camp (excluding the school) would cost \$1,512,911 plus approximate escalation of \$130,000, and \$250,000 for furniture, beds, linen and other equipment.

In recent correspondence, the Secretary of the Camp Committee informed me that the camp was completed before Christmas, 1982, and the first children were expected on 2nd February, 1983. The camp will take 60 children for a period of seven weeks at a time. During this time they attend school from Monday to Friday, and their leisure time is well supervised and varied. The School is in three rooms and is all part of the camp. The 6 acre site will enable the children to enjoy many outdoor activities, and there is a fully equipped sick bay, arts and crafts room, library and a covered heated swimming pool.

The Official Opening of the camp was arranged for 16th March, 1983. An Official Souvenir Cover was issued showing an artist's impression of the new buildings. This shows the name of the camp is now Children's Health Camp, Rotorua, the temporary name presumably having served its purpose. The cover illustrated has the 30 cent stamp of the 1982 health issue from the large sheet, with a special datestamp "Opening of Health Camp 16 Mar 1983 Rotorua N.Z."

It is of interest to learn from the Secretary that "because of terrible weather the Prime Minister's plane could not land at Rotorua on the day of our Official Opening, and our new Camp was in fact not officially opened. We are to have our official opening by the Prime Minister now on 23rd April, 1983."

It will be interesting to see whether the second opening is more successful, and whether another special cancellation will be used.

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FURTHER MUSINGS.

TOM HETHERINGTON

Robson Lowe just beat me to it with his note on the front page of 'The Kiwi', Volume 31, page 75, September, 1982, reporting an unrecorded cancellation. I had already decided to write to the

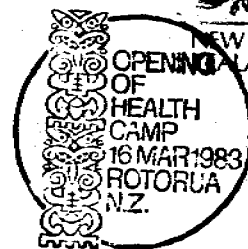
Opening of  
**Children's  
 Health Camp  
 Rotorua  
 1983**



Official Souvenir Cover

COCKER  
 SPANIEL

POSTAGE  
 30c  
 HEALTH  
 2c



Editor and report a find of a few days before on a 2d. Second Sideface Queen Victoria definitive. This is the barred oval half of a duplex cancellation with the letters HW. The edge of the circular date-stamp is just visible, but no further information. I cannot find it in R.M.Startup's 'New Zealand Post Offices', so is it another new discovery, a rarity, or is it common? Ken McNaught's remarks about forgeries in 'The Kiwi', Volume 31, page 96, November, 1982, are disturbing. It means that I have to go through all the cancellations on my early postal fiscals!

(Editor's note - the HW obliterator is from Hawera. The full duplex cancellation is illustrated on page 79 of Ross Craddock's 'A-Class and Allied Datestamps of New Zealand'.)

I recently read that, at least in the south-west of England, most of the men who go round farms, sheep-shearing under contract, are New Zealanders 'on their travels'. This has little to do with philately, although I was reminded of the expert depicted on 8d. value of the Centenary of Hawkes Bay Province set of commemorative stamps, issued in 1958. One of my former friends confirms that they are usually New Zealanders in Derbyshire also.

When something new and unusual turns up I feel that I owe it to fellow collectors to pass on the information. But then do they know it already? Was there a long article in 'The Kiwi' three months before I joined the Society? Is it fully described in the 'Handbooks' (the Volumes of the Postage Stamps of New Zealand)? I am, however, a bit suspicious of writers who refer us to the 'Handbooks' for information. Most of us are left in the cold as we can never hope to possess them.

(Editor's note - do remember that there is a full set of the 'Handbooks' in the Society Library!).

All these thoughts came from learning that Wellington was the home of one of the 'Airgraph' processing stations in 1942. Older members will remember the scheme of photographing airletters, with considerable economy in weight, during the 1939 - 1945 war. 1,700 letters were recorded on one length of 35 mm film, and then flown to its destination, where the film was enlarged and reprinted. The scheme was first introduced for the troops but quickly extended for civilian use and many millions of such letters were sent. Even so, they are rarely seen today.

Some years ago, I made an entry for my local Society Competition based on the different treatments of a single subject on a range of different stamps. One example was the treatment of the Maori. Singly, and particularly portraits, they make splendid designs, but when used as part of a large scene, the design quality deteriorates. Recent correspondence from New Zealand has arrived with what I think is the best looking Maori of them all, Te Heu Heu, on a recent 15 cent stamp. Although issued in 1980, this was the first I had seen. It was he, together with a number of other chiefs from the Taupo area in 1877, who presented land which became the nucleus of the Tongariro National Park. Further details appear in 'The Kiwi', Volume 30, page 12, January, 1981.

The inflated population of the Southern Provinces in the 1860's due to the gold rush explains the observation on the high percentage of southern cancellations in my own collection and others ('The Kiwi', Volume 31, page 99, November, 1982.). I am indebted to John Evans for this explanation. He also refers to the

Postage Stamps of New Zealand, Volume 1, page 69, in which is given the postal despatch figures for 1863 as 661,000 pieces for Dunedin, while only half that was achieved by Auckland and Lyttleton, and Wellington only managed 114,000. I have put the question before 'were all the gold prospectors literate?', albeit in connection with Hokitika in Westland, where there was a gold rush in the 1860's ('The Kiwi', Volume 30, page 66, May, 1980).

# THE MAIL MAN - A VARIATION !

JOHN WATTS

**CARRIED ON**

**BLUFF to CHRISTCHURCH**

**WHEELBARROW PUSH OF 400 MILES**



Date  
Commenced  
Journey

23/9/35

Date  
Completed  
Journey

7 OCT 1935



WRITE NAME AND ADDRESS IN THIS SPACE

*U. Scholfield*

*24 Bellerby*

*Wellington*

In 1935, when the wheelbarrow craze was at its height, two young men who had already completed a journey through the North Island of New Zealand, arranged to test their endurance from Bluff to Christchurch in the South Island, a distance of about 400 miles.

A well known New Zealand cyclist, L.G.Lukey, acted as pusher, and U.Scholfield was the passenger.

To commemorate the event the promoters arranged with the Post Office to allow the carriage of mail. Special pictorial envelopes were prepared as illustrated above and were sold at 1/- each.

The journey began at Bluff on 23rd September, 1935, and was completed at Christchurch on 12th October, 1935.

On arrival at Christchurch the mail, comprising about 800 envelopes, was handed in to the Post Office where a 6 A.M. handstamp was applied.

There are no records to show that this journey started a series of 'freak' mails, but it would be interesting to hear of other variations in the manner that the mails of New Zealand were carried.

Reference - The New Zealand Stamp Collector, Volume XV1, No. 4, page 74, December, 1935.