



The Kiwi



The Official Organ of the NEW ZEALAND SOCIETY of GREAT BRITAIN.

Affiliated to: BRITISH PHILATELIC FEDERATION
and to NEW ZEALAND PHILATELIC FEDERATION

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WHOLE 225

THE NEXT MEETING WILL BE HELD ON SATURDAY, 6TH APRIL, 1991,
AT THE Y.W.C.A. CENTRAL CLUB, 16 - 22, GREAT RUSSELL STREET,
LONDON, WC1B 3LR, STARTING AT 2.30 P.M.

THE ANNUAL COMPETITION WILL TAKE PLACE, DETAILS OF WHICH MAY
BE FOUND ON PAGES 8 AND 9 OF THE LAST ISSUE OF 'THE KIWI'

MEMBERS ARE ASKED TO BRING ITEMS OF INTEREST
TO BE SHOWN WHILE JUDGING TAKES PLACE.

AN 1856 OTAGO LETTER



See page 26

EDITORIAL

There are certain problems associated with the use of new technology, to wit, one word processor. One of the facilities is the ability to keep on file master copies of items that one uses again and again, with minor changes and variations. On my disc, one of the master documents is the front page of 'The Kiwi'. The problems come if one forgets to make all the appropriate changes.

All this is leading up to an apology for advertising the last meeting at the wrong time. I do hope that not too many of you arrived at great inconvenience at the time advertised, which was, of course, too early.

The Members of the Committee listed under item 7 of page 4 in the last issue are also incorrect. For Michael Baxter, please read Michael Baker. Again, apologies all round.

I will try to do better!

ALLAN P. BERRY

MEMBERSHIP

NEW MEMBERS. We welcome

D.I.Lamb, P.O.Box 33-250, Takapuna, Auckland 9, New Zealand.

B.McCarthy, 7389, Cloister Drive, Apt. 3,

Sarasota, Florida 34231, United States of America.

Torgny Olsson, Hedkarbyvagen 70, 810 22 Arsunda, Sweden.

RESIGNED

E.C.Aldous, 25, Walton Road, Frinton-on-Sea, Essex, CO13 0AA.

I.H.Forster, 3, High Mill Road, Hamsterley Mill,

Rowlands Gill, Tyne & Wear, NE39 1HE.

A.E.Harrad, 81, Link Way, Hornchurch, Essex, RM11 3RN.

B.J.Hunt, 5, Audley Place, Sutton, Surrey, SM2 6RW.

B.Koningham, P.O.Box 28-182, Auckland 5, New Zealand.

F.A.Lanaway, 21, Harewood Avenue, Sale, Cheshire, M33 5BX

D.M.Slate, 149, Ware Road, Hertford, Herts., SG13 7EG.

R.S.F.Webber, 12, Copse Close, Lower Parkstone, Poole, BH14 8AW.

CHANGE OF ADDRESS

O.E.Brightman, 159, Station Lane, Hornchurch, Essex.

(previously of Worship Street, London, E.C.2.)

J.R.Galbraith, 29, Upper Bognor Road,

Bognor, West Sussex, PO21 1JA.

(previously of 3, Grassmere Close, Felpham, Bognor Regis.)

E.Hillary, 1740-16th Street N.E., Salmon Arm,

British Columbia, Canada, V1E 3Z7.

(Corrected address.)

R.G.Holden, 17, St. Luciens Lane, Wallingford, Oxon., OX10 9ER.

(previously of Reading.)

G.P.Lewis, P.O.Box 2735, Wellington, New Zealand.

(previously of Pymble, New South Wales, Australia.)

I.R.Swanson, 26, The Fairways, Cold Norton,

Chelmsford, Essex, CM3 6JJ.

(previously of Diss, Norfolk.)

MEETING HELD SATURDAY, 26TH JANUARY, 1991

Alan Gardiner, our new Chairman, opened the meeting at 2.30 p.m. with 21 members present. Apologies for absence were received from

Margaret Frankcom, regrettably ill, Ernie Leppard, officiating elsewhere, and George Riley. Harry Kay was welcomed by the Chairman as a first time attender.

Alan Gardiner then handed over the meeting to our President, John Smith, who had brought a part of his collection of King George VI and Queen Elizabeth II definitive stamps. This was a very impressive display, as may well be imagined. John put up six frames and began by showing the frame proofs of the unissued stamps for King Edward VIII; this was in fact later used for the King George VI stamps of Niue. He illustrated the early low value colour changes with plate blocks, giving reasons for the changes. We were treated to a spectacular array of blocks showing paper, perforation and shade varieties.

Of special interest in the first part was a First Day Cover of the ½d. value with plate number attached. John described his material with a humorous and charming modesty, several times expressing his regret that Derek Redshaw of Campbell Paterson was not present to verify or answer certain points, such as, for example, why some stamps he demonstrated with defective watermarks were unlisted.

John showed how the Post Office began with the low value stamps to print the plate number on the sides with the imprint at the bottom middle selvedge, followed by the plate number below the imprint, and finally with the imprint and plate numbers in the bottom left or right hand corners. The first showing finished with a study of the 1/- value, in which difficulty of registration of the centre plate with the frame plate led to the stamps being printed on paper with the watermark sideways. The development of cracks and subsequent retouches in Plate 1 were shown, and the differences between Dies 1 and 2 were demonstrated, and a double print of the centre plate.

The second showing covered the other high values, with a wealth of shades, a mis-perforated 2/-, and an example of a 'dragged print' on cover.

The overprints were shown, with an striking example of the re-inserted 2 in a block of 10. There followed the first definitive stamps of Queen Elizabeth II among which was the famous error of the overprint on the 1½d. brown with small figures and stars, about which John told the funny story of how when he first bought the stamp he spent a long time trying to make sure that he had not been cheated by checking that the figures under the spot were small! The figures were redrawn in response to public demand, and the stars were thus sacrificed.

The blocks of these stamps which John showed included flaws, retouches, shades and so on as before. John expressed his relief that the handsome 10/- Queen on Horseback only had one variety apart from shades, a retouch affecting two stamps. He pointed out how lovely this design is, and how sad it is that with this definitive issue, and their official counterparts, recess printing of definitive stamps was discontinued.

Part three of John's display was now mounted, and cover the four so-called middle values, with their wealth of philatelic interest of re-entries and retouches. Most remarkable was the wide range of coil pairs, many showing, for a personal reason that John did not elucidate, the number 13. The first issues were made up with wide

margins, which was regarded as a security risk with the wide unprinted area of watermarked paper, and these were progressively narrowed to the more familiar guage.

John also showed sheets of the 9d. value with the margin row on the right with the missing perforation pin giving a wide tooth now at the bottom, now at the top, but he had never seen it on the left hand side. Has any member spotted it there?

Our Chairman, Alan Gardiner, thanked John Smith on behalf of those privileged to be present at this meeting for a most entertaining and instructive afternoon. Many of us must have left thinking 'perhaps this could be the right field...'.

M.B.

--- THE ANNUAL SOCIETY AUCTION

One of our members has written in with comments on the results obtained from last year's Annual Society Auction. As some interesting points have been made, they are passed on to all members for consideration.

'I have done a count of the sales in the recent auction. It was not very successful having sold only about 54% of Lots. This sale rate does not justify all the work put into it (by the responsible Officers of the Society). Of the Lots which sold, they averaged round about the estimates. Of the Lots which did not sell, the estimates frightened people off, or the reserves were too high! The would-be sellers got no satisfaction either.

'I think members should be given a good talking to on the subject of reserves and estimates. There is a lot of wishful thinking behind many so-called estimates! 90% sales in a Society Auction is a sensible goal - and this applies to the Packet also.'

--- SWINPEX

Swindon Philatelic Society will be holding 'Swinpex' again on Saturday, 13th April, 1991, at Drove Road School, Swindon. Ernie Leppard has agreed to put on a display on behalf of the Society, from 10.15 a.m. to 1.15 p.m. It is hoped that the publicity will result in an increase in membership, as it did last year. Any member wishing to attend can obtain directions from the Chairman,

Alan Gardiner, 34, Hulse Road, Salisbury, Wilts., SP1 3LY

--- GORDON KAYE NEW ZEALAND COLLECTION TO BE SOLD

BY CHRISTIE'S ROBSON LOWE FOR THE SADDLERS' COMPANY

This collection, which was well-known to collectors thirty years ago, has, since the death of the owner in 1961, been maintained by his widow, Mrs. Grace Gordon Kaye. In accordance with his wish the collection has been given for sale on behalf of the charities administered by the Worshipful Company of Saddlers, of which the late Hugh Gordon Kaye was once the Master.

Hugh Gordon Kaye was born in July, 1880, the son of Henry Edward Kaye, JP, FCIS, of Woodford, Essex. Kaye senior was admitted to the Freedom of the Worshipful Company of Saddlers in 1879 and

after progressing through the Livery and Court of Assistants, served as Master of the Company in 1914. His son Gordon was admitted to the Freedom of the Company in 1911 and was elected Master of the Company in 1952.

The study of New Zealand 'Chalons' was Gordon Kaye's great love and he co-operated with the late Benjamin Goodfellow until his death. There are many rare and unusual covers including one bearing a pair of the London 1d., and the unused examples of the first issue include several of the rare 2d. and 1/-. Shades were carefully studied and in this field there are a number of stamps which are little known. There is an exceptional array of cancellations including the rare Crowned Circle of Christchurch, which is there on two 6d. unwatermarked, a severed block of six of the 1862 star 2d., and a single 6d. The dated letter and numeral varieties are extensive with a fine lot of covers, the single single stamps including a 2d. serrated perforation. The three issues of the provisional imperforates which occurred between 1866 and 1871 are well represented with a number of pairs and several covers, one of which bears a strip of three 2d. plate 11. This sale will provide a treasure trove for many specialists.

The Saddlers' Company is one of the oldest of the surviving medieval guilds in the City of London and there is documentary proof of its existence as early as 1193. It was also one of the earliest guilds to receive a Royal Charter of Incorporation - in the Saddlers' case, from Richard 11 in 1395 - since when it has played an important role in the unique Livery structure of the City of London. Its present Hall is the fourth to be built on roughly the same site over a period of 600 years. Today the Company is concerned with supporting, training and qualification of saddlers and the maintenance of standards of quality within the trade, as well as fulfilling its traditional charitable role in supporting a wide range of charitable causes within the City and on a national basis. Its membership remains, as always, representative of the saddlery trade and families whose links with the Company go back many years. Sadly, the Kaye family line in the Company died with Hugh Gordon Kaye but the family's Coat of Arms in a stained glass window in the Hall serve to remind the present day members of their predecessors.

This collection will be offered in London on the 16th April, 1991, at 7 - 15, Ryder Street, London.

Catalogues may be obtained from:-

Christie's Robson Lowe, 39, Poole Hill, Bournemouth, BH2 5PX.

PUBLICATIONS RECEIVED

To hand is a 24 page A5 colour booklet entitled 'The Premier Stamp Collectors Beginners Guide', by Rob Hunt, published by Philatelic Distributors of P.O.Box 863, New Plymouth, New Zealand. The booklet gives a list of philatelic terms, many of which are illustrated, a section on the care, handling and pleasure of stamps, how dealers can help the collector, on cancelled-to-order, educational philately and a modern stamp identifier. Rob Hunt is well known in New Zealand for the work that he has done over many years to encourage youth philately, and this booklet fulfils its objective admirably. One could wish that a similar publication

were be available in this country for our youth.

The 14th Edition of the A.C.S. Colour Catalogue of New Zealand Stamps, dated 1991, has been received. This is a 56 page A5 publication that gives the latest prices of all stamps, miniature sheets and First Day Covers of New Zealand and is fully illustrated in colour. Although a simplified catalogue, its advantage is that it has a section devoted to the Cinderellas of New Zealand, about which published information is quite scarce. The catalogue is distributed throughout New Zealand with a recommended retail price of NZ\$5-00, and is also available in the United Kingdom and Australia. However, anyone experiencing any difficulty in obtaining a copy should write to the publishers:-

Auckland City Stamps, P.O.Box 3496, Auckland, New Zealand.

1935 PICTORIAL ISSUE - A PLEA FOR INFORMATION

GRAHAM SANDERS

At present, I am working towards the completion of a definitive monograph on the 1935 Pictorial Issue. However, in a number of areas I still have a paucity of information.

Firstly, the so-called "Archer Proofs". To date, I have managed to acquire seven of these, as listed below:-

- ½d. Tui - Blue-green
- ½d. Stag Head - Dull blue
- 1d. Apple Picking - Green
- 2½d. Mount Cook - Apple-green
- 2½d. Harvesting - Deep blue
- 2½d. Harvesting - Dull yellow-green
- 6d. Mitre Peak - Brown.

I have no knowledge of any other designs, or indeed any other colours used on the designs he submitted, but I am sure that these exist. I would like to hear from any reader who holds these items in their collection.

Secondly, Archer himself has proved very elusive. Apart from the brief information given on page 363 of Volume One of the Postage Stamps of New Zealand that he was 'an officer attached to the Stamp-printing Office, Nasik, India', I have no other information about the man. I would be grateful to receive more if anyone can supply it.

Thirdly, does any reader hold proof material of this issue, either in die proof or plate proof format? If so, I would appreciate seeing photocopies with descriptions.

Finally, there is a problem with the coil issues. There is, once again, a paucity of information about these, other than the brief references in the Volumes of the Postage Stamps of New Zealand. There appear to be two states of their issue format - the first with pencil numbering; the second with printed numbers. To date I have not sighted any examples of the pencil numbered coils.

If any reader can supply photocopies of any of the material referred to, I would be most grateful. In addition, I would like

to see photocopies of any unusual items readers may hold. Naturally, details of ownership would not be disclosed to any other person, nor material illustrated in the book, without prior permission of the owner.

Please send any material and information to:-

Graham Sanders, P.O.Box 13-608, Christchurch, New Zealand.

AN INTRODUCTION TO THE FIRST DECIMAL DEFINITIVES OF NEW ZEALAND

R.G.DARGE

Continued from page 11.

ONE CENT KARAKA

The stamp depicts the flower of the Karaka, a tall tree having large glossy leaves and berries of a rich colour.

The design is similar to the previous 1d. designed by G.Fuller.

The printing by De La Rue required four cylinders to print the stamps, being yellow, red, green and brown. The panes were numbered 1A1A1A1A and 1B1B1B1B and the sheet value is \$2.

The sheet layout and perforation details are similar to the $\frac{1}{2}$ cent. The watermark is upright on the stamps.

A reprint was ordered during 1968 but did not arrive until May, 1969. The printing from the same cylinders cannot be distinguished due to the numerous shades that abound in this value.

Variation in speed, cylinder pressure or inking flow have caused some sheets to have a mottled background, the brown having a distinct yellow appearance. In other sheets the printing of the background is smooth and the brown also sepia brown.

The stamps were available from stamp vending machines and are joined at every tenth stamp. Two panes, one of six stamps and one of five stamps with a label, are found in the booklets. The code markings are similar to the $\frac{1}{2}$ cent in both types. A large touching up appears in the XB top pane at Row 1, stamp 3.

A second printing of the booklets was noted in the middle of 1970 with the stamps appearing similar in shade to the first printing. A new flaw at Row 1, stamp 3 in one of the No Code panes with perforations through the selvedge, was discovered. As with the $\frac{1}{2}$ cent pane, the flaw will be difficult to find due to 20 panes being on the cylinder.

The sheet stamps were withdrawn from Post Offices on the 2nd September, 1970, with the issue of the 1 cent butterfly.

1 cent varieties.

1A1A1A1A Row 11, stamp 10 Touching up to left of 'NEW'.
Both printings.

Miscellaneous

Doctor blade flaws Wide green band on top selvedge.
Wide plum band across sheet.

Grossly misplaced perforation causing four sections of stamps to appear within the perforations

Stamp Vending Machine - coil join every tenth stamp.

Booklets

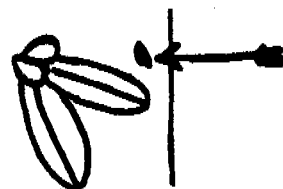
XA top and bottom	)	Pane of six stamps and pane of
	)	five stamps with label. XA and XB
XB top and bottom	)	panes have no perforations
	)	through selvedge. The No Code
No Code	)	panes are either with or without
	)	perforations through the selvedge
	)	in both printings. Thick and thin
	)	paper.
XB top Row 1, stamp 3		Touching up between top right
		leaves.
No Code Row 1, stamp 3		Distorted 'W' - second printing
		only - perforations thorough
		selvedge.



Row 11, stamp 10
1A1A1A1A



Row 1, stamp 3
XB top



Row 1, stamp 3
No Code

AN 1856 OTAGO LETTER

MARGARET FRANKCOM

I acquired this letter written by William Murison several years ago, but I have only recently taken the time to transcribe and research it. Although it is somewhat outside the usual scope of articles published in 'The Kiwi', it has proved to be such a vivid account of life in the early days of Otago that the Editor has agreed to publish it.

MARKINGS

The manuscript '2' on the front shows 2d. paid by the writer. The black '6' indicates 6d. to be paid by the recipient.

Hand struck unframed circular datestamp 'OTAGO NEW ZEALAND JA26 1857. This datestamp was in use from early 1852, the latest recorded date of use being January, 1862. It differs from any of the other early datestamps in having a lozenge type design on each side of the place name.

Thirteen days were to elapse between the final date in the letter and its postmark, and a further 105 days until it reached its destination.

The front and reverse of the cover are illustrated on page 19 of this issue of 'The Kiwi'.

Two months after this letter was sent regulations required that all mail from New Zealand to the United Kingdom must be pre-paid. Waitahuna had no Post Office until 1861 when a rich strike of gold was made in the area.

The recipient of the letter was the writer's brother-in-law, a well known Writer or Solicitor in Cupar for many years.

Sheep Station
Wai-ta-huna
14th December 1856

My Dear Jane and Mr Taylor

I wrote a short note to you upon the Strathmores arrival at Tairoa Heads - I must now write you a letter. The Strathmore left England with a favourable wind. The pilot left us at the Isle of Wight to which place from Beachy Head a distance of 75 miles we had run in six hours. Being her first voyage this augured well for her capabilities. The last land we saw was the coast of Devonshire. An enthusiastic passenger who had lived in a small seaport town of that shire, placed a note in a bottle, sealed it and consigned it to the deep - taking it for granted that some friend or other would get hold of it before they could receive a few lines from the Antipodes. Before I had been a week on board I began to get tired of the ship - not from sea sickness - for I never had the slightest touch of that disagreeable malady. However I got the first mate to teach me how to take the sun and from thence where to work out the latitude. I got the loan of the second mates quadrant and passed the time every day till we reached New Zealand working away with a copy of Nones Navigation, trying to keep my watch to Greenwich time to enable me to take the longitude, till I smashed the glass and made the watch go from five minutes to three hours fast every day. I consoled myself I could take the latitude and got an occasional peek at the Captains chronometer - which enabled me to place our position upon a self constructed chart of the passage.

As we bore down the English Channel we sighted many vessels outward bound like ourselves. To all of these the Strathmore showed her heels. One great Yankee full rigged ship of about 2000 tons kept up with us for three days - but one night at sundown she crept out of sight far astern. I soon got to know the names of the sails, the points of the compass, the ropes, yards and all the outs and ins of the ships paraphernalia. From the coast of England till within 10 degrees north of the equator we had had favourable winds part of the time being in the trade winds which blow from the north east quarter all the year round. We got into the south east trades at about 5 degrees N. However they blew S.S.E. instead of S.E. which caused us to tack closer to the coast of South America than is usual for vessels making our passage. On the 14th of July we sighted the Island of Fernando Noronha a little to the southward of Cape Roque. It is the property of the Brazillian government and is appropriated as a convict settlement. The side of the island which presented to us was quite barren and consisted of three great conical peaks - the larger being in the middle. I was disappointed - I expected to see the land quite green with verdure - palm trees and all the other appearances which your fancy pictures as belonging to tropical lands. I was doomed not to be disappointed - for about a week after, while still tacking about with the wind steady from the S.S.E. about four o'clock one morning I was awakened by an unusual confusion on deck. It was the boatswain's watch and as I reached the deck in the dim grey of the morning I saw the land at no great distance off. The Captain came on deck and thundered immediate orders to "wear ship" - which was

done with that alacrity which danger alone can create - sailors and passengers pulling and hauling at the ropes till the Strathmore ever obedient to her helm stood out for sea. It was as well. Ten minutes more of darkness and she would have been upon the Caramimuan Reef - who knows what would have been the consequences. The trades at last hauled round at about 21 degrees S. and we bore away from the Cape with the wind right aft. During the S.E. trades we had lost 20 days. From the time the wind sprung up fair till we reached New Zealand we averaged 1600 miles a week. We had a gale at the Cape which lasted 6 days, at the end of which there was a calm. When we spoke the "War Cloud" 2500 tons for Calcutta had lost seven sails and spars and had her main topgallant mast carried away during the gale. We sighted Prince Edwards Island in the Southern Ocean which was covered with snow - very interesting. We had four deaths on board - a man named Cumberbach who left a wife and 3 children - he was in a state of decline when he came on board - he was buried by torch light - the captain reading the beautiful form of the English funeral service. Miss Grieve a girl of 18 after dancing one night on the poop took ill the next morning and 3 days after while in a state of delirium produced by a long lingering fever - died. Being one of the healthiest on board her death caused a great sensation. Two infants were consigned to the deep during the passage. On the 1st of October we sighted the Trap rocks to the southward of New Zealand. After laying at the heads for 2 days Driver the pilot took us into harbour up to Port Chalmers. The Major George and I started off to Dunedin the same day. The road which is through bush is the worst in the colony - for 6 miles we walked halfway up to our knees in mud - the other 3 miles are not so bad. We got lodgings and proceeded to get our things from the ship. The Major George and myself had a nice large room where we both slept and took our meals. The Misses Richardson stayed with a Mr and Mrs Young. I wrote off immediately for James. In a week Mr Maitland came down from the Molyneux with a letter from James to say he could not leave the sheep. Mr M is not much altered and still retains his old humour though he is bitter against the colonists life. Mr M made arrangements for my removal to the Molyneux. On a Monday morning we started - viz Misses Richardson & George in a dray with a few boxes. The Major, Mr Pillans & myself on horseback. I had a horse of Mrs Ricks which Mr M wished to be taken to the Molyneux. We reached the Taeri the first day. The next day we went down the river from Scroggs Creek to Mr Milne's a wayside house where we were to spend a day. Next day George and I went into the bush to shoot parrots (called Ka-Kas), and when we came back found George Maitland & Mr Dowie in the house. I was very glad to see him. He has grown very tall. He proposed that I should accompany Mr Dowie and himself immediately to the Tokomiro to which I very gladly acquiesced. We reached Mr Dowie's house that night by dark having ridden 18 miles. Next morning Geordie and I got up, took our breakfast & started for the Molyneux. This was the longest part of the journey being 25 miles. We rode through the plain of Tokomiro - alongside of the Waikototo Lake. And when we reached an eminence Geordie pointed out to me the plain of the Molyneux, studded here and there with clumps of trees varied by an occasional glimpse of the winding

Clutha. We at last got down to the banks of the river & not till then had I the slightest conception of the circuitous route that the water has chosen to take. We came up to the island on which Mr Pillans lives and turning a bend Geordie shewed me a good way off the Five Section Bush with the house right in the front of it. I was now all impatient to get there as I thought James might have come down from the station. I spurred on my Rozenante (called Old Pebble) on reaching the house met Davy and Mrs M. James was not down. Davy has grown very tall and Mrs M is looking very well. I stayed at that house a day or two when Jamie Maitland came down from the station and it was agreed that Charlie (a boy) and I should go up with him the next day. We started early in the morning walking along the ranges. At about 5 o'clock in the evening we reached Mr Pillan's station. We proceeded along the ranges till we came to the flat before M's station. Here we saw a figure which Jamie said was Coupland, - a little after another figure rushed out of the bush - he came stamping along and when within 20 yards we both lifted off our caps and gave a hurrah. We soon shook hands and then I had time to examine him. He is now about six feet, stouter, forgot to shave having left a considerable amount of hair on his upper lip, cheeks, chin, and neck, so that altogether had I not been told I might have passed him by. James has charge of the dry mob (wether flock) and Coupland the ewes. He goes out every day to his sheep about 4 miles away, cooks, bakes, cuts firewood. Charlie and I were 8 days cutting thatch for the woolshed. Davy then came up and he and I thatched the shed in a week. Washing the sheep for sheering then commenced the whole of us up to our breasts in water for 9 or 10 hours. Then shearing, - Jamie M., Davy M., James, Mr Mitchell, Coupland and a fellow Payne, shored the sheep and I folded the fleece.

Wai-ta-huna
13th January 1857

I left the sheep station after shearing etc was over I have been down at 5 section for the last month - Jimmy, Davy and I walked down. Jimmy started soon after to Dunedin to bring his wife and child who have been staying there for the last six months. They did not come back till last Saturday night. I must tell you of an accident which took place before I went down. Lawrence Maitland's man came up to the station with the dray and four bullocks to take down some of the wool. The dray road is above 20 miles. He started from here one morning at 8 o'clock - the day was very hot - all the creeks were dried up, so the bullocks could not get a drink. About 7 o'clock at night he got down to the banks of the river opposite Mr Pillen's house. At the sight of water the bullocks made a rush. It was impossible to stop them and in a few minutes the dray was in the river at a very deep part. Before assistance could be rendered one of the bullocks was chocked, - and all the bales of wool, - (there were 5 of them - value at £15 each), were floating down the river. They worked all night and succeeded in saving the dray and 3 bullocks, and got the bales out of the river. They unpacked the bales next day and after a week's trouble they dried the wool and packed the bales again. The bullock they lost was the best they had, and they have now to wait till they

can break in another before they can use their dray.

To be continued.

HEALTH STAMPS OF 1943 - A PROBLEM SOLVED

SYLVIA PARNELL

As a specialist collector of New Zealand Health Stamps and postal history, I have been trying for some time to discover the reason for the absence of Plates 1 and 2 of the 1943 Triangular Health Stamps - and at last I think that, with help from Society Members, I have cracked it. The following is an extract from the report of the High Commissioner for New Zealand, which is quoted on page 158 of Volume 11 of The Postage Stamps of New Zealand:-

"These stamps have presented unexpected difficulties, and the original roll and plate for the green stamp was scrapped and others made, the first plates being entirely unsatisfactory. Various experiments to effect an improvement were made after production of the second set of rolls and plates with no appreciable results."

Presumably this information came from the printers, Bradbury Wilkinson & Co. Ltd.

NEW ZEALAND POST - SYNET TELEGRAMS

TONY DODD

The Greetings Telegram Service was discontinued on 31st August, 1988. From 1st September of that year, by using the telephone, a telegram could be sent through The Telegram Company operating under Telecom licence. Messages are delivered via a courier delivery and the charges quoted as at 2nd April, 1990, by using credit cards were:-

For delivery within New Zealand - \$13-50 for 17 words.

For delivery in specified overseas destinations - \$15-00 for 7 words.

An example of the envelope in which these telegrams are presently delivered is illustrated at Figure 1, page 31.

New Zealand Post Limited has now elected to participate in a service and has introduced their 'Synet Telegram' which commenced on 2nd April, 1990. Their brochure, CS3034, indicates a Telegram can be sent through 33 main New Zealand Post Shops to customers in New Zealand. Payment is made at the counters of the listed Post Offices, the telegrams delivered only in this country for \$14-50 for up to 100 words. The facility is featured as

'New Zealand Post and Synet Communications have brought back everybody's favourite way to send greetings'.

Thus, in practice, if one wants to send a Telegram through New Zealand Post, in the rural areas and many main centres, one may have to travel considerable distances. At the nominated Post Offices a form is filled in with the message and a receipt is obtained, illustrated at Figure 2, page 32. The recipient receives a drab wishy-washy telegram form in an envelope. In the example of

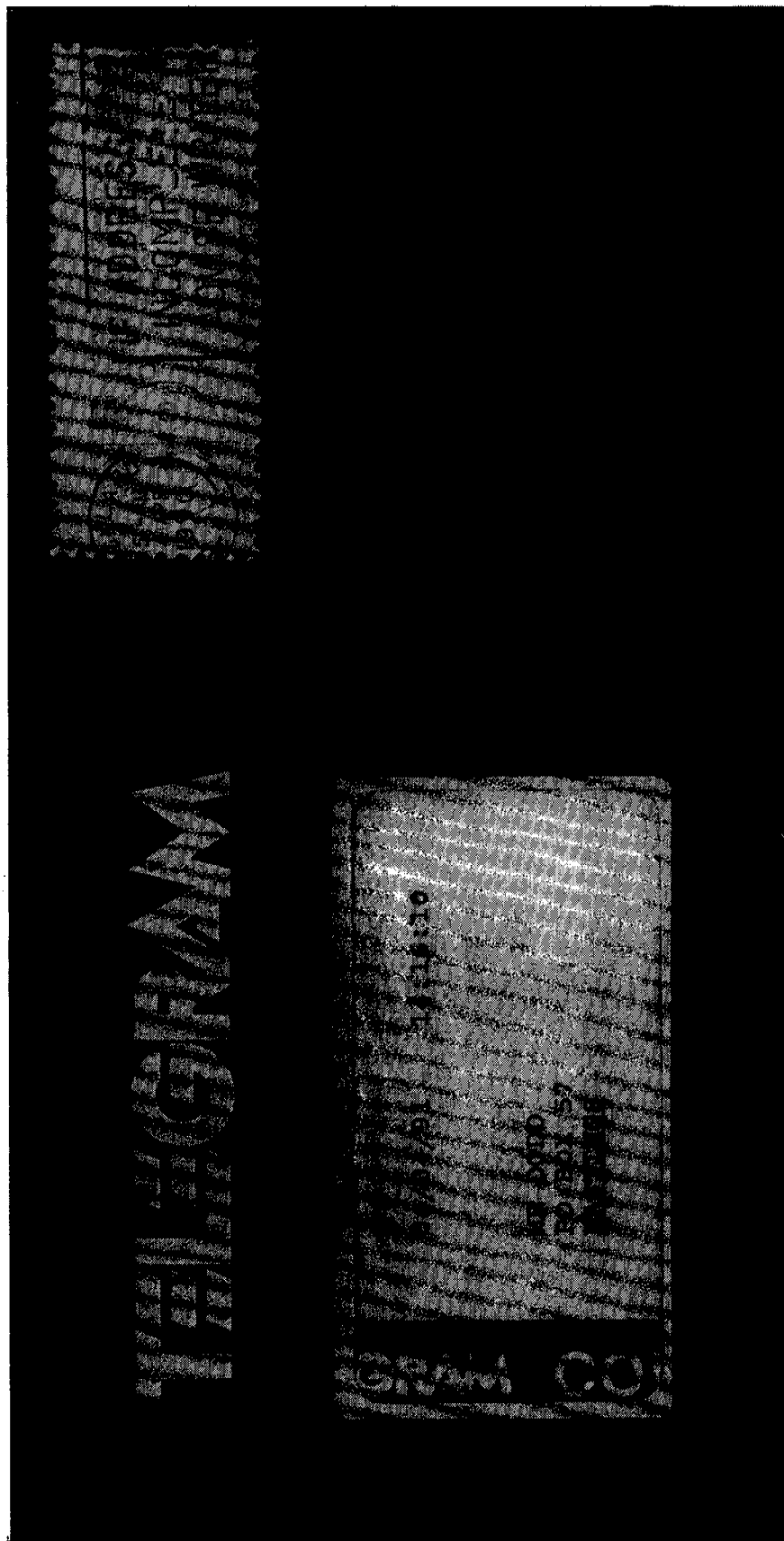


Figure 1

Figure 2

SYNET telegram

Your Enquiry Slip

Lodgement Time: 10:06am 2702

Refer overleaf for important information.

TELLER CHECK LIST

☒ Addressee

☒ Nearest Centre

☒ Proofread

☒ Payment

New Zealand Post

- 2 APR 1990

NAPIER 6

Figure 3



a telegram sent from the Napier Post Office to Hastings on 2nd April, 1990, the envelope with the telegram bore an 80 cent stamp, postmarked 'Fastpost Wellington - 5-PM 2 APR 1990' - see Figure 3.

Such is progress. We now have two telegram services and it is a matter of individual opinion and location which one is selected.

CAVEAT LECTOR - A SEQUEL

ALAN GARDINER

In the second article of this series, published in 'The Kiwi', Volume 39, page 86, September, 1990, I asked the question, 'Where did Kingsford Smith and his crew spend the night before their fourth crossing of the Tasman Sea on 26th March, 1933?' No one seems prepared to argue with my conclusion that Smithy, at least, stayed in a garage on the beach. Perhaps no one is interested!

During a recent visit to New Zealand, I spent a couple of days in the Kaitia area, to see if there was any firmer evidence. Alas, nobody I spoke to in the Awanui Hotel had even heard of Mrs. Fleming, let alone her part in the affair. However, one chap suggested that I should contact Charlie Hutley, the 84-year old proprietor of 'The Gum-Digger's Trading Post', and occasional reporter for 'The Northern Age', the local paper. At first, I tried to chat with Charlie, but rapidly gave up and just listened. The shop is an absolute gold-mine of tools and artifacts of days gone by, and one wall is given over to shelves bearing those items which Charlie thinks are the most attractive and worth preserving. Charlie's is a story on its own, and covers travels north from Cape Town to Europe and also from Panama to Alaska - but those tales have no place here.

Charlie maintains he was on the beach right through the night of 25th to 26th March, 1933, a mad-keen 26 year-old determined to see the 'Southern Cross' take off. He verified this from some well-thumbed exercise books in which he has kept a diary. He also maintains that Kingsford Smith never left the beach before the morning take-off, and that, if he slept at all, it was in the garage. The garage, of which more later, also accommodated the wireless station, put together by John Stannage, the wireless operator, and a couple of men from the Radio Corps, for contact with the Weather Office in Wellington and, hopefully, with 'Southern Cross' during the flight.

SMITH'S GARAGE IN 1932.



Stannage, many years later, recalled to a 'Northern Age' reporter that they had a hamper of toheroa fritters and roast godwits on board, supplied by Mrs. Fleming of the Awanui pub. He said that they ate their way across the Tasman, staggered out of the plane at Mascot, and could only pick feebly at a ten course banquet put on by the authorities!

The garage is no longer there, but during its existence had seen some remarkable uses. Built in the early 1930's, it provided a sand-proof shelter for the Australian named Norman (Wizard) Smith's racing machine 'Enterprise' between his unsuccessful attempts at the world land speed record at Ninety Mile Beach in January, 1932. Smith had claimed to have broken the record on 18th January, 1930, with a speed of 148.637 m.p.h. in his machine 'Anzac', but his claim was not ratified by the authorities.

So, there we are. I am now satisfied that my original conclusion was correct - are you?

Acknowledgements are due to Charlie Hutley, of Awanui, and to the 'Northern Age' and the 'Northlander', and especially to our member Betty Brown, of Dargaville, who supplied most of the cuttings and the photograph of the garage illustrated on page 33.

ON INDIAN FAMINE RELIEF FUND ONLY

DOUGLAS HAGUE

The cover illustrated on the page 35 is an item of franked mail from my collection which contains a newspaper report that gives an insight into conditions in India at the turn of the century. The report is shown below in three columns, although it appears as one column of the sheet of paper that was contained within the cover.

INDIAN FAMINE.

(Extract from Hawke's Bay Herald, 24th April, 1900.)

A meeting convened by the Mayor in connection with the Indian famine fund was held in the Council Chamber yesterday afternoon. The attendance included the Dean of Waiapu, Father Binsfield, Rev. J. A. Asher, Messrs F. W. Williams, J. H. Dean, T. Durney, and A. E. Eagleton. The Mayor presided. He regretted that more people had not turned up, though he had no doubt that the many calls on the public purse of late had affected this fund. On the occasion of the last appeal to the people of Hawke's Bay for the sufferers in India, some three years ago, £520 had been sent away from here, exclusive of £100 contributed by Archdeacon Williams and smaller sums by others, of which there was a record in the Council offices.

Correspondence on the subject was read from Dunedin, requesting co-operation.

The Chairman moved that all present should form themselves into a committee, with power to add to their number, with the object of collecting subscriptions. Any sum, however small, would be accepted, for it was stated that a sovereign would stave off starvation from 98 persons for one week.

Dean Hovell, in seconding the motion, said as one who had been in India, he knew what famine amongst the millions of that country really was. He admitted that the patriotic and more men funds had made a great call on the people, but he thought Hawke's Bay would do its part in respect to this fund.

The motion was carried.

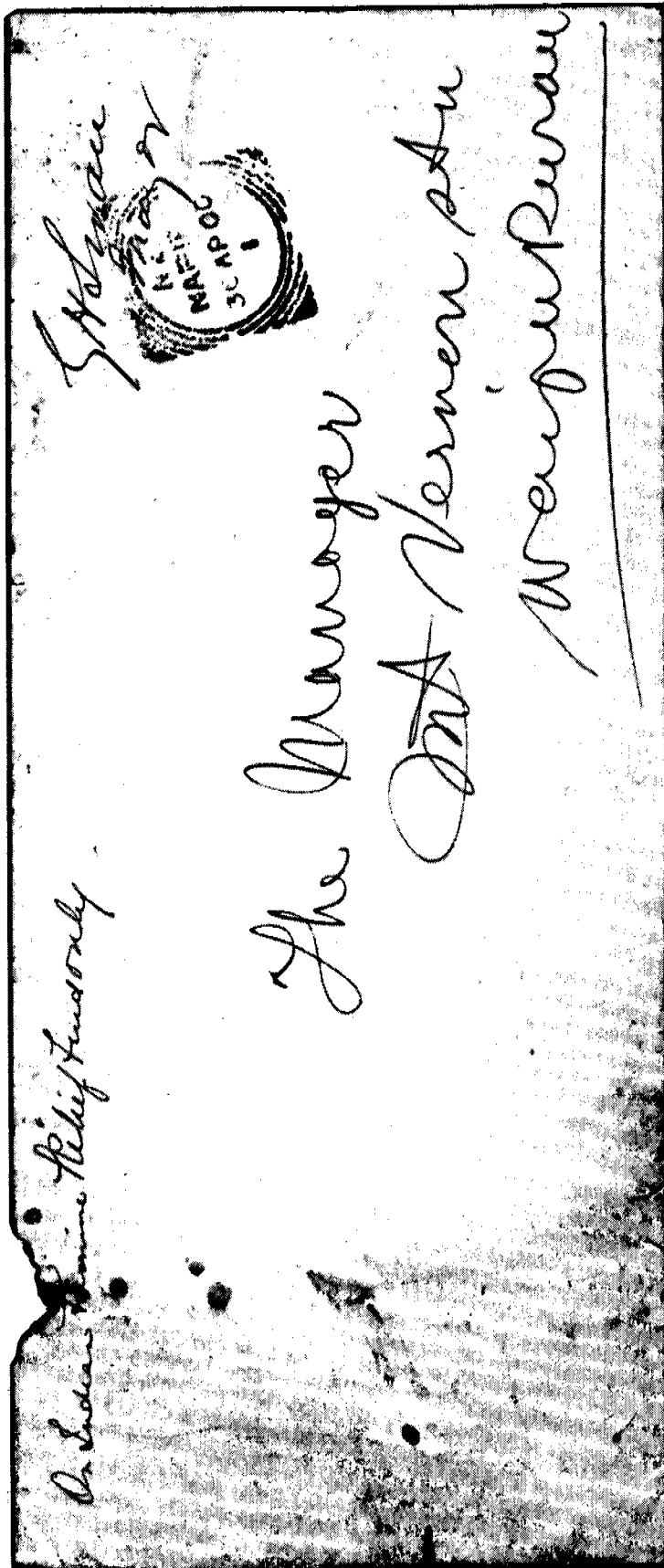
Mr F. W. Williams said he had lately passed through India, spending a month there. He had had an opportunity of seeing the state of the country from Bombay eastwards towards Delhi, and it was more or less bare of vegetation, owing to the cessation of rains, which had not fallen for three years. The only patches of green ground one could see at all were near the wells. Cattle were in a very sorry condition indeed, and it was not unusual to see them slaughtered simply for the sake of their hides. Cattle went at two or three rupees a head (rather less than 3s), simply because the owners could not keep them. When he was in Calcutta 4,000,000 people were on the Government relief fund, and before he left 5,000,000 were on the books. The Government was doing all it could, but it was a great task, for of the 100,000,000 in India thousands had never been able to get relief. In many places people could be seen grubbing up the roots of grass for the use of the cattle, while it was not an

uncommon sight to see corpses of those who had succumbed. Very often you could see natives scratching amongst the dust for grain that might have fallen from passing carts. A small man in the country could live on four rupees a month, which was a little over £3 a year, so that subscribers could see how far a little went.

At a recent date 5,000,000 persons were being relieved by the Indian Government and thousands of others were being succoured by charitable organisations. The records of the sufferings of the famine-stricken are most heartrending, and beyond the conception of the people living in this highly favored colony. The villagers have been living on the leaves of the peul tree, and on oil cake, usually the food of cattle, and are dying in hundreds from starvation and exhaustion. On the relief works the fires are kept burning night and day without intermission to cremate the bodies of the victims. The missionaries constantly have the orphans (children picked up alive by the side of their dead mothers) carried in to the mission homes.

It was resolved to immediately send out subscription lists. Mr Swan was elected chairman and Captain Bower secretary and treasurer, assisted by Mr Eagleton.

HAWKE'S BAY HERALD Print, Napier.



Napier to Waipukurau 'On Indian Famine Relief Fund only'

The cover itself is addressed to Waipukurau from Napier. It carries the Napier Squared Circle cancellation dated 30 AP 00, and is backstamped at Waipukurau the same day. It is franked with the signature of the then Mayor of Napier, G.H.Swan.

According to records consulted by our member COLIN CAPILL, all Mayors were given franking privileges on the business of the Indian Famine Relief Fund on 6th April, 1900. This franking authority was cancelled on 17th April, 1901. Around the same time Mayors also had franking authority in connection with the South African War involvement, so a cover simply signed by a Mayor could not be assigned to a particular event. The cover in question is an ideal example, as it carries a superscription showing the purpose for which it was sent.

It would be interesting to hear of any similar covers that might have survived, or any that were sent on business to do with the South African War.

FAX-LINK FROM NEW ZEALAND POST LIMITED

ALAN TUNNICLIFFE

A new service from New Zealand Post Limited was introduced from Monday, 8th October, 1990. This is a public Fax Service, which, according to an item in 'New Zealand Post News', is available from over one hundred Post Shops. At the time of writing, I have only seen the service available in one Post Shop, that is High Street, Christchurch, and I have no idea of its cost. The Fax message can be sent to any other Fax Machine in the World. I understand that pictorial forms for special occasion messages will be produced in the near future.

PROOF OF DELIVERY SERVICE

TONY DODD

In 'The Kiwi', Volume 38, page 53, May, 1989, I described the newly introduced service from New Zealand Post Limited of 'Proof of Delivery'. I have to report that the colour of the label has been changed to a garish pink. The Post Office retains the card signed by the addressee. The blue 'Proof of Delivery' labels have been discontinued. This leaves:-

- 1) The pink 'Proof of Delivery' service, which is cheaper.
- 2) The 'Advice of Receipt', or 'A.R.' procedure, whereby the sender does obtain a receipted card.
- 3) The normal Registration and Insurance procedures.

ANNUAL SUBSCRIPTIONS

E.W.LEPPARD

It is the time of year at which the our main income arrives - the Annual Subscriptions. We rely on this income to meet basic expenditure, the hire of meeting rooms and the production and distribution of 'The Kiwi'. If the label on your envelope is marked with a blue cross, it means that I have not yet received YOUR subscription. Please pay by return. Thank you all very much.