



The Kiwi



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

Hon. Gen. Secretary: MRS. MARGARET FRANKCOM

Queens House, 34a Tarrant Street, Arundel, West Sussex BN18 9DJ. Tel: 0903 884139

Hon. Treasurer: I.G. FOGG

42 Oxford Road South, Chiswick, London W4 3DH. Tel.: 01-994 1747

Hon. Packet Secretary: B.T. ATKINSON

77 Wood Lane, Osterley, Middlesex TW7 5EG. Tel.: 01-560 6119

Hon. Editor: ALLAN P. BERRY

24 Irwin Road, Guildford, Surrey GU2 5PP. Tel.: 0483 67185

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WHOLE 210

THE NEXT MEETING WILL BE HELD ON SATURDAY, 30TH JULY, 1988,
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 PENNY DOMINION, AND THE MEETING WILL
LED BY ALLAN MCKELLAR.

ANY MEMBER WHO HAS MATERIAL TO SHOW ON THIS SUBJECT IS ASKED
TO BRING IT ALONG FOR THE INTEREST OF THOSE PRESENT.

SEDDON NATIONAL MEMORIAL FUND

SEDDON NATIONAL MEMORIAL FUND



The Chairman

Mauriceville County Council.

J. E. Page.
sent to Mr.
Reed 18th June

SEE PAGE 67

EDITORIAL.

Later this year, one of New Zealand's most eminent philatelists will be visiting this country to sign the Roll of Distinguished Philatelists. Your Committee are hoping that we will be able to persuade him to come and give us a show from his collection. This will not be possible on the normal last Saturday of September, so we are hoping that it can be arranged for Saturday, 17th of that month. Further announcements will be made in the next issue of 'The Kiwi', but in the meantime, it is suggested that every member make a note of this date, to keep it clear should our plans come to fruition.

ALLAN P. BERRY

MEMBERSHIP

NEW MEMBERS. We welcome

J.T.Hill, 1, Pensher View, Washington, Tyne & Wear.

A.L.Newble, 'Greenhay', Salisbury Road,
Alresford, Hampshire, SO24 9HG.

D.M.Potts, 16, Edgehill Road, Wheatley Hills, Doncaster, DN2 5QT.

RESIGNED

M.A.Cowherd, 35, Kings Drive, Irby, Wirral, Merseyside.

E.Gibbs, P.O.Box 164, Taihape, New Zealand.

R.Morgan, 13, Kingscroft Road, London, NW2 3OE.

K.A.Ryan, 193, Tolosa Street, Glenorchy, Tasmania, Australia.

DECEASED

S.F.Cross-Rudkin, 54, Rothesay Drive, Highcliff-on-Sea,
Christchurch, Dorset, BH23 4LD.

LAPSED

A.E.Black, 49, North Hyde Lane, Heston, Hounslow, Middlesex.

John Cameron & Associates, P.O.Box 32,
Wellington 6000, New Zealand.

Rev. B.G.Carne, The Vicarage, Almondsbury, Bristol, BS12 4DS.

G.E.Chowles, P.O.Box 84077, Logan Park, Auckland, New Zealand.

C.J.Clifford, Flint Cottage, Berghers Hill,
Wooburn Common, High Wycombe, Bucks., HP10 0JP.

S.J.Fenemore, 75, Littledale Road, Wallasey, L44 8EF.

R.H.Mercer, 10, Glynde Road, Bexley Heath, Kent.

D.J.Northover, 66, Howard Drive, Letchworth, Herts.

R.S.Rankine, 17, Queensferry Road, Edinburgh, EH4 3HB.

A.W.Read, 2, Aldrin Close, Abbots Hall Chase,
Stanford Le Hope, Essex, SS17 7DA.

D.R.Tibbetts, 2151, Camino Pablo, Moraga, Ca. 94556, U.S.A.

W.D.Tonkinson, Cypressess, 25, Deneside, East Dean,
Eastbourne, East Sussex, BN20 0HY.

CHANGE OF ADDRESS

T.H.Brock, 23, Queen Elizabeth Drive, Southgate, London, N14.
(previously of Bengeo, Herts.)

R.P.Calder, P.O.Box 614, Cambridge, New Zealand.
(previously of Shannon, New Zealand.)

F.G.W.East, 41, St. Neots Road, Eaton Ford,
St. Neots, Cambridgeshire, PE19 3BA.
(previously of Southend-on-Sea.)

I.Pettersson, Sodergatan 24A, S-33200 Gislaved, Sweden.
(previously of Norra Langgatan 53, S-33200 Gislaved, Sweden.)

A.W.Gould, 'Keepers', Valebridge Road, Burgess Hill,
West Sussex, RH15 0RT.
(previously of Gloucester Road, Burgess Hill.)

MEETING HELD SATURDAY, 4TH JUNE, 1988

NEW ZEALAND AIR MAILS - MRS. AUDREY MALLIN

The Meeting was opened at 2.35 p.m. by our Chairman, Alan Baker, with 24 members attending. Apologies for absence were received from George Riley and Fred East.

Audrey Mallin was showing to the Society for the first time, but her unique style was already known to many present from her award winning entries in the Society Annual Competition. The approach to the subject was by the use of the theme of the pilot who flew each of the flight covers shown. The display started with 19 covers flown by G.B.Bolt, the earliest being an Inland Postcard flown on 16th December, 1919, with a Walsh & Dexter trial flight endorsed 'Per Aerial Mail' next, and internal flights up to 1936. The next pilot shown was Sqn. Ldr. M.C.McGregor, with 18 covers up to the Invercargill to Auckland flight to link up with the first Trans-Tasman Flight of Kingsford-Smith. There followed 12 covers flown on the 1931 Christmas Eve Survey Flights and 10 of the less well supported 1932 Survey Flights, all with appropriate cachets and many signed by the pilots.

The second portion of the display was by use of the theme of the early Airlines. Examples from Dominion, Gisborne, East Coast, Cook Strait, Union Airways, Kaitaia Aero Club, and Canterbury Aviation of 1920 and 1921 were shown. These were followed by a range of Trans-Tasman Flights, including a 1928 'Southern Cross' with meter mark, and signed covers of the first 1933 flight of 'Faith in Australia'. Other flights by C.T.P.Ulm and Charles Kingsford-Smith of 17th February, 29th March and 12th April, 1934, were shown. There were also covers of the Duke of Gloucester's tour, and a cover flown from H.M.S. Achilles during her visit of 2nd March, 1937. The 1934 McRobertson Air Race was also shown, as well as covers for Earthquake, Floods, Shipping Strikes, and this display concluded with posters for the 1931 Survey Flights and the 'Faith in Australia' Trans-Tasman Flights.

Allan McKellar displayed a range of covers from 1930 to the 1938 All-Up 1½d. Flights, with an example of the 1935 jettisoned mail with relief postmark, a 1933 Invercargill Flight cover with a Penny Dominion 'Official' stamp which attracted postage due, and First Flight covers of the 1950's and balloon posts. Also shown was a crash cover from the 1954 crash at Singapore.

Ernie Leppard showed routing cachets of the 1936 to 1937 era from Napier, New Plymouth, Havelock North and Oamaru.

Alan Gardiner showed early flights by McGregor, Bolt, Letts and Milne, as well as Dominion Airways ammended labels. He also showed 1931 and 1932 Survey Flights, Trans-Tasman Flights, 1935 and 1937 flights to the United States of America, the 1938 International Air Exhibition with Rangiora Pigeon Flight.

John Buchanan showed two flown covers, including one via Hong Kong to Manchuria with Health Stamps.

Lewis Giles showed 1920 Bolt and McCleery Flights, 1931 Dominion Airways covers, Smiling Boys on First Flight Air Mail Covers, several

pilot signed covers and a Cook Airways Cargo Label.

In conclusion, Bob Ashby showed 1931 Dickson flights, 1931 and 1932 Survey Flights and a 1934 Christmas Cover with the cachets of four Airlines. He also included crash covers from the Calpurnia crash of 1938 and the Singapore crash of 1954.

Margaret Frankcom proposed the vote of thanks to Audrey for a display of extremely scarce and unique flight covers and to all the other who contributed to the great depth and expanse of Postal History that the New Zealand airways have provided. Alan Baker closed the Meeting at 5.30 p.m.

E.W.L.

+ R.C.R.HENDERSON +

Frank Scrivener writes:-

It was with regret that I learned of the passing of Roy Henderson, a very kindly and friendly man who was a keen and enthusiastic collector of New Zealand philately.

He was always pleased to give displays to Societies of his collection which was ideally suited for this purpose. He was a Past President of the Middlesex Federation, and a Past President of his local Society, Barnet and District.

Members will remember that Roy made the first discovery in the 1930's of the ½d. King Edward VII with 'Official' overprint inverted, which started the controversy that stimulated me into the study which ended in the acceptance that this was a genuine error.

His cheery presence will be missed at our Meetings, and we extend our sympathy to his family.

+ STANLEY CROSS-RUDKIN +

Peter Collins writes:-

Our Past President, Stanley Cross-Rudkin, died on 8th June, 1988. He had not been a life-long collector, but became interested in the hobby when his sons took up collecting. For over twenty years he was keenly interested in New Zealand, winning many awards at National level. He found re-entries, particularly those of the First Pictorials and the Penny Universals, of great fascination, and his interest led him into the stamps of the New Zealand Dependencies.

Many of his working years were spent in Scotland, where he was well-known in the stamp world and other social spheres.

Following retirement, he and his wife came to the Bournemouth area where he was active with many local philatelic societies.

In 1984, he had hospital treatment for a condition which left him sadly in diminished health. Nevertheless, he retained his charm and good humour and he was well liked and respected wherever he went on stamp activities.

His loss leaves a sad gap in philately's ranks, and we extend our sympathy to his widow and family.

BOARD OF ELECTION TO THE ROLL OF DISTINGUISHED PHILATELISTS.

Election to the Roll of Distinguished Philatelists is regarded internationally as the World's pre-eminent philatelic honour. At the meeting of the International Board of Election which was held

in London on 3rd March, 1988, it was decided unanimously to invite GERALD J. ELLOTT, F.R.P.S.L., F.R.P.S.N.Z., to sign the Roll at Congress in Liverpool on Sunday, 25th September, 1988.

GERALD J. ELLOTT has distinguished himself to a very high degree in each of the criteria considered by the Board of Election. His achievements apply to both New Zealand and international philately and his presence at the various international functions attest to his outstanding competitive and administrative activities.

His three-volume definitive work 'New Zealand Postal Routes and Rates pre-1874' was published in 1986 and have earned for him three International Gold Medals.

He has exhibited at most of the International Exhibitions during the past eight years, with his New Zealand Full Face Queen 1855 - 1874 collection being awarded a Gold with special prize at London 1980, and his New Zealand Postal History three Large Gold medals at Belgica 82, Philakorea 84, where he also received the prestigious F.I.P. medal for research, and Stockholmia 86, before being entered in the Championship Class at Capex 87 and Hafnia 87.

He has served as a Judge and Chairman of Judges at numerous national and local competitions and has been a judge at International Exhibitions. He is a Past-President of the Postal History Society of New Zealand, Past President of the Federation of New Zealand Philatelic Societies and has been appointed coordinator of the New Zealand 1990 World Stamp Exhibition.

We all send our congratulations to Gerald Elliott for the well deserved honour he has received.

REVIEWS

New Zealand Postal Stationery Catalogue : Part 1 - Postcards, by Robert Samuel. Published by Shades Stamp Publications, P.O.Box 394, Christchurch, New Zealand. Price NZ\$15-00, surface postage included.

This is an A4 size Catalogue of 103 pages with a soft cover and red bound spine which will make it stand out on the bookshelf.

Once inside the buff covers you realize it is more a handbook than a catalogue. It contains a wealth of information about postal stationery cards, starting with the first Queen Victoria Card of 1876 through to the Queen Elizabeth 11 cards of 1987.

Between the two are pages of detail of design and variety, with prices which the author feels reflects an accurate assessment of the current market.

Surely every card you have in your collection is recorded in this catalogue, a must for every collector of postal stationery and an asset to any philatelic library.

New Zealand Arms Type Duty Stamps : The Design Process 1915-1929, by A.Dibley. Published by the Royal Philatelic Society of New Zealand, P.O.Box 1269, Wellington, New Zealand.

A handy sized volume, Number 7 in the Monograph Series of the Royal Philatelic Society of New Zealand, it traces the history of the Duty Stamps from their inception in 1915 to their final appearance in 1931.

On 18th June, 1915, H.Linley Richardson, whose engraved King George V stamps were being printed, was invited to discuss the

subject with the Commissioner of Stamps. The result of this meeting was Design 1 based on the New Zealand Coat of Arms, in the long format of the Queen Victoria half-crown duty stamp. This design was not accepted, and Design 2 was presented within weeks.

This was approved and Richardson spent some weeks refining it. This design was still in the long format and was completed in 1915 but never produced.

In April, 1924, Richardson was asked to produce a new design; this he did within ten days, being a modified version of the 1915 design. It was further modified and refined into five different designs for frames for different values, but it was October, 1929, before the first production steps were taken and 1931 before the stamps finally appeared.

The book contains reproductions of the artwork at various design stages and a wealth of detail regarding the changing requirements during the fourteen years of the design process.

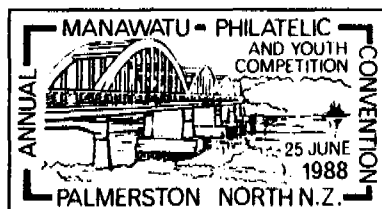
SPECIAL DATESTAMPS

40TH ANNIVERSARY OF NEW ZEALAND PLAYCENTRE FEDERATION



A special pictorial date stamp was used at Wellington Philatelic Sales Centre on Monday, 26th May, 1988, to commemorate the 40th Anniversary of New Zealand Playcentre Federation.

MANAWATU PHILATELIC CONVENTION AND YOUTH COMPETITION



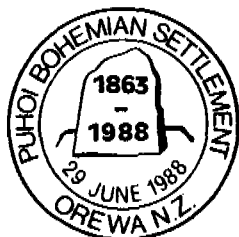
A special pictorial date stamp was used at the Postal Counter, Palmerston North Post Office, on Saturday, 25th June, 1988, to commemorate the Manawatu Philatelic Convention and Youth Competition.

KAPITI COAST CENTENARY



A special pictorial date stamp was used at the Paraparaumu Post Office on Wednesday, 29th June, 1988, to commemorate the Kapiti Coast Centenary.

125TH ANNIVERSARY OF PUHOI BOHEMIAN SETTLEMENT



A special pictorial date stamp was used at the Orewa Post Office on Wednesday, 29th June, 1988, to commemorate the 125th Anniversary of Puhoi Bohemian Settlement.

NEW ZEALAND NATIONAL PARKS
(4) ABEL TASMAN NATIONAL PARK

CECIL BRISTOW

Situated on the north-east of the South Island, the Abel Tasman National Park is the smallest, with an area of 22,370 hectares.

Almost half its boundary is coast line, extending from Wainui Inlet in Golden Bay to Marahau Inlet in Tasman Bay. It extends only an average of 10 km inland, but includes all rocks and islands up to 2.4 km off shore. These include Tata Island in the north, Adele Island - named after the wife of the French explorer Dumont D'Urville - Tonga Island, Fisherman Island and Ngaio Island. Tonga Island was the site of quarrying granite for the building of Wellington's Post Office.

It was near Tata Island that Abel Tasman anchored his two ships, Heemskirk and Zeehaen, in 1642 and effected the first meeting between Maori and Pakeha.

He needed wood and water but the Maori of the Ngatitumotakokiri tribe gave him a hostile reception. A ship's boat was rammed and four sailors were killed in a brief fight. After rescuing the wounded, Tasman put to sea again pursued by more canoes. These Maoris were not daunted by the size of the strange ships or the white faces.

This incident resulted in the spot being named 'Murderer's Bay' and was the first European name to be bestowed on New Zealand.

Tasman's name is commemorated on the coast mistakenly through an error by a later explorer, the Frenchman Dumont D'Urville who, in 1827, wrongly assumed that Captain Cook had so named it in 1770. Actually what is now called Tasman Bay Captain Cook had named Blind Bay, and Tasman's anchorage should have given his name to the present Golden Bay.

Although Tasman had received a rough reception, D'Urville recorded the pleasure he and his crew felt whilst off this coast and stated that the Maori offered nothing but kindness.

A monument to Tasman's discovery of New Zealand stands near Tarakoe, beside the northern road into the Park. The best commemoration though is the Park itself, established in 1942 to mark the third centenary of Tasman's arrival.

The Park has a sense of remoteness, mainly due to the difficulty of access from the landward side. The road first rises 791 metres in a few kilometres and then crosses the formidable Pikikiruna Range, the rock formation which is estimated to be 450 million years old has fantastic shapes.

Just outside the Park is the deepest cave system in New Zealand, called the Harwoods' Hole-Starlight caves, 357 metres deep.

The coastal walks in the Park are superb, stretching the full length of the coastline, and run down to the strangely orange coloured sand and up over the headlands with fantastic views. Shell collectors find the place most rewarding with more than 600 of New Zealand's species of shell-fish being found in Cook Strait.

The Park is heavily bush-covered, but there are stands of Beech, Manuka and Kanuka.

The highest reaches is the home of the large, rare snail, Powelliphanta, which has a highly polished shell 75 mms in diameter.

Goats and opossums cause a lot of damage. Much wildlife has disappeared from the area. Bones of Takahe, Tuatara and Moa have been found. Kakas are rarely seen, but the Kiwi, Kakapo and Saddleback have vanished. Kea, Weka and Pukeko are still to be seen.

The Maori is reputed to have crossed over from the North Island during the 13th century and artifacts of the Moa-hunter period have been found on the coastal part of the Park.

The coastline attracted settlers from 1850 onwards. William Gibbs was a big figure of those days. He was a Member of Parliament, a Member of Nelson Provincial Council, Justice of the Peace and noted for his hospitality. The magnificent homestead is now used to accomodate school parties visiting the Park.

The late Queen Wilhelmina of the Netherlands was Patroness of the Park, and, just to maintain the Dutch connection, the first New Zealand stamp to be printed by a Dutch firm was the 50 cent stamp of 1971 showing Abel Tasman National Park.

The 2d. Centennial of British Sovereignty stamp of 1940 depicts Tasman, his ship and an early attempt at mapping New Zealand. The cover of the \$4-40 stamp booklet shows Totaranui Beach in the Park.



SEDDON NATIONAL MEMORIAL FUND

C.G.CAPILL

Illustrated on page 59 is an unrecorded example of official mail. A foolscap size envelope (242 x 109 mm) it has printed at the top the words 'SEDDON NATIONAL MEMORIAL FUND'. It is signed at the top right hand corner 'J.E.Page' and is postmarked WELLINGTON - N.Z. 17.AU.06.6-P.M.

The acquisition of the cover and the desire to find out about this Fund and to what purpose it was put necessitated considerable research. It was not an easy task, as Biographies and profiles in Encyclopaedias on this man that the writer perused all ended with his death. No mention was made of any Memorial Fund being established nor any monument or memorial being erected.

The Hon. Richard John Seddon became New Zealand's Premier in April, 1893, and held office continuously until his sudden death on 10th June, 1906. Following his death, a Memorial Fund was established. Two joint Secretaries were appointed to organise the fund, J.E.Page and George Toogood, both of whom were given authority on 14th August, 1906, to frank letters in connection with the fund. This authority ended on 31st December, 1906, when all franking was cancelled upon the introduction of official stamps.

Joseph E. Page joined Wellington City Council in 1877 and by 1899 had risen to become Town Clerk and Treasurer. George Toogood was also a Wellingtonian, a lawyer who was apparently involved in both local and national politics.

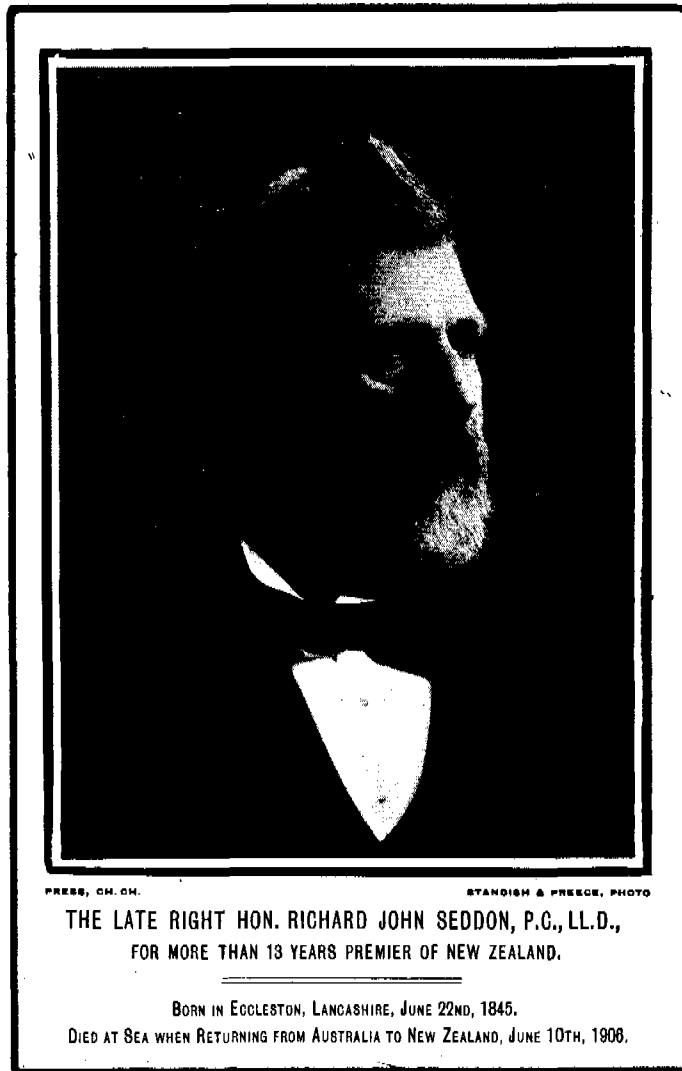
Richard Seddon was born at St. Helens, Lancashire, on 22nd June, 1845. His father was a master at the Eccleston Grammar School and his mother was also a teacher. However, Richard was such a difficult and unpromising pupil that he was expelled from school at the age of 12. At 18 he was lured to Australia by the prospects of making a fortune on the goldfields. This proved unsuccessful and after a short period he sailed to Hokitika where gold had been

discovered recently on New Zealand's West Coast. His entry to politics was in 1874 when he was elected to the Westland Provincial Council, then following the abolition of Provincial Government in 1876, to the Westland County Council. In 1879, he was elected to Parliament representing Westland. In 1891, under the Liberal Party Premier, John Ballance, Richard Seddon was given portfolios of Public Works, Mines and Defence. When Ballance died in April, 1893, the Cabinet chose Seddon as his successor. During the period of his Premiership, he held most portfolios at some time or another.

As Premier, one of his first accomplishments was the passing of the law, which Ballance had implemented, giving the franchise to women in New Zealand. The State Fire Insurance Office and State Coal Mines were established, working conditions for labourers vastly improved, although his greatest achievement was the introduction of Old-Age Pensions in 1898. Politically he was a strong debater, not a polished speaker

but an ideal platform orator although his speeches were often rambling. He was an extremely fit person who thrived on work but who became obese during middle age. In May, 1906, he sailed to Australia and after 24 hectic days, negotiating amongst other things commercial reciprocity, travelling and attending official functions he boarded the 'Oswestry Grange' for New Zealand on 10th June. He died suddenly that evening of heart failure.

Richard Seddon was given a State Funeral being buried in the Bolton Street Cemetery, Wellington, close to Anderson Park. As the cemetery had been closed to new plots, special legislation had to be passed enabling him and his family to be buried there. To enable a ministerial vault to be built a time-service observatory was demolished. Over the vault a 50 foot monument was erected, its



design being the responsibility of John Campbell, the Government Architect. The monument, a concrete reinforced column face with Coromandel granite and surmounted by a bronze figure cast in London by Alessandro Parlanti, was erected by W.H. Edwards and Son, Wellington, at a contract price of £2,746.



A question asked in Parliament on 29th October, 1906, concerned £15,000 listed in the supplementary estimates for a memorial to the late Hon. R.J. Seddon on a £1 for £1 subsidy basis. The Premier, The Hon. Sir J.G. Ward, replied that no decision had yet been made on a suitable memorial. It was not intended for a monument - Wellingtonians had suggested a technical college to be the most appropriate.

An amount of £808-10-5d. was collected by the Seddon Memorial Fund Committee and Railway Department employees contributed a further £466-0-10d. during 1908 and 1909. Apparently, in view of the amount raised, the Government decided to erect a statue in Parliament grounds. However, plans were curtailed when Parliament Buildings were destroyed by fire on 11th December, 1907. The funds contributed were then held in the Public Account accruing interest. The foundation stone for the new Parliament Buildings was not laid until 23rd March, 1912, with completion scheduled for December, 1915, but this was not met. The statue, erected in 1915, comprised a solid stone base built by the Public Works Department upon which was placed a bronze statue of Richard Seddon. The bronze statue, sculptured by the Englishman Sir Thomas Brock, R.A., at a contract price of £2,000, arrived in New Zealand on board the S.S. Turakina on 24th April, 1915. Sir Thomas Brock also sculptured the memorial to Queen Victoria outside Buckingham Palace. Although placed in position on 29th April, it was not officially unveiled until 26th June, the day after the Parliamentary session began. Up to 2,000 people attended the unveiling on a miserable day with persistent rain falling. The only inscription on the base is 'Richard John Seddon'.

Two towns are named after Richard Seddon, Seddon, which is south of Blenheim, and Seddonville, north of Westport. Another statue of Seddon was erected in 1910 in front of the Borough Council Chambers in Hokitika.

My thanks are due to the National Library of New Zealand for their assistance in locating and supplying various information.

References.

The Cyclopedia of New Zealand, Volume 1, 1897.
Encyclopaedia of New Zealand, 1966.
New Zealand Parliamentary Debates.
Evening Post Newspapers.

A CONROVERSIAL SLOGAN MACHINE CANCELLATION

TONY DODD

Recently I was fortunate enough to acquire some material from an estate including a number of covers of the 1920's and 1930's. Happily there were examples of the slogans 123 and 123A, as listed

in 'New Zealand Postal Slogans', by R.M.Startup. These were the subject of some controversy in 1931.

First, Slogan 123 was supplied to Napier, and this read:-

ADDRESS MAIL MATTER TO PRIVATE BOX / IT EXPEDIATES DELIVERY

ADDRESS MAIL MATTER TO PRIVATE BOX
IT EXPEDIATES DELIVERY
 NAPIER N-Z
 12NO- 6AM 1931

In the first instance, when the word 'EXPEDIATES' was noticed, there was a debate as to its appropriateness. Eventually, it was accepted after the engraver produced a dictionary to prove that the spelling was admissable. See 'The Postage Stamps of New Zealand', Volume 111, page 182.

In spite of this, the Post Office must have given the matter further thought, for the slogan was withdrawn after a short period and replaced by Slogan 123A, which reads:-

ADDRESS MAIL MATTER TO PRIVATE BOX / IT EXPEDITES DELIVERY

My range of dates of use in Napier are:-

Slogan 123 - 'Expeditates' - 9 OC 1931 to 16 DE 1931

Slogan 123A - 'Expedites' - 11 JA 1932 to 28 JL 1932

Interestingly, Slogan 123 was later used at Hawera from 15/12/45 to February, 1946; Slogan 123A was used at Timaru and Wellington at dates between 1931 and 1936.

I would appreciate it if readers can advise of any dates of use at Napier which extend the periods given above. It seems that surviving examples of the first type, Slogan 123, are scarce.

ROUTING CACHETS

E.W.LEPPARD

The recently published Volume Two of 'Airmails of New Zealand' lists on page 199 and 200 two routing cachets discovered by members of the New Zealand Society of Great Britain.

The first is the boxed two line cachet 'Via Sydney-Singapore / -England', first reported by our Editor, Allan P. Berry. This was the subject of articles published in 'The Kiwi', Volume 28, pages 45 and 51 - 52, Volume 29, page 110, Volume 30, page 26, and Volume 32, pages 23 - 24. All examples of this cachet reported have a Napier datestamp, the range of recorded use being from 1937 to 1938. I can report a further example of this cachet, again with a Napier datestamp, but with the earlier date of 29th September, 1936.

The second cachet is the single line 'Per Australia=London Air Mail', first reported by Tom Hetherington in 'The Kiwi', Volume 31, pages 21 and 26. This cover carries a New Plymouth datestamp of 7th July, 1937. I have recently acquired an example of this cachet on a cover, again with a New Plymouth datestamp, dated 24th March, either 1936 or 1938. Unfortunately, the last figure in the year date is not clear.

Perhaps of greater interest are the two covers illustrated, which



Figure 1



Figure 2

bear routing cachets which, so far as I can determine, have not so far been recorded.

Figure 1 is a cover from Havelock North. It carries stamps to the value of 1/6, and an Air Mail Etiquette. The single line cachet reads 'AUSTRALIA-SINGAPORE-LONDON SERVICE'. The cover is dated 10 JE 37.

Figure 2 is a cover from Oamaru, also carrying 1/6 worth of stamps and an Air Mail Etiquette. The single line cachet reads 'VIA AUSTRALIA-LONDON', and the cover is dated 2 MR 37. Both these cachets are struck in mauve.

The common factor of all four cachets is that they route air mail to England. It is likely that other cachets remain to be recorded, as well as further examples of those listed above. If any member has examples of these, or other cachets, please would they let the Editor know, preferably with photocopies and details of the date and origin of the covers, and the amount of postage paid.

THE UNSTAMPED AEROGRAMMES OF NEW ZEALAND

R.M.STARTUP

The note in 'The Kiwi', Volume 37, page 12, January, 1988, had me checking on official circulars and instructions of the period, knowing that this subject has not yet been thoroughly written up and secondly what I had seen earlier had not been published in philatelic circles.

To deal with the specific problem, I doubt whether the date 20th December, 1944, was meant to be implied in Volume 111 of the Postage Stamps of New Zealand and quoted in Volume 26 of 'The Kiwi', page 67, as being the date of issue of the second printing. The second printing itself does not appear to have been of any significance in New Zealand Post and Telegraph official circles as there is no reference to it in either the official circulars or postal memoranda of the time.

Carterton - fifteen minutes down the road from where I write - is a small town post office which, at that time, would have requisitioned postage requirements from either Masterton, an accounting office, or Wellington, then the Chief Office for the District. For supplies of the new printing to have been available would seem to be fortuitous rather than an 'event'.

The 10d. overprint stamps were 'primarily for the purpose of paying the fee on civilian airgraph messages' (Official Circular, 17th April, 1944), but obviously could be used for straight postage in combination with other values to meet higher rates. My own suggestion is that the 10d. franked air letter cards was an arrangement to give the recipient in the United Kingdom fine used examples of the stamps - and one way of getting around export controls of that time!

The circulars etc. show that unstamped aerogrammes were made available from 13th December, 1943, and sold at two for 1d. They could initially be used only to Navy personnel overseas with a postage rate of 3d. They were supplied to the Post Office Stores in boxes of 600 cards, 25 packets of 24 cards.

From 26th June, 1944, their use was extended to permit them being sent to all members of the New Zealand Forces overseas, but as there were still difficulties in finding space on wartime air

services, it was suggested that their use be primarily for next of kin of service personnel, and that individual use should not be more than one per week. The postage rate was 6d., and the Navy rate was increased from 3d. to join this.

From 24th August, 1944, the usage was extended to civilian addresses in the United Kingdom, British Africa, India, etc. The postage rate was 8d. The forces rate remained 6d. and restrictions to next of kin usage were lifted.

JIM HILL writes:-

Keeton in his book 'Airgraph' on page 215 quotes an article in Stamp Collecting as:-

"On August 24th, less than four months after the release of the surcharged stamp, the New Zealand civilian airgraph fee was reduced from 10d. to 3d., thus making the stamp superfluous. There was no other use."

The examples quoted are probably philatelic. The First Day Cover theory may be correct, but use in Fiji predates this, so use in New Zealand is also possible earlier.

THE THAMES GOLD DIGGINGS

IAN SAMUEL

The article by the late John D. Evans, published in 'The Kiwi', Volume 36, page 85, September, 1987, concerning a cover from Shortland to Chelsea, reminded me that I also have a cover posted from Shortland, which despite its rather dilapidated condition, also has a tale to tell.

This cover is addressed to Mr. John Kennedy, Gumphy Creek Post Office, Queensland. It was posted at Shortland on 10th October, 1868. The 'barred oval cancel' used could be the same 'A over 3' obliterator, type THS 2, mentioned by John Evans, but there is not sufficient detail to be sure.

The Shortland circular datestamp is almost certainly the same, but it is interesting to note that the month of October is shown by the use of numerals '10' rather than the month letters as used in the example described by John Evans. Two days after posting, the cover reached Auckland, and was backstamped with the same 'A' canceller. Here any similarities cease.

On 2nd November, 1868, 23 days after leaving Shortland, the cover arrived at Brisbane, where it received the Brisbane Queensland No. 5 backstamp. From here onwards, some supposition takes place. One can assume that the cover was sent on to Gumphy Creek Post Office, although there is no handstamp to confirm this. It seems likely that John Kennedy had left Gumphy Creek and its environs, since the letter was not collected. In due course, the cover was marked in red manuscript 'R'hampton' for Rockhampton, Queensland, presumably the nearest town, where it received the arrival datestamp for 7th February, 1869. The cover was not claimed there either, for on 1st March, 1869, it received the backstamp of an oval 'Advertised' and at some unspecified later date a black manuscript 'unclaimed'.

One wonders whether or not this was one gold miner writing to his mate reporting on the prospects at Shortland. It would be of great



interest to know whether or not Gumphy Creek still exists, and whether or not it had any gold mining connections. Has it lost its separate identity, as has Shortland? Also, below the line crossing out 'Gumphy Creek Post Office' there is a manuscript marking which is difficult to interpret. It could be either a small 'o' or 'd', followed by a large 'Z' or a '2'. Could this be a surcharge mark of 2d. for the onward transmission of the letter? If any member can offer an explanation, I would be pleased to hear from them, through our Editor.

CHARGES FOR FREIGHT HANDLING ON NEW ZEALAND RAILWAYS - A QUERY

DAVID CHURCHILL

Following the publication of my article under the above title in 'The Kiwi', Volume 37, pages 41 and 58, May, 1988, concerning the identity of 'Mr. Vailes - Inventor of "Zone System" Railway Freight Charges', I have received a comprehensive reply from Jim Brodie of Wellington. Jim Brodie writes:-

"The addressee is Samuel Vaile, a well known personality in Auckland commercial circles, eccentric in a minor way, as was

his son Edward Earle Vaile. This took the form of singlemindedness in pursuing issues that raised their concern, pamphleteering on social and political issues. Both of them were, however, substantial citizens, wealthy and philanthropic.

"Between Rotorua and Taupo one can still see a monument to Edward Vaile's lobbying in the form of long-abandoned embankments and cuttings for a line of railway extending south from Rotorua for some miles, made, I think, in the late 1920's. No track was laid and the project was discontinued. The line of rail pointed, of course, directly towards Edward Vaile's large area of land somewhat further south at Broadlands.

"From a philatelic point of view, sometime about 1940 there came on to the Auckland stamp market a quantity of covers and postcards addressed to Samuel Vaile but I have no idea what the quantity was or whether it came directly from the firm's records or from a collector."

Jim Brodie also forwarded photocopies from New Zealand publications from which we learn that Samuel Vaile was President of the Auckland Chamber of Commerce from 1900 to 1901. He was the second son of George Vaile who, with his family, arrived in Auckland on 23rd December, 1843, in the barque 'Bangalore'. In his youth he studied architecture under his father, but in 1850 he decided to go to California, leaving Auckland in February in the barque 'Noble'. On 23rd March, they made Pitcairn Island, and, with the captain and four fellow passengers, Mr. Vaile went ashore. The captain gave the five passengers leave to remain ashore for the night and returned to his ship. In the night he sailed away, leaving the five ashore with just the clothes they stood in! Eight weeks later, Mr. Vaile landed in Honolulu where he remained for two years, made some money, and returned to Auckland where he and a younger brother, J.R.Vaile, established a business carried on under the style of S. and J.R.Vaile. In 1876, the partnership was dissolved and he started a land and estate agency business known as Samuel Vaile and Sons. He is described as 'a well-known writer on such topics as co-operation, federation, finance, general politics, and especially railway management, and on single tax, which he denounces as "that propaganda of deception, fraud and robbery."

In 1882 he invented the stage system of railway administration which proposed to abolish computing fares and rates by the mile and instead reckoning them by 'stages'. In 1886 a Parliamentary Committee was set up to investigate the matter, which Vaile attended to conduct his own case. In a letter to the Committee, he says he expected results from his proposed system would include the rapid settlement of numerous inland towns, the doing away with the great evil of massing large numbers of people in a few centres, a more even distribution of wealth and population, a more equitable adjustment of the burden of taxation, and, a very large increase in the railway revenue. Despite Vaile's efforts the Government refused a trial.

Once again, an apparently obscure, rather tatty cover has turned up and interesting picture of one of New Zealand's early characters - another story behind the cover!

I am very grateful to Jim Brodie for his help in this matter, and to details extracted from:-

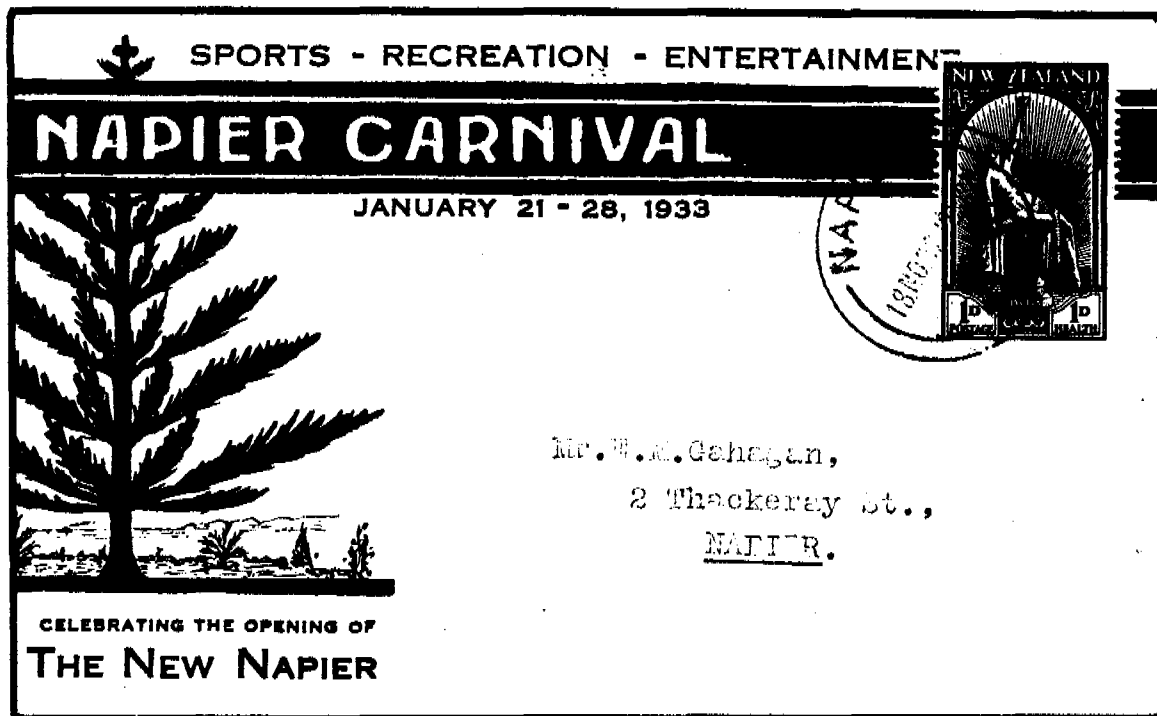
The Cyclopedia of New Zealand, Auckland Volume, published by the Cyclopedia Company, Christchurch, 1902.

An Encyclopaedia of New Zealand, Volume III, edited by A.H.McLintock, published in 1966.

Appendices to the Journals of the House of Representatives of New Zealand, 1886, Volume IV, - Reports of Select Committees.

NAPIER CARNIVAL

TONY DODD



The Napier Earthquake of 3rd February, 1931, which devastated a large part of the City, is well known. Intense rebuilding activities took place and to quote now from the book 'Art Deco Napier Styles of the Thirties', by Peter Shaw and Peter Hallett:-

'By January, 1933, it was decided that the rebuilt City was ready to be shown off to New Zealand. A crowded calendar of events was planned for the New Napier Week Carnival and the hardships of the Depression were briefly forgotten.

'Once again, the Governor-General and Lady Bledisloe came to Napier for the Grand Procession on 21st January, 1933. Two hundred and fifty decorated vehicles took part; Charles Kingsford-Smith flew over in his aircraft 'Southern Cross'; the Napier Frivolity Minstrels, New Zealand's oldest performing arts group, played to thousands; a corrugated iron structure labelled "Ta-Ta Tin Town" clattered by.

'A fortnight later the City's heads were bowed at a ceremony in memory of those who died in the earthquake.'

Special Pictorial Covers were printed in association with the Carnival and an example is illustrated above, with the First Day of Issue cancellation (18 NO 32) of the Hygeia Health Stamp.