



The Kiwi



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

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WHOLE 229

THE NEXT MEETING WILL BE HELD ON SATURDAY, 30TH NOVEMBER, 1991,
AT THE Y.W.C.A. CENTRAL CLUB, 16 - 22, GREAT RUSSELL STREET,
LONDON, WC1B 3LR, STARTING AT 11.00 A.M.

IT IS KIWI DAY

AND STARTS AT 11.00 A.M. WITH THE ANNUAL GENERAL MEETING.
THE ANNUAL SOCIETY AUCTION WILL COMMENCE AT 2.00 P.M.

40TH ANNUAL GENERAL MEETING OF THE NEW ZEALAND SOCIETY OF GREAT BRITAIN

Notice is hereby given that the 40th Annual General Meeting of
the New Zealand Society of Great Britain will be held at the
Y.W.C.A. Central Club, 16 - 22, Great Russell Street, London,
WC1B 3LR, on Saturday, 30th November, 1991, starting at 11.00 a.m.

AGENDA

1. Minutes of the 39th Annual General Meeting.
2. President's Report and Review of 1991.
3. Financial Report from the Hon. Treasurer.
4. (a) Report from the Hon. Exchange Packet Secretary.
(b) Revision of the Exchange Packet Rules.
5. To elect
 - i) A President.
 - ii) Vice-Presidents.
 - iii) A Chairman.
 - iv) A Vice-Chairman.
 - v) An Hon. General Secretary.
 - vi) An Hon. Assistant General Secretary.
 - vii) An Hon. Exchange Packet Secretary.
 - viii) An Hon. Treasurer.
 - ix) Other Officers of the Society.
6. To elect a Committee.
7. Statement on the Revision of the Society Rules.
8. Any other business proper to the Annual General Meeting of
which due notice has been given in writing.

Nominations are invited from Members for the above posts,
having obtained the agreement of the Members so nominated.

MARGARET FRANKCOM, HON. GENERAL SECRETARY.

EDITORIAL

Having just returned from The Netherlands where I and my family spent a most enjoyable holiday with one of the members of our Society and his family, it might be appropriate to tell all of you that the PTT Museum in The Hague is well worth a visit. It is of impressive size, and well laid out. As one might expect, the collection of the stamps and postal history of The Netherlands takes high priority, with that of its past colonies a very close second. But there are basic collections from other parts of the world, including New Zealand, which is represented by a largely mint 'one off' collection. What is most impressive is the style of mounting, care in writing up, and measures of conservation evident. As an example, the lighting remains off until movement is detected, and then only enough comes on to illuminate well the frames being examined. The young are being cared for, there is a wide range of literature available, mostly, of course, in Dutch. I feel many similar institutes could learn lessons from the methods used in the presentation of philatelic material to the public, both general and philatelic.

ALLAN P. BERRY

MEMBERSHIP

NEW MEMBERS, We welcome

F.Barrett, P.O.Box 680, Frankston, Victoria 3199, Australia.

D.J.Crocker, 48, Ridgeway Drive, Bromley, Kent, BR1 5DQ.

Miss U.H.Dolphin, 27, Henbury Gardens, Henbury Road,
Henbury, Bristol, BS10 7AJ

DECEASED

G.A.Nelson, 9, The Retreat, Little Chalfont,
Amersham, Bucks., HP6 6SS

CHANGE OF ADDRESS

D.N.Max, 2, Vineries Bank, Milesplit Hill,
Mill Hill, London, NW7 2RP
(previously of 17, Grenfell Gardens, Kenton, Harrow.)

MEETING HELD SATURDAY, 28TH SEPTEMBER, 1991

DEPARTMENT OF EDUCATION POSTAL STATIONERY

The Meeting was opened at 2.30 p.m. by our Chairman, Alan Gardiner, who welcomed the fifteen members present, including J. Edgar Williams, of Carrboro, North Carolina, U.S.A., a long time member but attending a London Meeting for the first time. Apologies had been received from our President, John Smith, and from Alan Baker, John Buchanan, Harry Kay and Ross Valentine. The Chairman then introduced the speaker for the day, Wally Jackson, who gave the presentation on his own, as Martyn had been unavoidably unable to attend.

Wally started with the postcards, the first being a 1907 blue card overprinted for the Department and used in 1915, although it is generally accepted that the Department's cards were first issued in 1927. He then ran through the whole series of cards, pointing out how seemingly similar items had certain differences, some only in the length of the title or in the printer's markings. There were also variations in the Coat of Arms, sizes and colours.

Next came the envelopes, from October, 1927, onwards, with, again, varieties of type-face, layout, colour and print details. Some confusion seems to have arisen around 1952, by the need to change from 'His' to 'Her Majesty's Service Only'. Envelopes were surcharged to cater for changes in postal rates and some had additional franking for the same reason. From 1964, the franking changed from embossed to printed and also saw a change from 'On Her Majesty's Service' to 'O.H.M.S.'.

As an encore, Wally then moved on to Specimens. Although these were not issued for the purposes of the Universal Postal Union, many were issued and most external Postal Authorities applied the marking 'SPECIMEN', or in the case of Portugal, 'ULTRAMAR'. An Auckland Exhibition postcard had been marked 'SPECIMEN' in Bechuanaland, and Registered Envelopes shown had been thus marked with a circular handstamp in Madagascar.

Finally, Wally showed a section of miscellaneous items. This started with a private card for the New Zealand Cycling Touring Club, and went on, through the 1901 Pictorial Postcards and some Lettercards for the Auckland and Dunedin Exhibitions to a few oddities, such as a short-lived surcharge produced at Masterton of a 1d. Field Marshal surcharged diagonally followed only a month later by another showing the more normal horizontal strike.

In his vote of thanks, the Chairman remarked on the variety and quality of the material shown and also on the clear and instructive method of presentation.

The Meeting closed at 4.35 p.m.

A.G.

ADVERTISEMENT

I have for sale a full set of the books published by the Royal Philatelic Society of New Zealand, from 'The History of New Zealand Stamps', by William Jolliffe, through all seven volumes of 'The Postage Stamps of New Zealand' and the ten monographs from 'The Penny Universal of New Zealand' to Part 2 of 'A Postal History of the Samoan Islands'. They are available either as a complete lot, or offers will be considered for individual items. For further details, please write to:-

Charles D. Rudd, 12, Rydal Street, Hoon Hay 2,
Christchurch, New Zealand.

THE EXCHANGE PACKET - A CAUTIONARY TALE

At the Annual General Meeting held in November, 1990, changes in the Packet Rules were announced. Amongst other things, it was decreed that all packets were to be transmitted by hand or by Registered Post. It has transpired that not all Members are aware that there are different levels of compensation cover available, and that the Post Office clerk must be informed, at the time of posting the Packet, which level is required.

Earlier this year, a packet was posted by Registered Post, but without sufficient cover to provide full compensation if the packet went missing - and, sure enough, it did! The Committee had, therefore, to invite the member concerned to make good the deficiency, and, to his credit, he did, to an amount lessened by

the considerate action of the owners of the books, who, in most cases, agreed to accept a lesser amount than would have been due if all the stamps in the books had been sold. Thus, Society funds did not suffer a loss. Had it not been for the responsible attitude of the Member and the charity of the vendors, we may have had to take legal action to recover the loss.

All Packet Members are advised to ensure that the packet is passed on by hand, or by Registered Post with a compensation fee paid commensurate with the value of the packet at the time of transmission, and to ensure that the fee paid is annotated on the receipt obtained from the Post Office clerk. Advice is available at all Post Offices.

SPECIAL DATESTAMPS

50TH ANNIVERSARY OF THE ROYAL NEW ZEALAND NAVY

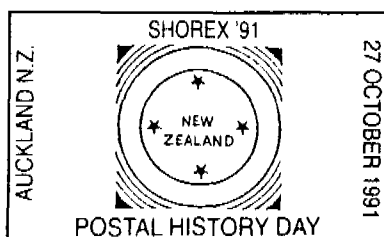
**ROYAL
NEW ZEALAND
NAVY**



A special pictorial date stamp was used at the Devonport Post Shop on Tuesday, 1st October, 1991, to commemorate the 50th Anniversary of the Royal New Zealand Navy.

1 OCTOBER 1991 DEVONPORT N.Z.

SHOREX '91 STAMP EXHIBITION



Four special pictorial date stamps were used at the New Zealand Post stand at the Shorex '91 Stamp Exhibition held in the Glenfield Centre, North Shore City, Auckland, from 25th to 29th October, 1991.

THE THEMATIC ASSOCIATION OF NEW ZEALAND

BETTY SALTER

Our Association was founded in 1988 to cater for the interests of all Thematic collectors in the country, whatever theme and whether or not they exhibit their collections. We facilitate contact between members, help them to understand requirements of exhibiting and help in the exchange and acquisition of new material.

We meet occasionally, as and when conditions are suitable, such as during a large Stamp Exhibition. Our main line of contact is through 'THEMENZ', our quarterly newsletter. Here, as Editor, I try to keep the content as varied as possible so that there should be something of interest for every member in each newsletter. I am also operating on a policy of encouraging as many members to contribute, so that it becomes a newsletter BY members FOR members.

The Membership Year is from January to December. Overseas subscriptions are NZ\$17-00, which covers air mail postage. New Members are asked to pay a joining fee of NZ\$5-00 in addition to the annual subscription. Back numbers of newsletters are available at between NZ\$1-00 and NZ\$1-50 each.

We welcome enquiries about membership. Please write to me:-

Betty Salter, Secretary/Editor,
P.O.Box 3305, Richmond, Nelson, New Zealand.

PUBLICATIONS RECEIVED

Galapagos Islands - A Philatelic Study, presented by Tony Dodd, P.O.Box 57, Hastings, New Zealand.

Although this A4 size, 142 page, illustrated book does not deal with a New Zealand subject, it is by a member of the New Zealand Society of Great Britain. Copies are available from the author for £20-00, US\$33-00, or A\$34-50, including air mail postage, which is advised to speed delivery and reduce the possibility of damage.

The Place of Stones - Mafeking/Mafikeng - The Siege Stamps and Banknotes, by John Campbell. ISBN 0-473-01283-9. Available from the Author at P.O.Box 12497, Penrose, Auckland, New Zealand, price £5-00 to include air mail postage.

This A4 size, 40 page, illustrated book is written by the present Editor of 'The Mail Coach', the journal of the Postal History Society of New Zealand. It reflects his personal collecting interests, and is the first of the planned publications on the Boer War that John Campbell has in mind.

Tasman Stamp Digest, September, 1991, No. 1. ISSN 1170-9529. Published by Stirling & Co. Ltd., P.O.Box 949, Christchurch, New Zealand.

This is a 40 page A4 Catalogue type publication, a philatelic list of over 5,000 stamp and related items N.Z. & WORLD from stock. The cover price is NZ\$3-00.

The Stirling "Kiwi" Catalogue of New Zealand Stamps, including F.D.C.'s, Revenues, Cinderellas and Telephone Cards. ISBN 0473-01303-7. Published by Stirling & Co. Ltd., P.O.Box 949, Christchurch, New Zealand. Cover price of NZ\$12-50, but available from the publishers for £5-50 to include air mail postage.

This is an A5 size, 92 page, black-and-white illustrated, simplified catalogue whose merit is that it lists the 'odd' items that collectors of New Zealand may come across.

REVIEW

Register of New Zealand Registration Labels Types N7C, N7D, Q, S and T. Compiled by L.G.Dale. ISBN 0-908588-45-3. Published by The Postal History Society of New Zealand Inc., P.O.Box 38-503, Howick, Auckland, New Zealand. Price NZ\$20-00, plus NZ\$4-00 postage and packing.

This is a fine addition to the various publications on Registration Labels and Markings published by the Postal History Society of New Zealand Inc. The 86 pages consist of tables setting out in alphabetical order all the Post Offices that have used these types of label, with columns indicating which type has been recorded. A few later pages list labels showing additions or conversions. A must for the collector of Registered Mail of New Zealand.

CINDERELLA CORNER

AUCKLAND WINTER EXHIBITION, 1938

JOHN WATTS

A highlight of the yearly Auckland calender is the Easter Show at the Epsom Showgrounds, but this was not always the case.



In the years up to 1938, the Winter Exhibition, as it was known, was held in downtown Auckland at the Central Wharf Shed which could make available 79,000 sq. ft. In fact, 1937 had seen record attendances but the venue limited the activities that could be staged.

Moving to the Epsom Showgrounds made available 117,000 sq. ft. allowing more exhibitors to participate with increased space plus additional facilities for staging a wide variety of outdoor entertainments with comfortable accommodation for the spectators.

The new facilities included an ornamental facade built around six pavilions, new ashphalting laid in the new covered areas and a roadway from Green Lane Road.

Free buses were made available for spectators from Manukau Road and Green Lane Road.

A notable feature of the Exhibition was the display of Auckland manufacturing being housed in one pavilion that was the largest of its type built up to this time in New Zealand. Models were set up to demonstrate the various stages of production of many of the locally produced goods.

In the other five pavilions there were exhibitors showing nearly

every phase of Primary and Secondary industries found in the Dominion. Cultural exhibits were arranged by the Auckland Institute and Museum, and there was also, participation by a number of the local schools.

A new innovation as part of the entertainment were Trotting Races held at night, Midget Car Racing, Chariot Races, Greyhound Racing, Equestrian Competitions and Children's Pony Competitions. The installation of a new flood lighting system attracted many extra spectators to these new innovative activities.

There was a programme of judging 'Home Products' - Honey, Jams, Baking, Fruit and Vegetables. There was also a school Arts and Crafts section.

Initially, there had been considerable concern about moving the venue from the central business area and the associated hub of the transport services, but the success of the 1938 show dispelled these worries and allowed plans to be made for future exhibitions at the same venue which continues to this day.

The label illustrated publicised the start of a new era and in the subsequent 60 years the show continues to be an attraction for the first holiday of the New Zealand winter but conjures up more festival thoughts under the banner of the 'Easter Show'.

AN INTRODUCTION TO THE FIRST DECIMAL DEFINITIVES OF NEW ZEALAND

R.G.DARGE

Continued from page 86

FOUR CENT MATUA-TIKUMU

The stamp depicts the Mountain Daisy which grows in many areas throughout the mountain districts of both Islands. The stamp is similar to the 5d. designed by the Post Office Publicity Section.

The printing on double sheets by Harrison & Sons Ltd. required four cylinders, being yellow, green, black and blue, and numbered 1A1A1A1A - 1B1B1B1B.

A second printing was issued during August, 1969, a new black cylinder 2A - 2B being required. The double sheets were now numbered 1A1A2A1A - 1B1B2B1B. The paper used was similar to that for the old value, but the gum is P.V.A.

It is apparent that the same multipositive was used for the second printing and that the black '1' only was erased from it. The '2' is very different in thickness to the surrounding numbers and letters and appears to have been engraved on the cylinder with a graver or burin.

Both printings were on double sheets comprising two panes of 200 stamps, 10 rows of 20. The second printing can be distinguished by the deeper colours and, in the mint, by the use of P.V.A. In both printings the watermark is upright.

The sheets were perforated by a double comb head measuring 15 x 14 and working from the left selvedge.

A sheet from cylinder 1B(4) had the bottom of the sheet folded over before perforating causing diagonal perforations and eight stamps imperforate down the sides and along the bottom selvedge.

A number of sheets were used for the manufacture of counter coils. The stamps were horizontally coiled with numbers 1 - 19 sideways and appearing every twentieth stamp. A coil of Section

No. 7 was found with a smaller '7' and printed in a deeper red.
4 cent varieties.

1B1B1B1B Row 8, stamp 8 Touching up to left of '4'.

Paper fold with diagonal perforations. Eight stamps imperforate down sides and along bottom selvedge.

1B1B2B1B Row 8, stamp 8 As above.

FIVE CENT PIKIARERO

The stamp depicts the Pikiarero or clematis. It is a vine of the forest with white starry flowers often more than two inches in diameter. The stamps is similar to the 6d. designed by G.F.Fuller.

Three cylinders were used for the printing, being olive, lilac and green. The panes were numbered 1A1A1A - 1B1B1B and the sheet value \$10.

Two distinct shades of green have been seen among sheets from the same printing. The variation suggests a change of speed or pressure rather than a second printing.

A second printing appeared during March, 1969, with some touching up of the cylinder.

The stamp was also chosen by the Postmaster of Te Aro for the manufacture of his 'home-made' and unofficial coils. Coil numbers appeared between every twentieth stamp in large black numbers.

A vertical strip of ten stamps has been seen with a colour deficiency in the bottom five stamps. They appear pale green. The pane is not known, but the stamps appear to be from the first printing.

5 cent varieties.

1A1A1A Row 18, stamp 6 'PJKIARERO' flaw - second printing only.

1B1B1B Row 2, stamp 1 Shadow or smudge at bottom left of margin - second printing only.

Row 4, stamp 9 Touching up between 'Z' and 'E' of 'ZEALAND' - second printing only.

Row 6, stamp 1 Touching up above 'PIKIARERO' - second printing only.

Miscellaneous.

Olive and lilac colours out of register.

Te Aro counter coils - unofficial.

Colour deficiency in bottom rows.

PJK
K

Row 18, stamp 6
1A1A1A

Z[←]

Row 4, stamp 9
1B1B1B

NEW ZEALAND POST AGENCY REGISTRATION PROCEDURE

Following the publication of the note by TONY DODD on the above subject in 'The Kiwi', Volume 40, page 89, September, 1991, our member ROBIN STARTUP has written with the following comments:-

The notes show succinctly how outward registered mails are handled. But there are further points - the Mayfair receipt is not a New Zealand Post receipt (for cash) form; it is more like a receipt that anyone can demand for G.S.T. purposes. The Mayfair rubber stamp says 'AGENCY' whereas the place is listed in New Zealand Post office lists as a Post Delivery Centre.

The problem is that there are no clear definitions applied nationally on what is an agency or what is a postal delivery centre. They are all run in non-New Zealand Post businesses. With an agency, the manager is paid a scale salary (based on volume of business), but there are agencies who provide their manager's services for free! With a postal delivery centre (P.D.C.) the manager (or contractor) is paid a fee for service - that is, they are paid 4 cents for each article of mail delivered, and receive 5% commission on postage stamps sales. They used to get 10% commission if they paid for stamp stocks at the time they bought them (= discount) but from 1st October, 1991, this is being made a uniform 5% whether paid in advance or on receipt of account.

Most agencies have a postal datestamp but some do not. Most P.D.C.'s do NOT have a postal datestamp, but some do! Agencies not in a strip cleared area cancel/postmark outward mail, all P.D.C.'s are strip cleared to their central office, as are those agencies in strip cleared areas.

The only way one can know what is what is from official lists of offices and even then an official change in status from agency to P.D.C. is only a change in designation, not services. To try and overcome this I have attempted to list agencies and P.D.C.'s which do have datestamps or other postal markings with the intention of adding this to the list of full offices and mail centres. I also need to do this for when the revised 'New Zealand Post Offices' appears, collectors will be saying:-

"You show such-and-such is closed whereas I have its postmark on cover dated later - how come?"

CAVEAT LECTOR - INSTALMENT FIVE

ALAN GARDINER

After all I have said about being wary when quoting references, I have to confess that I have been caught out. A colleague asked for information on the decoration awarded to Captain P.G. (later Sir Gordon) Taylor for his almost unbelievable efforts in saving 'Southern Cross' on its 5th May, 1935, attempt to carry the Silver Jubilee mail across the Tasman Sea. About one third of the way across an exhaust became detached and hit the starboard propeller, rendering it and its engine useless. Kingsford Smith turned back but the strain on the two remaining engines was too great and the port engine began to overheat and consume too much oil. This situation became steadily worse, despite all freight and most of

the mail being jettisoned. Seven small bags of mail had been placed in an external locker and could not be thrown overboard. Three of these were for Wellington, two for Auckland, and one each for Dunedin and Christchurch, amounting to some 1,000 letters in all.

Smithy, Taylor and John Stannage, radio operator, realised that something had to be done if they were to survive. So Taylor removed his shoes and climbed out of the aircraft on to the wing strut. From there he managed to drain some of the oil from the inert starboard engine into a thermos flask shell and pass it back to Stannage, who emptied it into a leather case in the cabin. This was repeated until about a gallon of oil had been collected, then Taylor re-entered the cabin and climbed out on the port side, where he was handed the oil-filled shell and thus transferred the precious fluid to the port engine. In all Taylor repeated the whole process six times at intervals of about thirty-five minutes. Meanwhile, Smithy tried to reduce the slipstream by climbing the aircraft while Taylor was inside the cabin and throttling back while he was outside. The actions of Taylor undoubtedly allowed Smithy to return to Sydney with the 'Southern Cross' virtually intact and thus saved the lives of the three on board.

'Airline', by Ian H. Driscoll, states that Taylor received the Albert Medal (later exchanged for the George Cross). 'The Routes of the Valkyries', by John Pickering, merely comments that he was highly commended. 'The History of New Zealand Aviation', by Ross Ewing and Ross Macpherson, goes straight for the George Cross, although this award was not instituted until 1940. So I gave an opinion that Taylor had been awarded the Albert Medal, which would have been exchanged for a George Cross in 1971, when such exchange was authorised. As Taylor died in 1966, I did, however, take the precaution of writing to The Victoria Cross and George Cross Association on the matter, and received a most helpful reply from the Secretary, Mrs. D.Grahame, whose assistance is most gratefully acknowledged.

Now we know! From the reply and two given references we learn that Taylor was awarded, not the Albert Medal, but the Empire Gallantry Medal (gazetted 9th July, 1937), which would have been exchanged for a George Cross when the latter was instituted in September, 1940. It may also be noted that, at the time of the introduction of the George Cross, Taylor was the only living Australian holder of the Empire Gallantry Medal. Already a holder of a Military Cross from the First World War, Taylor went on to perform many pioneering flights and was knighted in 1954 for his achievements. He died in Honolulu, Hawaii, on 14th December, 1966.

What more need be said? Let the reader beware!

Sources:-

The Register of the George Cross, published by This England, 1985.

The Story of the George Cross, Sir John Smyth, Bt., V.C., M.C. Published by Arthur Barker, 1968.

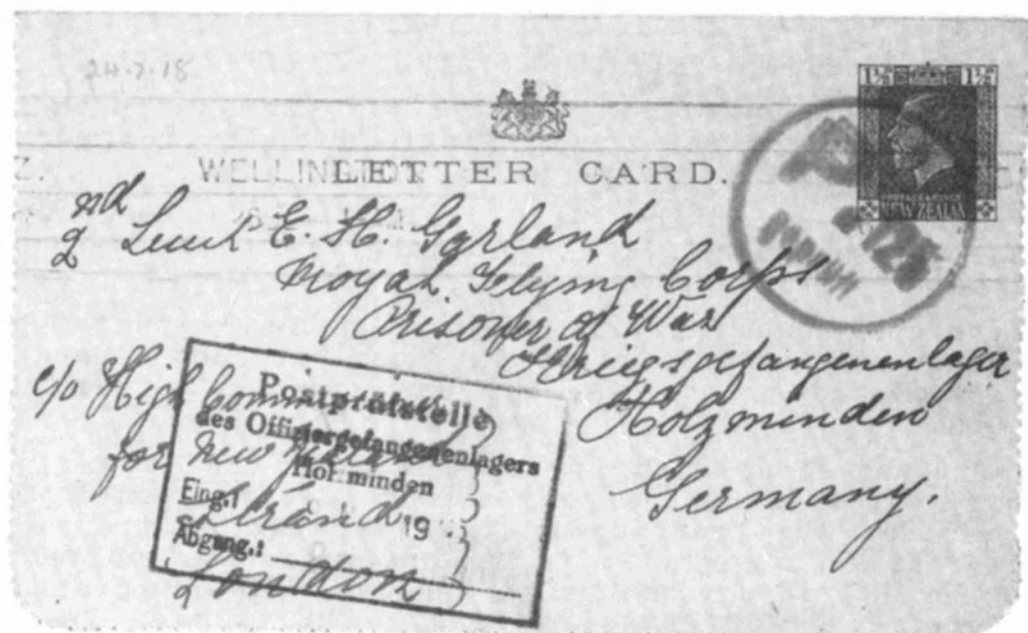
Gallantry, by Sir Arthur Wilson, M.P., and J.F.H.McEwen, M.P., published by Oxford University Press, 1939.

THE ROYAL FLYING CORPS AND THE NEW ZEALAND FLYING SCHOOL

E.W.LEPPARD

During the First World War, 192 New Zealanders served with the Royal Flying Corps as aviators, observers, balloonists and ground crew. The Royal Flying Corps started in England on 13th April, 1912, and was the forerunner of the Royal Air Force, which it was renamed on 1st April, 1918. No training facilities existed in New Zealand at the outbreak of war in 1914, when flying was still in its infancy. It was seven years after the Wright brothers made their flight in 1903 that it could be said that a manned flight took place in New Zealand. This was on 5th February, 1911, by Vivian Walsh in a Howard-Wright biplane, home made from imported plans and materials.

Leo and Vivian Walsh set up the first New Zealand Flying School in September, 1915, to train aviators for entry into the Royal Flying Corps. Although encouraged by the War Office in England and the Massey Administration in New Zealand, they were provided with no official financial assistance. Their backers, an Auckland syndicate, had withdrawn when Vivian Walsh had been unable to undertake an exhibition flight. Eventually, financial backing came from an American, Reuben A. Dexter, and the Flying School was set up at Kohimarama, Auckland. The first group of six pupils enrolled in September, 1915, by each paying £125 for tuition over six months and three hours flying time concluding with a solo flight. Only two, Caldwell and Callender, completed the course by December, 1915, and, armed with the New Zealand Flying School documentation, left to join the Royal Flying Corps. The second batch of 12 joined in March, 1916, and included such names as M.C.McGregor, Drewitt, W.W.Cook, M.C., and E.H.(Horace) Garland, these being the third joint names to qualify on 9th September, 1916. All, armed with New Zealand Flying School certificates, left and joined the Royal Flying Corps in England.



The Letter Card addressed to 2nd Lieut. E.H.Garland, illustrated on the previous page, was despatched from his mother in Wellington on 26th July, 1916, by which time he had been shot down and was a Prisoner of War in Holzminden, some 20 miles south of Hanover. This card was to reach him on 2nd November, 1918, via the High Commissioner in London, seven days before the Armistice brought the war to an end. Enquiries at the Royal Air Force Museum, Hendon, produced the information taken from F.S. Form 559 (Casualty Card). This shows that the Garland was serving with:-

'Unit - RFC(SR) 66 Squadron, flying Sopwith Scout (Pup) B1767, was captured near Ostende making a forced landing near shore East of Ostende on 22nd August, 1917 and taken Prisoner of War'.

A footnote records:-

'Escaped arrived England 16th November, 1918'.

The Curator of the Royal Air Force Museum at Hendon cannot confirm when the footnote was added and feels that it is odd that he is recorded as having escaped when he arrived back in England after the Armistice. If he did indeed escape, then he may well not have received the Letter Card.

(Editor's note - Holzminden Camp was the scene of one of the most famous escapes of the First World War. Of the twenty-nine men who went out through a tunnel on the night of 23rd and 24th July, 1918, ten made it back to England. E.H.Garland is not listed as one of them.)

His mother, writing in July, says in the Letter Card that 1918 was the worst winter anyone can remember, with snow in Wellington and Christchurch being three feet deep.

Strangely, the first paragraph by General H.Kippenburger in the preface to W.Wynne Mason's definitive book on 'Prisoners of War', published in 1953, reports that no New Zealanders from the Royal Flying Corps were taken prisoner in the 1914 - 1918 War. Possibly, then, Horace Garland was the only one.

MODERN PRIVATE POSTAL STATIONERY?

Through the courtesy of our member ROBIN STARTUP, three items of what appear to be private postal stationery can be reported. The items are all envelopes. These are:-

- 1) An envelope measuring 16.2 cms x 11.3 cms, which is illustrated on page 103. The printing is in red, with the word 'United' in yellow, underlined in yellow.
- 2) An envelope measuring 22.5 cms x 11.5 cms, with the printing as illustrated spread across the top, but each element of the same size and printed in the same manner and in the same colours.
- 3) A window envelope with the same logo in the top right hand corner, but without the New Zealand Post Limited logo in the top centre. The printing in the top left hand corner reads 'United Bank', is printed in red and underlined in yellow, but only the 'U' of United has a shadow of yellow printing in to its left.

United **POST****POSTAGE PRE PAID****FOR USE WITHIN N.Z.**

World Record Club
P.O. Box 30-942
Lower Hutt

In his covering letter, ROBIN STARTUP states that this is a set of the envelopes used by the United Bank, but that the frank design was intended for use on pre-stamped envelopes for sale to the public, yet so far he has seen them so available.

Of course, the advantage of such a logo is that the printing of the postal stationery does not have to change if postage rates go up. Clearly, there are interesting moves afoot, supporting the contention that postage pre-paid items in New Zealand are on the increase.

COURIERPOST

ALAN TUNNICLIFFE

On 9th October, 1989, New Zealand Post Limited launched a new service for business customers in New Zealand, called CourierPost. On the same day the former International Priority Post was revamped and renamed CourierPost International. This new service was only available to business customers under a contract.

The courier service included desk to desk pick-up and delivery of mail, which travelled by FastPost overnight to businesses and residential addresses in more than 130 centres throughout New Zealand. If this guaranteed delivery target was not achieved your money was refunded. Special CourierPost plastic prepaid envelopes, similar to Easipost envelopes, were supplied to customers for putting their postal items in, as were special CourierPost parcel labels. CourierPost included a built-in compensation for loss or

damage of up to \$1,300.

The special envelopes used are printed in black and red on white plastic and come in five sizes - A5; Legal Long; A4; Foolscap and Lineflow. Up to 3 Kg. can be put in an envelope. During the period since October, 1989, there have been further printings of at least some of these five sizes of envelopes with changes made in the inscriptions, such as changes to the telephone numbers listed on the reverse side and also the addition lately of the New Zealand Post Official Olympic Sponsor logo on the front of the envelope.

Proof of Delivery service was also available as an add-on service with CourierPost mail, and the only CourierPost item I myself have ever received since October, 1989, was an A4 size envelope with Proof of Delivery label, sent to my Private Box in December, 1989, from the New Zealand Treasury.

Parcels up to 25 Kg could be sent by CourierPost with five different prices of tickets being sold, according to distance.

Not being a business customer of New Zealand Post Limited, I have never been able to determine the costs involved in using the CourierPost system.

However, in May and July, 1991, two significant changes took place with CourierPost.

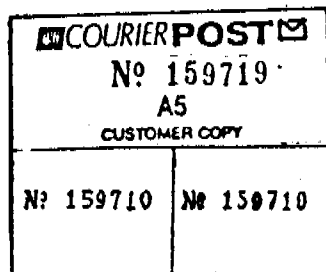


Figure 1

The first change was that in mid-May, the CourierPost service became available for use by the general public, with special pre-paid plastic envelopes on sale from selected Post Shops throughout New Zealand. Parcel tickets are also available. The numbered CourierPost labels which were attached to the special envelopes from October, 1989, until July, 1991, consisted of three parts, and one of these is illustrated at Figure 1. A further development, which was

introduced in stages throughout New Zealand between 1st July and 9th August, 1991, was a 'Track & Trace' system, using new style labels incorporating barcodes. These large labels have a customer receipt portion. The barcode is scanned several times during the mail's journey and the details go through computers in 13 offices in New Zealand to a National Control Centre in the Wellington Mail Service Centre. A customer can enquire about CourierPost mail items by ringing the National Service Centre in Wellington on Freephone 0800 654 456. Other new features include free insurance cover up to \$1,500 and Same Day Delivery across town and to other nearby centres. Otherwise, CourierPost mail travels overnight by FastPost. The service is limited to Monday to Friday and Saturday delivery is offered only in major towns and cities.

The prices of the prepaid envelopes at the time of writing are as follows:-

A5 = \$2-85; Legal Long = \$4-25;

A4 = \$4-95; Foolscap = \$7-05;

Lineflow = \$11-95

The reverse side of a current A5 envelope is illustrated at Figure 2. It is expected that a new printing of these envelopes

SENDER:
COMPANY NAME:

BUILDING/STREET/NO.:

SUBURB/TOWN/CITY: CHRISTCHURCH

TELEPHONE:

SENT BY:

COURIERPOST PARCEL DELIVERY OPTIONS

Five types of CourierPost parcel delivery services for parcels weighing up to 25kg.

LOCAL: Within a town or city.

LOCAL TOWNS: Up to 75km from point of sending.

1 SECTOR: Up to 150km from point of sending.

2+ SECTORS: Over 150km from point of sending.

ISLAND-TO-ISLAND: Between North and South Island.

COURIERPOST

- Overnight delivery to over 132 centres across New Zealand
- Money back guarantee
- A range of five sizes of envelopes and five parcel delivery options are available
- Premium service at value-for-money prices
- For more information about CourierPost services, contact your nearest New Zealand Post Sales Office or talk to your New Zealand Post sales representative.

WHANGAREI Tel. (089) 468-699

AUCKLAND Tel. (02) 302-4905

HAMILTON Tel. (071) 347-999

TAURANGA Tel. (075) 779-679

ROTORUA Tel. (073) 432-333

NEW PLYMOUTH Tel. (067) 82-110

HAWKES BAY

Tel. Napier (06) 835-1450

PALMERSTON NORTH

Tel. (063) 69-199

WELLINGTON Tel. (04) 711-690

NELSON/BLENHEIM

Tel. Nelson (054) 60-600

CHRISTCHURCH

Tel. (03) 652-2534

DUNEDIN Tel. (03) 477-0999

COURIERPOST ENVELOPES

Made of tough, durable plastic and with a strong adhesive seal for added security, CourierPost envelopes are provided in packs of 25. Maximum weight is three kg. CourierPost envelopes can be used for local and distant delivery.

A5 (190mm x 260mm) FOOLSCAP (280mm x 380mm)

A4 (240mm x 325mm) LINE FLOW (400mm x 440mm)

LEGAL LONG (163mm x 380mm)

 COURIERPOST

Figure 2

will become available soon, as some of the wording, such as the reference to their being sold in packs of 25, is out-of-date.

A signature for Proof of Delivery is available for an extra payment of \$1-70, at the time of writing. The parcel tickets come in five types - at the time of writing, the costs are local for \$4-65 for parcels weighing up to 25 Kg; up to 75 Km for \$5-20 for parcels weighing up to 25 Kg; up to 150 Km for \$6-35 for parcels weighing up to 15 Kg; over 150 Km within the same Island for \$9-90 per 5 kg; and inter-Island over any distance for \$19-70 per 5Kg.

The New Zealand Post Limited 'Track & Trace' system is based on one being used by Canada Post.

PRIORITY MAIL CALL

TONY DODD

Quite by chance, I came to learn about New Zealand Post Limited's Priority Mail Call service, and its associated

TWIN CITY TRAVEL (1989) LTD.
P.O. BOX 204 - HASTINGS

AIRLINE
TICKETS.



Priority Mail Call

PLEASE TELEPHONE
ON ARRIVAL

TEL No. 8784579

TOWN HASTINGS

NAME T. G. DODD.

NZ POST USE

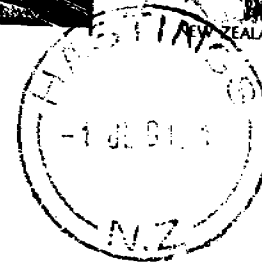
DATE	TIME	INITIALS
1-7-91	10-30	<i>TD</i>

MAIL 26

TO: CALL
~~DELIVER~~



45c



T. G. DODD

etiquettes which are affixed to participating mail. For a fee of \$1-50, over and above the appropriate postage rate, the Post Office will telephone the addressee immediately the item reaches the other end.

The service is only for inland deliveries and is designed for use where urgency is required such as for the transmission of bees, perishables, passports, airline tickets, and so on.

An example of the use of this service is illustrated on page 106 as Figure 1. The printing is on a highly surfaced paper, and the etiquette is self adhesive. The background colour to the 'Priority Mail Call' is red, that of the 'Please Telephone on Arrival' and the other printing is blue, all on white. Note the code Mail 26.

PLEASE TELEPHONE

TELEPHONE NO.
TOWN
NAME

ON ARRIVAL

 **FLY PHONE**

**AIRMAIL
PARCEL
SERVICE**

 **AIRMAIL**
PAR AVION

PP 31

Figure 2

Reference to these labels, without explanation of their usage, was made on page 7 of 'New Zealand Air Mail Etiquettes and Air Mail Labels', by James Stapleton. Two other types of labels are illustrated. These are coded PP31, and are designated Types FP 1 and FP 2, the latter being illustrated as Figure 2 above. There are two types of FP 2, differing in the amount of blue printing present, which does not show on illustrations. The first type is almost entirely red, while in the second, there is a blend of red and blue printings. The etiquette used on the cover illustrated is designated FP 3.

A TANTALISING LETTER TO NEW PLYMOUTH

MARGARET FRANKCOM

This is a letter to J.C.Richmond, the Provincial Secretary, New Plymouth, New Zealand. It is dated 17th December, 1859, and was received on 24th February, 1860, having been sent via Marseilles. One shilling was paid by the sender, and the letter carries the Lombard St. Paid Dec. 19th struck in red. The letter reads:-

White Lion Court Cornhill
London 17 December 1859

J.C.Richmond Esquire
Provincial Secretary
New Plymouth

Sir,

We had the honour of addressing you on the 10th and now supplement our dispatches of that date to acknowledge your letters of September 10 + 14, with enclosures, which came by the Southampton mail.

The order for Messrs. Waterlow + Sons contained in your letter of Sept 10th will receive immediate attention. We will take care that the articles are forwarded by the first opportunity. The Die went forward to you by the "Neilly" now sailing. We enclose Bill of Lading + copy of Invoice.

We have received the two loans for Captain Morehead, contained in your letter of the 14th Sept. On receiving the Counterparts by the coming mail, we will attend to the execution of the deeds, the delivery of the original leases to Captain Morehead and the return of the Counterparts to His Honour the Superintendent, in accordance with your instructions.

We have already had the pleasure of seeing Captain Morehead many times since his return, and are doing what we can to promote his object. We shall be much gratified if the result prove, as we hope, an important accession to the natural production and consequently the wealth and prosperity of your Province.

We have the honour to remain, Sir,
Your very obt. Servant
John Gladstone Co.

P.S. Bill of Lading pr. "Neilly" not recd. in time for mail.

There are tantalizing references in this letter that may be of interest to us as philatelists. I am most interested in the Die apparently supplied by Waterlow & Sons. Who was Captain Morehead? If anyone can help, I would be glad to hear from them, through our Editor.

AUTUMN STAMPEX / B.P.E.

Congratulations to our Members who gained the following awards in this year's Autumn Stampex / B.P.E.

D.Churchill - Large Silver in the International Class.
N.H.Willis - Silver Medal. A.F.Dove - Small Silver-Gilt.

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