



THE KIWI



THE JOURNAL OF THE NEW ZEALAND SOCIETY OF GREAT BRITAIN

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WHOLE NUMBER 273

**THE NEXT MEETING WILL BE HELD AT THE LONDON CENTRAL CLUB,
16 - 22, GREAT RUSSELL STREET, LONDON WC1B
ON MARCH 27TH, 1999 STARTING AT 2 P.M.**

**THE ANNUAL COMPETITION WILL BE HELD (Details in January *Kiwi*)
PLEASE BRING ALONG INTERESTING ITEMS TO SHOW DURING JUDGING**

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The Society is affiliated to The Association of British Philatelic Societies, The New Zealand Philatelic Federation and the Midland Federation

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THE RED SPOT!

DOES YOUR ENVELOPE CARRY A RED SPOT?

**IF SO, YOU HAVE NOT RENEWED YOUR SUBSCRIPTION AND THIS
WILL BE THE LAST COPY OF *THE KIWI* THAT YOU WILL RECEIVE.**

PLEASE REMIT PROMPTLY TO ERNIE LEPPARD.

SOCIETY NEWS:

MEMBERSHIP:

NEW MEMBERS:

We welcome:

Alan Archer, 4, Brook Rise, Chigwell, Essex IG7 6AP

Kenneth J. Baker, c/- Cavendish Philatelic Auctions, 153 - 157 London Road, Derby DE1 2SY

Warren Bird, 35, Stoneridge Place, Durham, NC 27705-5562, U.S.A.

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Anthony J. Johnson, 7 High Street, Cheddington, Leighton Buzzard, Bedfordshire LU7 0RG

Roy G. Kinnear, Beechcroft, 13 Lilley Drive, Kingswood, Surrey KT20 6JA

John R. Painter, 1 Ashton Drive, Clevedon, North Somerset BS21 7UT

Donald Walton, 64 Millbeck Green, Collingham Bridge, West Yorkshire LS22 5AG

CHANGE OF ADDRESS (New Address shown):

O. R. Bowen, 7A Pont Du Gard, Mouille Point, Cape Town RSA 8005.

J. L. Bromberg, P.O.Box 0102, Brooklyn, New York 11209 - 0102. U.S.A.

Gerald J. Elliott, P.O.Box 313, Waiheke Island, Auckland 1240, New Zealand.

Alan Jackson, P.O.Box 11-241, Sockburn, Christchurch, New Zealand.

Mr. and Mrs D.M. MacGill, 16, Eglinton Street, Saltcoats, North Ayrshire KA21 5DG.

RESIGNED:

Mrs. P. J. Fawcett (Histon, Cambs.), P. Ferris (Kohimarama, NZ), JB Hunt (Steyning, Sussex), G. Stewart (Thatcham, Berks).

CORRECTION:

Geoffrey (not Gwen) and Margaret Frankcom have moved to 2, Birch Close, Arundel, W. Sussex BN18 9HN. Profound apologies.

NEXT MEETING OF THE MIDLAND REGIONAL GROUP

The next meeting of the Midland Regional Group will be held at The Carrs Lane Church Meeting Rooms on April 17th, 1999 starting at 2.00 p.m. A map of their location was published on page 83 of the September, 1998, issue of *The Kiwi*. Derek Diamond will display the 1898 Issue.

For further information, contact Bernard Symonds on 01926 813985.

NOTES OF MEETING HELD ON JANUARY 30TH, 1999
SUBJECT: WORLD WAR II: PRESENTED BY ERNIE LEPPARD

Lewis Giles opened the meeting at 2 p.m. with 15 members and 1 visitor present.

Ernie introduced his display and remarked that the subject was difficult and complex as the markings changed so often. There is still much research to be done.

The first part of the display covered markings from the Middle East, North Africa and Italy.

The first echelon landed in Egypt on February 10th, 1940 and carried with it only one cancellor inscribed N.Z. Base Post Office. When more became necessary, they were cut by Egyptians and bore the letters B.P.O. and "K.W.".

The second echelon was diverted to the U.K. and mail is seen cancelled with the FPO 455 strike. This is rare.

A cover was shown addressed to the last of the 9 N.Z. WAAFs to be killed in the War. It had been returned undelivered after her death..

The original cancellors were lost on the way to Greece and new ones were produced bearing FPO and K.W. After the retreat, all the cancellors were lost and new FPO marks were produced bearing numbers 1 - 6.

Egypt pre-paid cancellations were used and these, too, were numbered and can be located.

Following the troops move to Italy, the numbered K.W. 's were transferred.

Ernie showed examples of each of these changes, including KW 17, of which only 4 examples are known.

The first half finished with a miscellany including Peter McIntyre cards, Not Transmissible covers and Fougasse labels.

The second part opened with an extensive display of Prisoner of War mail. About 9,000 New Zealanders were imprisoned and 700 - 800 escaped. The first items were a card posted by a P.O.W. to the Red Cross to inform them of his capture and another card used to notify the Red Cross of a P.O.W.s escape. There was also a letter posted by an escaped P.O.W. whilst on the run in Greece.

A range of covers to and from P.O.W.s was shown and the airmail rate of 3/- explained. The section finished with examples of airletter formes produced specifically for P.O.W.s.

The afternoon closed with displays illustrating the postal history of the N.Z. Navy and Airforce. Highlights included a cover flown on the catapult plane of H.M.N.Z.S. Achilles on its proving cruise in 1937 and a cover bearing 5/9 postal rate which had been carried to Sweden by a Mosquito and struck O.A.T. - Onward Air Transmission.

Andrew Dove gave a vote of thanks commenting both on the comprehensive range of material shown and the enormous amount of research undertaken.

The meeting closed at 3.45 p.m.

REPORT FROM THE MEETING OF THE MIDLAND FEDERATION NOVEMBER 7TH 1998

JOHN HICKS

I attended the above meeting as your representative. It was an enjoyable day with 16 dealers represented and a total of 18 entries for the Federation Competition.

During the afternoon, a committee meeting was held. The Secretary welcomed the New Zealand Society of Great Britain to the Federation. The next meeting of the Federation will be held at the Carr's Lane Meeting Centre on May 8th, 1999. All members will be most welcome.

The Federation run excellent exchange packets in four sections: 1. Commonwealth; 2. Foreign; 3. Postal History; 4. G.B. Stamps and Postal History. Any members who are interested in the packet circuits should contact: T. Southall, 1, Royal Oak Road, Halesowen, West Midlands B62 0DZ

NEWS FROM THAMES, NEW ZEALAND, NOVEMBER, 1998.

ANN CARTER

We have recently been on holiday in New Zealand and, during our visit, have been introduced many of Allan Berry's philatelic friends; including many well known New Zealand Philatelists.

Our first visit was to Hamilton where the Association of Northern District Societies were holding their Ambury Shield competition. It was interesting and Allan was given the Best in Show award for his display of Public Trust Office Stationery. Another member of the Thames Valley Philatelic Society won the best novice award for his display of Coromandel Postal History. The prize giving was followed by an auction in which I purchased some covers rarely seen in the U.K., internal covers with low value postage stamps.

We visited the Thames Valley Philatelic Society. It was a very informal and enjoyable evening. Everybody contributed and displays ranged from medals to old postcards of Thames.

Next, we took a week to travel to Wellington where I had been invited to attend the 50th Anniversary Annual General Meeting of the New Zealand Philatelic Federation. Apparently, I was to be the representative of the New Zealand Society of Great Britain! John Watts, "Our Man in New Zealand", could not attend and Allan was representing Thames. I was an observer with no voting rights and was, therefore, able to help counting votes as needed. Russell Watson from New Zealand Stamps Centre spoke about the Centre and possible future issuing policies. One hope is that stamp issues can be standardised in the future with the maximum cost being about \$80.00. The second day included a number of fascinating talks: in the morning, Norman Banfield spoke on researching and exhibiting Postal History, Allan Berry spoke about New Zealand stamp collecting in the U.K. and Keith Griffiths spoke about Aerophilately. After lunch, Robin Gwynn displayed and discussed the format of a number of N.Z. and overseas catalogues: John Mowbray gave the catalogue editor's and publisher's perspective. These presentations provoked much thought and discussion as to whether the way catalogues are produced should be reviewed. The Meeting finished with Bryan Ogier speaking about the past and future of the Federation.

As in the United Kingdom, stamp shops are few and far between but those that we have visited have been extremely helpful with reasonably priced stamps, postal history and post cards. The most striking of all the things that we have come across in New Zealand is the work of the Philatelic Youth Council of New Zealand. They offer tremendous support to the large number of young collectors clubs.

On the way home from Wellington, we stopped in Wanganui and visited the Stamp Centre where John Roestenburg showed us around the Customer Service Department.

CONTENTS OF WEBSITE

Members will be aware that Bob Clark maintains our internet page at the address shown on page 26. On view are the contents pages of recent issues of *The Kiwi*. Recently, Bob has added

information about the commercialisation of the Post Office and links to other pages with relevant information.

A COLLECTOR WISHING TO EXCHANGE

Keith Collins, Hon. Sec., has received a letter from Bruce Andrews in Christchurch who has recently restarted collecting. He would like to make contact with other collectors who would be interested in exchanging British and New Zealand New Issues. Anybody interested, contact Keith.

COMING EVENTS:

WORKSHOP ON PERFORATIONS

Following the success of last years Workshop on Marginal Markings, a further Workshop will be held on **May 29th, 1999**. The subject will be **PERFORATIONS**. The aim is to explore different methods used to perforate New Zealand stamps and to answer members questions.

If you are able to contribute, can you please contact the co-ordinator, Derek Diamond Tel./Fax 01932 - 223280.

EARLY NOTICE OF A MEETING OF THE SOCIETY

The New Zealand Society of Great Britain will be holding a meeting on May 27th, 2000. This will coincide with Stamp 2000 and we very much hope that overseas members who are in London for the exhibition will be able to attend.

Further details about venue and subject will be publicised in due course.

INFORMATION AND PUBLICATIONS RECEIVED:

NEWS RELEASE

NEW ZEALAND POST PAYS TRIBUTE TO NATIVE TREE FLOWERS

11 January 1999

The first stamp issue of 1999 will pay tribute to this country's native tree flowers, with the release of New Zealand Post's Native Tree Flowers stamp issue, due to go on sale Wednesday 13 January.

The Native Tree Flowers stamp issue features six of New Zealand's most well known tree flowers including: kotukutuku, 40 cents; poroporo, 80 cents; kowhai, \$1.00; weeping broom, \$1.20; teteaweka, \$1.50; and southern rata, \$1.80.

Wendy Riley, Marketing Manager of New Zealand Post's Business Unit says that the Native Tree Flowers stamp issue is a way of bringing some of this country's best flowers from our native trees into our everyday lives.

"These native tree flowers are stunning and this stamp issue gives New Zealanders an opportunity to admire them," says Ms Riley.

The Native Tree Flower stamp issue features some of the rare and more familiar native tree flowers in New Zealand. For example, the weeping broom is restricted to isolated rivers and to steep slopes in the Kaikoura Range while the kowhai is New Zealand's most familiar native national flower, rarely blooming for more than five weeks.

The six stamps and the first day cover were designed by Sue Wickison of Wellington and were printed by Southern Colour Print of Dunedin by lithography.

PUBLICATIONS RECEIVED

1999 Len Jury Catalogue of New Zealand Stamps. Published by Len Jury Ltd.,
P.O.Box 4400, Auckland, New Zealand. Price \$7.50.

This is the 29th edition of this 65 page simplified check list of New Zealand The illustrations are reduced in size but of good quality. This year, Len Jury has included some personal views about likely future trends in stamp prices/values. A useful publication.

1999 ACS Colour Catalogue of New Zealand Stamps. Published by Auckland City Stamps Ltd, PO Box 3496, Auckland, New Zealand.

This is a well illustrated 79 page simplified catalogue/checklist of New Zealand stamps. It has a section on Cinderellas which includes Honey seals amongst esoteric items. Of particular interest is the fact that this catalogue is available on CD - ROM in Adobe Acrobat PDF file (PC and Mac Compatible) at \$27.50. This is a welcome addition to availability.

CURRENT EVENTS:

FOUR NEW ALTERNATIVE POSTAL SERVICES IN NEW ZEALAND

ROBIN M. STARTUP

Four new alternative postal services commenced operations in New Zealand during November, 1998. The details are as follows.

DUNSTAN MAIL

Registered 11.11.1998. Undertakes local distribution in Alexandra. Mail is rubber stamped "Dunstan Mail" and a value 20c or 30c all in "antique" type.

KIWIMAIL LIMITED

Formed April 1998 from New Zealand Post's AdPost business group, KiwiMail is a wholly owned subsidiary of New Zealand Post Ltd which is the registered postal operator. Head Office: PO Box 3140, Wellington. Regional Office Private Bag 92050, Auckland. Phone (04)802 3939. Website: www.kiwimail.co.nz.

KIWIMAIL commenced by continuing the two key New Zealand Post existing businesses, mail as an advertising medium and outsourcing mailroom management through the Business Mail Facilities. The primary focus has been on increasing convenience and value for customers through innovative processes, products and services.

A new marketing division, The Letterbox Channel, was launched on 1 September 1998. The unique product is The Browser; an A5 envelope containing a number of advertising inserts delivered to every household in New Zealand, and supported by television advertising. Commenced operations as a postal operator 23 November 1998. Sales of postages and collections of mail through Shell Petrol stations in the Waikato and the Bay of Plenty, on a trial basis. Posting boxes are cleared daily, as part of routine street receiver clearances, by local contractors for New Zealand Post and taken to the local Mail Service Centre where it is processed as incoming mail. Items bearing KIWIMAIL stamps can be posted in New Zealand Post receivers and accepted as postage prepaid.

The 35c "introductory" price ends Christmas Eve 1998 when the position will be re-assessed. If usage and reaction is positive, then the plan is to extend the service to the 427 Shell service stations throughout New Zealand. Though not sighted, the postage stamp design is thought to feature a stylised kiwi bird within a diamond shaped frame.

MASTERPOST

Registered 13.11.1998. Undertakes local distribution in Takapuna. Mail is rubberstamped "Delivered by Masterpost"

NATIONAL MAIL NZ LTD.

Formed January, 1998. Privately owned postal operator, registered through Presort Ltd., Auckland. Postal address: P.O.Box 302-036, North Harbort Postal centre, Auckland. Phone (09) 415 4979. Website: www.nationalmail.co.nz.

Company vision: To become the largest privately owned Postal Operator in the Southern Hemisphere - providing levels of service and quality that will revolutionise the postal industry in New Zealand.

Commenced operations 16 November 1998. Sales of postages and collections of mail through the 80 nationwide stores of The Warehouse and The Warehouse Stationery. Posted mail is collected from the blue-coloured steel weighted posting boxes once daily by Securitas and freighted to Auckland. There, it is faced up, pre-sorted and handed over to New Zealand Post for distribution. Proposals to establish presort centres in Wellington and Christchurch later.

Items are hand cancelled with a rubber stamp with NM within a rectangle. Subsequently, inkjet cancelled when received by New Zealand Post's Auckland Mail Centre.

Postage rate 35c per standard envelope delivered anywhere in New Zealand. Only National Mail stamps could be used to send items through the National Mail letter boxes. Items bearing National Mail could not be placed in New Zealand Post letter boxes. If so, treated as being unpaid by New Zealand Post.

Self adhesive 35c stamps sold in hang-sell packs of 10 or in 100-stamp dispenser boxes. Postage inclusive window and non-window envelopes DL sold in packs of 20 or boxes of 500. Self-seal C4 envelopes available in boxes of 250. "Your Company branded" envelopes also possible. The 35c "introductory" price ends Christmas Eve 1998 or when stocks are finished.

The postage stamp design features a globe ringed by SECURITY POST, within a circle with company name and postal address. Initial public reaction unfavourable - First Day Covers posted Monday 16 November not being delivered until Thursday 19 November.

RESPONSES TO PREVIOUS ARTICLES:

"TOO LATE FOR AIRMAIL" MARKING - FOLLOW UP

ROBIN M. STARTUP writes:

I was interested to see the cover bearing this marking in a recent issue of *The Kiwi* (1). My initial thought was that there was more to the cover than was apparent at first sight. I have now had the opportunity to take a closer look and these are my thoughts.

1. **THE DATE:** The date of the cancellation is Monday 29 JE 1942. At this time, New Zealand was gravely concerned about the advance of the Japanese military forces through the Solomon Islands towards Australia. Apart from these concerns, the date is five days after the Wairarapa Earthquake that occurred on June 24th. The earthquake measured Force 7 on the Richter scale and badly damaged buildings in the central business district of Masterton. The two-storey Post Office building constructed from bricks and concrete, had its clock tower badly weakened. The tower was later demolished. The Carterton, Eketahuna and Featherston Post Office buildings were damaged beyond repair.

The house in which I now live was damaged in the earthquake. Apparently, the main chimney, snapped at roof level and was thrown forward smashing the rafters. I was unaware of this until recently when the chimney was removed and, as we worked down brick layer by brick layer, the roof sagged!

2. **THE SENDER:** As this is a RNZAF envelope, the sender is probably from No. 14 (Fighter) Squadron or its Servicing Unit which had been formed at Hood aerodrome at the south end of the town in March 1942. Survivors from the largely New Zealand staffed Squadron Number 488 (a Royal Air Force Fighter Squadron which had been forced, with losses, from Singapore in February, 1942) formed the nucleus of the Squadron. After formation and training, the Squadron moved forward to become part of the defence of Auckland before moving to the Solomon Islands in 1943 where it flew with US Air Forces against the Japanese invaders.

Mail from RNZAF personnel based at the station would have been taken into town every day as the Post Office did not open in the YMCA canteen until December, 1942.

3. TIME: The time in the cancel, 5.30AM indicates that the letter was posted sometime after noon on Saturday (when the last mails would have been made up for town) up to the early hours of Monday morning.

4. POSTAGE: Although the postage rate for a domestic airmail letter was 3d, the postage on this cover is 4d. If you look closely at the stamps, they clearly come from two different sheets. As a suggestion, the sender may have had only one 2d stamp and had to scrounge another as no 1d stamps were available. From my memory of the Post Office in 1949 (when I first patronised it) there were coin-in-the-slot machines near the public lobby door. Perhaps, if they were present in 1942, they were exhausted when this letter was posted.

5. ROUTING: Masterton did not have an Airmail Service until SPANZ flew in on provincial routes in the 1950s'. All letters for airmail despatch would, therefore, have been sent by railway train to Wellington (over the Rimutaka ranges incline) or north through the Manawatu Gorge to Palmerston North. At that time, the travel time was about two to three hours in either direction.

Unfortunately, I do not have a 1942 Union Airways timetable but, in 1940, United Airlines flew north from Dunedin to Auckland once a day (Tuesday to Saturday). The route was Wellington - Palmerston - New Plymouth - Auckland. The mail closed in Wellington at 11.30 and the flight departed at 12 noon.

This letter could have been transported by rail to Wellington by the first train on Monday morning. However, as there was no north flight that day, it would have been classed as "Too Late" for the Saturday flight. Therefore, it could have been sent to Auckland by the overnight Main Trunk railway passenger express service which had a RTPO van attached. This departed from Wellington at around 15.30 and was scheduled to arrive in Auckland the following morning.

I have not seen this marking before: it was certainly not in use in 1976 when strikes of all markings held in Wellington, Masterton and Palmerston North mailrooms were recorded.

JOHN WOOLLAM writes:

I have not previously seen the "Too Late for Airmail" marking described by Berry and Scott (1). I can, however report a "Too Late" in my own collection.

The cover carries a "Too Late" marking in red. It was posted in Timaru on March 20th, 1933 and is addressed to the Rev. W. G. Iremonger, Langford, Bristol. It has a hand notation "By Karachi - London Airmail".

MIKE SHAND writes:

I was interested to read about the "Too Late for Airmail" marking in the recent *Kiwi*. I have only ever come across four examples of "Too Late" markings on airmail covers and have not seen this particular strike before. All four are for one of a kind special flights, so mail could, indeed, miss the plane. The example shown in *The Kiwi* could also have been for a special military flight. As far as I am aware, there were no regular airmail services from Masterton to anywhere in 1942.

It also seems strange to me that, if Postmasters thought that missing the plane was a common enough occurrence to warrant a rubber stamp, such markings so hard to find, either internal (I have seen no other) and external.

The first three covers are all from flights made in 1934: the first carries a "Too Late" strike in red and was posted to be carried on the First Flight Auckland - Sydney in the "Faith in Australia" departing on February 17th, 1934. The second carries a "Too Late" strike in blue on a cover posted for the third New Zealand - Australia Trans Tasman flight in the "Southern Cross" departing March 29, 1934. The third cover carries a "Too Late" strike in red on a cover to be carried on the second New Zealand - Australia flight in the "Faith in Australia" departing on April 14th, 1934.

The fourth cover is illustrated as Figure 1:



Figure 1

It was posted to be carried on the attempted Silver Jubilee flight of May 15th, 1935 (full details are given in *The Airmails of New Zealand*, Vol. 2 (2)). Covers continued to arrive in Sydney after the plane had departed and received the two marks illustrated on this cover: "Received Too Late for Jubilee Air Mail" and "Delivered as Addressed By Ordinary Mail". Presumably, it was possible in those days to send a letter from Australia to New Zealand using New Zealand stamps but there is no indication as to where it began its journey before receiving the Sydney postmark. My guess is that someone in New Zealand sent it by sea to catch the flight from Australia or, maybe it was hand carried, hence no NZ postmark until return on 28 May.

References:

1. Scott B & Berry AP "Too Late for Airmail". *The Kiwi*. (1998). Vol 48. No. 1. Pp21 - 22.
2. Walker DA "The Airmails of New Zealand - Volume 2, The Overseas Flights 1928 - 1940" (1986). Pub. The Airmail Society of New Zealand, Inc. Christchurch. P.211

MILITIA VOLUNTEER MAIL - A POSTSCRIPT

ALLAN P. BERRY

Following the publication of the articles on this subject (1, 2, 3), our member ALAN JACKSON has sent an interesting item

It is a Queen Victoria 1d. on 1½d Provisional Lettercard, Samuel BA17a. Of course, this is not postal stationery prepared for any Volunteer Militia Unit, but, in this case, it is the writing, illustrated in Figure 1, that is of interest.

According to the *Cyclopaedia of New Zealand, Volume 4, Otago and Southland*, page 1023, the Queenstown Rifle Volunteer Corps was known as the F Company of No. 3 Battalion, Otago Rifle Volunteers, and was formed on 10th September, 1900.

Captain Ernest Charles Wilmot Porter, who signed the lettercard, was in charge of the Queenstown Rifle Volunteer Corps from its establishment. He was born in Wanganui in 1856, the

son of David Porter, who arrived in New Zealand on the "Cressy", one of the first four ships that brought the Canterbury Pilgrims to Lyttelton, New Zealand, in December, 1850.

As the Officers commanding Volunteer Militia Units could only frank unsealed notices to Volunteers of drills to be held, Captain Porter had to prepay the communication which, although clearly on Volunteer Militia business, does not concern parades - only how smart the men would appear!

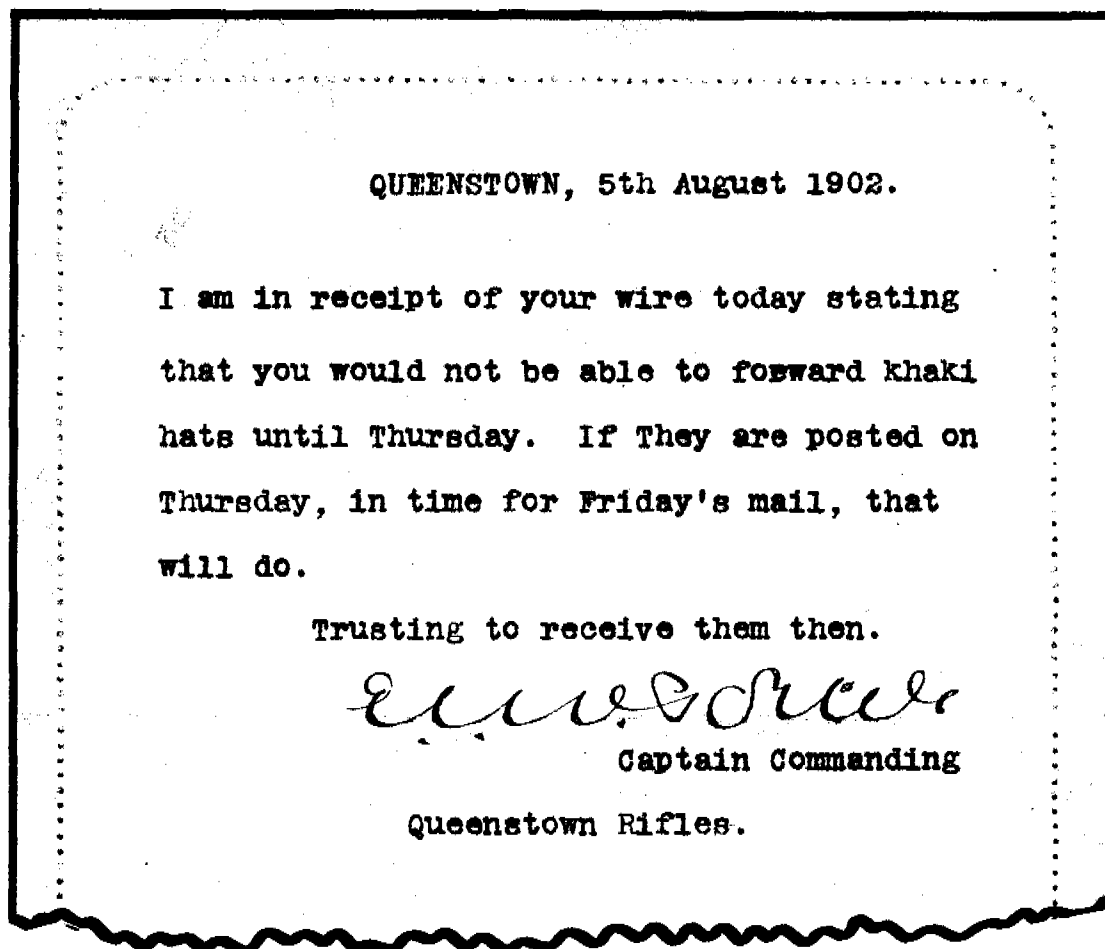


Figure 1

References:

1. Berry AP "Militia Volunteer Mail (Part 1)". *The Kiwi* (1998). Vol. 47 No. 3. Pp. 50 - 56
2. Berry AP "Militia Volunteer Mail (Part 2)". *The Kiwi* (1998). Vol. 47 No. 4. Pp. 74 - 77
3. Berry AP "Militia Volunteer Mail - A Follow-up". *The Kiwi* (1998) Vol. 47. No. 6 Pp. 109 - 114

"MISSORTED TO WELLINGTON MAIL CENTRE" MARK

SAFARI

I was interested to see the illustration of the "Missorted to Wellington mark in the January issue of *The Kiwi* (1). This can be found in two sizes: one shown as Figure 3 in the original article and a smaller strike shown as Figure 1 which is much smaller.

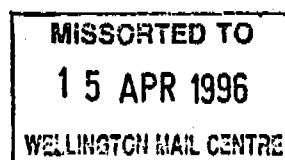


Figure 1

Reference:

1. Startup RM, "An Explanation of the Primary P.M. Postmark". *The Kiwi* (1998). Vol. 48. No. 1. P. 17
-

A RESPONSE TO MOTHER'S DAY

DR. A. F. DOVE

I was interested to read John Watt's article on this subject in a recent last issue of *The Kiwi* (1). I have two items that add to the subject.

First, a pre-printed Y.M.C.A. lettercard (Figure 1) posted from the Headquarters Field Post Office on May 13th, 1918. Unfortunately, this does not carry the date of celebrating this Day any further back. However, the evidence of a pre-printed card suggests that this was either the first year with a big build up or that Mother's Day had been celebrated in previous years and this card was made available in preparation for an annual event.

Secondly, an Airgraph (Figure 2) produced for Mother's Day on May 14th, 1944. No doubt there are many more examples of the romantic Kiwi abroad.

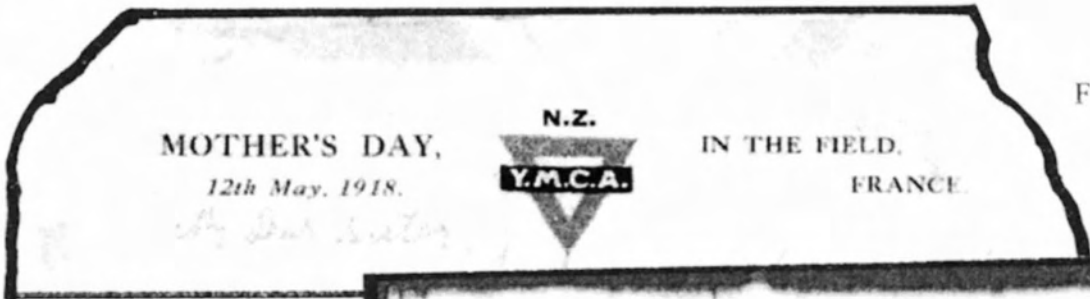


Figure 1



Figure 2

Reference:

1. Watts JL "Mother's Day". *The Kiwi* (1998). Vol.47. No. 6. Pp 121 - 122.

CAREFUL CROSSING CAMPAIGN - FURTHER COMMENTS

JOHN L. WATTS

In 1996, I wrote an article describing a label produced to publicise a campaign mounted in 1924 to improve safety at level crossings (1). Subsequently, Alan Jackson raised a number of interesting questions about the origins of the label (2). His doubts were mirrored by a New Zealand International judge when I entered it in a National Exhibition. He considered that the item originated from the United States of America.

The facts are as follows:

In June, 1923, the District Travel Manager in Christchurch sent a memo to the General Manager, Railways, in Wellington drawing his attention to another accident on a level crossing, this time at Studholme. The Managers attention was further drawn to the American Railway Magazine which details the special steps taken to awaken people to the urgent need for careful use of level crossings.

It was considered that though there was less call for action than that stated in New Zealand, it might not be too soon to begin to have an action plan.

The recommendation was that a poster might be exhibited at all stations and level crossings highlighting the need to stop at crossings and take care.

In July, correspondence took place between Mr. R. McVilly, General manager, New Zealand Government Railways, and Mr. J. Fairbanks, General Secretary, American Railway Association, related to the United States of America safety campaign. A copy of the special USA sticker issued in 1922 was enclosed with the letter for information.

Around this time, concern related to level crossing accidents was being raised by the New Zealand motoring organisations. The Wellington Automobile Club wrote to Mr. McVaile in May, 1923, drawing his attention to the programme organised by the Victorian Railway Department enclosing a copy of the label issued for placing on the back of envelopes. It was suggested that something similar could be produced in New Zealand and that the Automobile Club would be prepared to assist in distributing the stickers for use amongst its members.

The reactions to these suggestions was the issuing of instructions to the New Zealand Railways advertising office at Thorndon Quay to prepare a design for a double demy poster and labels. After approval of the design (the design of the poster and label was identical) orders were given to obtain quotations for 10,000 posters and 100,000 labels from the Government Printer.

A quotation was received under the signature of the Government Printer, Mr. W. A. Skinner, on June 26th following an enquiry on June 21st:

5000 Double Demy Posters	£75.0.0
Each additional 1,000 Posters	£7.15.0
10,000 Labels	£13.0.0
15,000 Labels	£14.15.0
20,000 Labels	£16.0.0
Subsequent labels would be supplied at 4/6d per 1,000	

Drawings were returned with the quotations.

The 10,000 posters were received by New Zealand Railways publicity department from the Government Printer in early October and by mid November, distribution had been made to all "officered and flag stations" and Motor Trade Associations throughout New Zealand; these were to be placed in garages etc.

By January, 1924, the Government Printer had supplied 60,000 of the 100,000 labels ordered. They were distributed as follows:

- a) To various Automobile Associations for use on correspondence.

b) To Railway District Offices for attaching to envelopes containing correspondence for the general public.

c) To Local Bodies which issue certificates to drivers of motor vehicles or licences authorising motor vehicles to ply for hire. Arrangements were made to have labels attached to each of the documents issued.

Although, generally, the Level Crossing safety programme was accepted as beneficial. However, a statement printed in the *Marlboro Express* of March 22nd, 1924 was not so complimentary:

"A hitherto unmentioned aspect of the Railway Department's safety first campaign which it is seeking the co-operation of the various local bodies, including motoring associations, by supplying them with stickers for correspondence, was referred to at yesterday afternoon's meeting of the Automobile Association. The Secretary (Mr. R. Warden) said he had received a supply of the warning stickers and had put them on correspondence, but there was a point to consider, and that was that the Association was condoning the Government's policy of leaving the crossings unprotected. The Automobile Associations were constantly urging the Government to improve the level crossings, but nothing resulted, and now the Government had instituted a campaign warning motorists against a danger which it refused to remove or reduce."

In the Railway Statement for the year ending March 31st, 1924 made by the Minister of Railways, the Hon. J. G. Coates, to Parliament, he reported action taken by the railways to combat the level of accidents on level crossings, describing the production and use made of the special posters and stickers as part of the campaign.

From the details given, it can be seen that Alan Jackson was correct in assuming that New Zealand Railways took into consideration the activities of the railway authorities in both Australia and the United States of America.

Coming now to Alan's final paragraph regarding the design of the engine with a "cow catcher". This has been a feature of New Zealand steam engines from the 1870's when they were constructed of wood: engines exhibited this accessory until they became diesel powered. Indeed, if one refers to the 1973 Steam Locomotive issue, it will be noted that all four stamps illustrate engines with "cow catchers".

It had not been my intention to cover this background information in detail in my original article but, due to the interest expressed by Alan Jackson and others, I thought it would be interesting to lay the whole story in front of the readership. However, I am totally unable to explain why this label is so hard to find considering that 100,000 were printed!

References:

1. Watts JL "Cinderella Corner, Careful Crossing Campaign" *The Kiwi* (1996) Vol. 45. No.5. Pp. 95 - 7
2. Jackson A "Cinderella Corner, Careful Crossing Campaign" *The Kiwi* (1996) Vol. 45. No.6. P.114 - 5

ORIGINAL ARTICLES AND READERS QUESTIONS:

THE POST OFFICES OF THE ELSTHORPE DISTRICT: PATANGATA - MANGAKURI - ELSTHORPE

SAFARI

Historical records of many places in New Zealand are being written. Amongst these is the story of the Elsthorpe District in Hawke's Bay. The book has just been published (1) making special reference to the people and places of the area. I would like to outline the past postal activities of Patangata, Mangakuri and Elsthorpe. The geography of the area is shown in Figure 1.

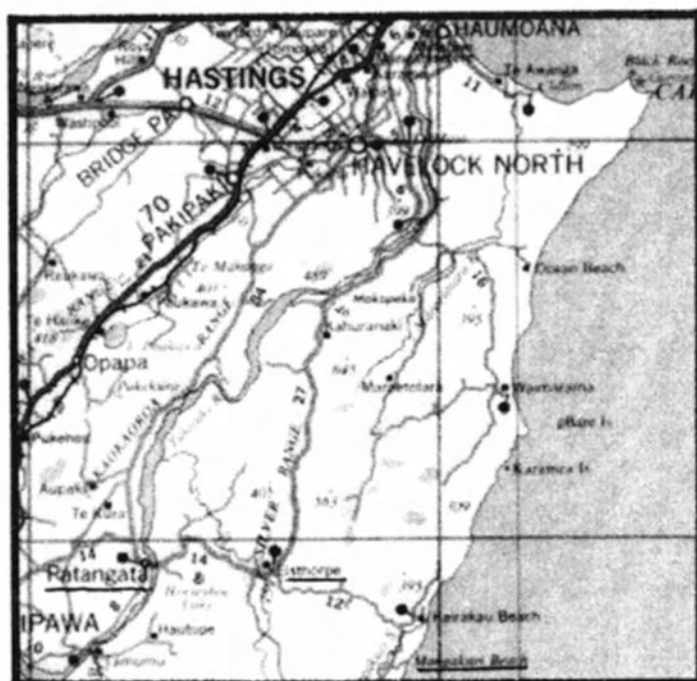


Figure 1

A mail route, centralised from the Napier Post office was set up with offices at Clive, Te Aute, Waipawa, Waipukurau to Porangahau weekly by pack horse (2). The service was commenced on July 1st, 1859. At the same time, a subsidiary service was also established from Te Aute to Patangata where John Robjohns, the public house keeper was appointed Postmaster. He was responsible for collecting mail from Te Aute (also by horse). On September 17th, 1860, shortly after the initiation of the Te Aute - Patangata link, Colonel Russell was appointed Postmaster at Mangakuri Station. This station was near present day Kairakau. This was the Pourere Branch mail which was held in the form of an open bag which called at several homesteads on its way to its destination at Pourere where Nairn was located. On April 1st, 1864, Charles Nairn who was located in the southern terminus, Pourere (3), was appointed as Postmaster. Mangakuri Station office was closed on March 31st, 1864. Pourere, as it became, was itself closed on February 28th, 1891. Information about the history of Te Aute - Opapa Post offices and Pourere - Pourere 1863 - 1891 have been published in previous issues of *The Kiwi* (4, 5).

Regarding Mangakuri: 21,000 acres were leased from the Crown in 1853 by the Hargrave Brothers and Peter Couper. Pourere was taken up by Northwood and H. S. Tiffen and was the first station to be established in Hawke's Bay. Their partnership ended and Charles Nairn took control within a year.

Regarding Patangata: H. S. Tiffen owned the Homewood Run on the Tukituki River (also known as Waitukai) from 1852. He built a house, woolshed and landing place for the store. This run is now part of Patangata. In 1860, a solid roadway was laid by the Hawke's Bay Provincial Government between Havelock and Waipawa (present day Middle Road, Te Kura Road and Racecourse Road) with a branch to Waitukai. John Robjohns had purchased land from the Crown on which he modified existing house premises into an accommodation house. This was further along the road, about 3.7 Kms. from the present hotel. In 1881, new buildings were upgraded on the present site but these buildings were destroyed in a fire on February 21st, 1901. Mails were not received from Waipawa until 1874. The Post Office was always located in the accommodation house, hotel or small-attached stores until it was closed on December 6th, 1924. Telegraph facilities had been added in December 1892, callsign PNG, and remained available until November 18th, 1940, long after the Post Office had closed. The hotel which was destroyed by fire was soon rebuilt in the same style. Figure 2 shows the Hotel/Post Office as it appeared before the fire in 1901.



Figure 2

I have the following comment from a nonagenarian lady, a long time resident of the area whose father had been publican of the Patangata Hotel:

"Pataganta had a hotel with a large room attached. It was once a store and shop but not in my day (by c. 1914). The Post Office was just a little box at the back, this was after 1914. Mail used to come three times a week by Royal Coach and four horses. The horses used to be changed at Pataganta before the start of the long drag up the hill".

Referring back for a moment, the 1864 issue of the Hawke's Bay Almanac shows:

Miles from Napier	Post Office	Mails close G.P.O. Napier	Arrival at Post Town	Close at Post Town	Arrive Napier
8	Clive	5 p.m.Monday	9 a.m. Tuesday	2 p.m. Friday	4 p.m. Friday
14	Havelock	"	Noon Tuesday	Noon Friday	"
30	Te Aute	"	3 p.m. Tuesday	8 a.m. Friday	"
35	Pataganta	"	Noon Wednesday	Noon Thursday	"
	Mangakuri	"	4 p.m. Tuesday	9 a.m. Thursday	"
43	Waipawa	"	4 p.m. Tuesday	5 p.m. Thursday	"

The distances have been added from a later edition of The Almanac. By 1864, Havelock had opened and the Mangakuri mail was still carried via Clive in an open bag calling at different stations.

Regarding Elsthorpe: originally part of the Edenham Block which was owned by A. Chapman and J. & W. Rhodes. Following other purchases and disposals, 9,461 acres were leased out by the Government as the Elsthorpe Estate. This property was part of the 10,200 acre estate, named Kahura, which the Government purchased from the estate of John Buchan. The estate was

advertised as: Village (23 sections) and Agricultural lots (28 rural) for sale by ballot on June 24th, 1896. A Post Office opened on January 2nd, 1897 with Thomas Haycock as Postmaster. He was gardener for the Buchanan family and had set up a store in the original Homestead on Section 22. A new store and Post Office was built on the roadside and this building survived until the 1970's.

Telephone facilities were added in 1902 with the Callsign ELP. An automatic telephone exchange was installed in 1955.

The earliest Mail service to Elsthorpe was a service by packhorse once a week from Hastings to Waimarama, Te Apiti and Mangakuri. Later a coach service was operated from Otane. Thomas Haycock stayed as the Postmaster until December 1918. He was succeeded by James Macaulay and, on his death, the appointment passed to his son, John. Michael Duncan bought the business in 1970 and the Post Office was closed on July 31st, 1972 bringing to an end the history of Elsthorpe Post Office. At the time the service ceased, the original "VR" Postbox was still on site.

It is interesting to note that in 1859, mails for the District were centralised from the G. P. O. Napier (then at Ahuriri). Nearly 140 years later, mail again has its catchment office in the form of the Hawke's Bay Mail Sorting Centre with Rural Mail delivery radiating to the Elsthorpe District.

Figure 3 shows the mailvan outside Elsthorpe Store and Post Office. Presumably, the bags lying behind the van are the mail. An interesting illustration of the care with which the post was treated and the security enforced!



Figure 3

POSTAL CANCELLATIONS:

The recorded postmarks are shown in the following illustrations:

1. Mangakuri - September 17th, 1860 - March 31st, 1864: No example of mail originating this office have been recorded.

2. Patangata: Post Office: July 1st, 1859 - December 6th, 1924

Telegraph Office December 7th, 1924 - November 18th, 1940

Figure 4; Manuscript cancellation 12/3/01

Figure 5; 'A' type, 22mm. Earliest known 7 SP 87 latest 1 JA 01. Mail Index A.

Figure 6; 'H' type, 25mm. Proofed 27 MR 01. Earliest known 9 JY 01. Latest known 29 SP 24. Mail Index I.

3. Elsthorpe: Post Office: January 2nd, 1897 - July 31st, 1972

Figure 7, 'A' type, 21mm. Earliest known April 6th, 1897: Latest March 24th, 1971.

Figure 8; 'J' type, 29mm. Proofed March 16th, 1871 used until closure on July 31st, 1972.

Patangata
12/3/01

Figure 4



Figure 5

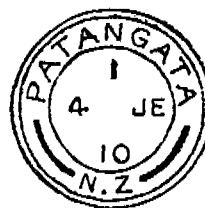


Figure 6



Figure 7



Figure 8

QUERIES AND NOTES:

1. I have noted one pen Manuscript cancellation from Patangata from 1889 but have not seen the example which is said to have been used two years after the introduction of the 'A' type cancellation. There is a large gap between 1859 and 1887. Has anybody a record of mail processed during this period?

2. I have two examples of Manuscript cancellations from Patangata used 12/3/01 and 3/01. The latter only carries the script "ngata 3/01". These two items suggest that the 'A' type was lost in the fire of February 21st, 1901 and that the Postmaster was obliged to hand cancel the stamps until he received the 'H' type cancellation which was proofed on March 27th, 1901.

3. The latest 'H' type cancellation from Patangata that I have recorded is September 29th, 1924. I have no record of a cancellation date-stamp for the time that the Telegraph Office operated without the Post Office. I wonder whether the previous 'H' type was used. Can anybody help?

References:

1. Macaulay E. & Macaulay Y. (1998). "Elsthorpe. The People the Place" (1998). Pub. CHB Print.
2. Marshall B. & Startup R., "From the Bay to the Bush. The Postal History of Hawkes Bay." (1984). Pub. Jubilex '84 Committee. Hawkes Bay Philatelic Society. P.O. Box 5064, Greenmeadows, Hawkes Bay.
3. Macgregor M "Early Stations of Hawke's Bay" (1970. Repr. 1973). Pub. A. H. & A. W. Reed.
4. Safari "Te-Aute - Opapa Post Offices". *The Kiwi* (1998). Vol. 47. No. 1. Pp. 13 - 16.
5. Safari "Pourere - Pourerere 1863 - 1891". *The Kiwi* (1998). Vol. 47. No. 6. Pp. 117 - 119.

AUGUSTUS HAMILTON

ALLAN P. BERRY

The article reprinted from Stanley Gibbons Monthly Journal of January 30th, 1904 in the March issue of *The Kiwi* (1), has led me to do some research on the Author, whose name was already familiar to me. I had encountered it in my collection of pre - 1907 Official Mail.

According to *The Dictionary of New Zealand Biography, Volume Two, 1870 - 1900*, (2), Augustus Hamilton was born at Poole, in Dorsetshire, on March 1st, 1853, the son of a Medical Practitioner, Augustus Priestly Hamilton. The Volume states that he was educated at Dorset county school and at Epsom medical college, but did not complete the degree course. The entry is a little misleading, as Epsom College is a Public School, founded in 1855 as the Royal Medical Benevolent College for the benefit of widows and orphans of the medical profession. Augustus Hamilton is listed in the *Epsom College Register* as having joined the school in 1867, leaving in

1869, when he would have been 16 years old. He is listed in the same publication as being the Director of the Dominion of New Zealand Museum. There is no indication as to what further education he had after leaving Epsom College, although the entry hardly does justice to the man.

The first part of the entry is almost certainly taken from that in the *Encyclopaedia of New Zealand, Volume One* (3). In *Cyclopaedia of New Zealand, Volume 4, Otago & Southland*, (4) the entry for Augustus Hamilton refers to Dorset county school and Epsom Medical College as his places of education. Once again, no indication of any higher education is given.

The New Zealand sources quoted state that Augustus Hamilton emigrated to New Zealand in 1875 with his parents on the *Collingwood*. His father was the ship's doctor and Augustus acted as his assistant. During the voyage, there was an outbreak of typhoid and twenty passengers died - Augustus and his father also fell ill, but clearly Augustus junior recovered. After the arrival of the ship in Wellington in July, 1875, he held teaching posts for short periods in Wellington and Okarito, followed by a longer period in Petane, Hawkes Bay. In 1890, he was appointed Registrar of the University of Otago. His great interest in Maori artefacts and other wide ranging subjects made him an ideal choice to replace Sir James Hector as Director of the then Colonial, later Dominion, Museum in December, 1903, which post he held until his death in 1913.

The *Encyclopaedia of New Zealand, Volume One* (3), refers to his unrivalled collection of New Zealand stamps. *The Dictionary of New Zealand Biography, Volume Two, 1870 - 1900* (2), states that he was keen photographer and collected stamps, coins and tokens. A Century of Philately (6) gives greater details of his philatelic interests including the fact that his collection eventually filled sixty volumes. He was also responsible for the foundation of the National Philatelic collection.

So, what else has this eminent man left behind in the philatelic field? In his capacity as Registrar of the University of Otago, he was clearly authorised to frank mail sent On Public Service Only, as can be seen by the cover illustrated as Figure 1. Although this cover is dated 1 JL 01, after New Zealand joined the Universal Postal Union, being addressed to Australia, it passed through the post without incurring any penalty.

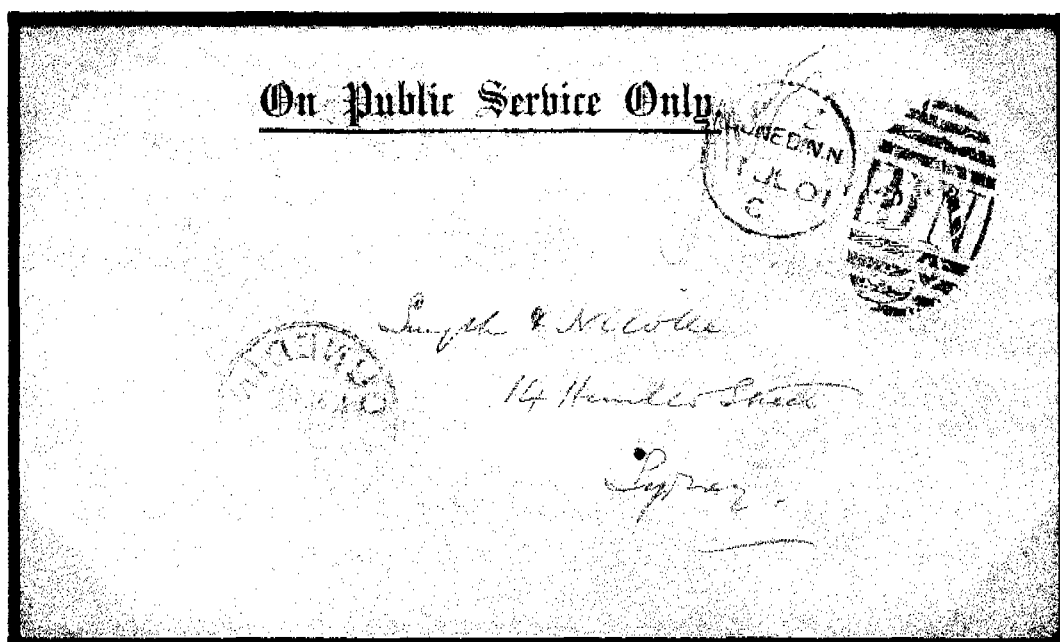


Figure 1

The cover shown as Figure 2, dated 22 DE 00, is addressed in his own hand. The postage is paid by means of a 2½d. First Pictorial Definitive stamp, Cowan paper, upright watermark, Perf. 11. Being addressed to England, postage was not required if the contents were On Public Service Only. The fact that this cover bears a stamp would probably indicate private use of a University of

Otago envelope. Although they may not come out in the illustrations, both covers bear embossed impressions of the University of Otago seal in the top right corner. At one time, it was thought that this embossed seal had been accepted as a frank. The subject was discussed in The Postal Stationery Newsletter (7) and the conclusion reached that the seal was impressed as a security measure rather than Free Frank.

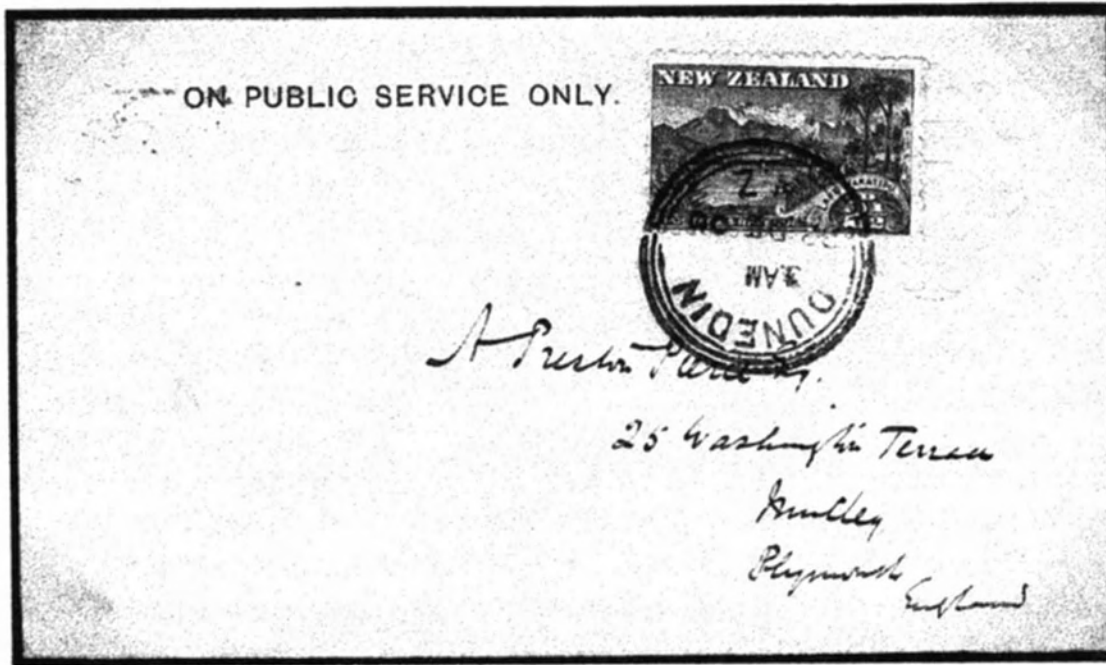


Figure 2

His authority to frank mail as Registrar of Otago University was cancelled on January 27th, 1904 when he relinquished the post. After his appointment as Director of the Colonial, later Dominion, Museum, he was granted franking authority on January 29th, 1904. This is demonstrated by the postcard; shown in Figure 3 (obverse) and Figure 4(reverse) which carries his facsimile handstamp signature.

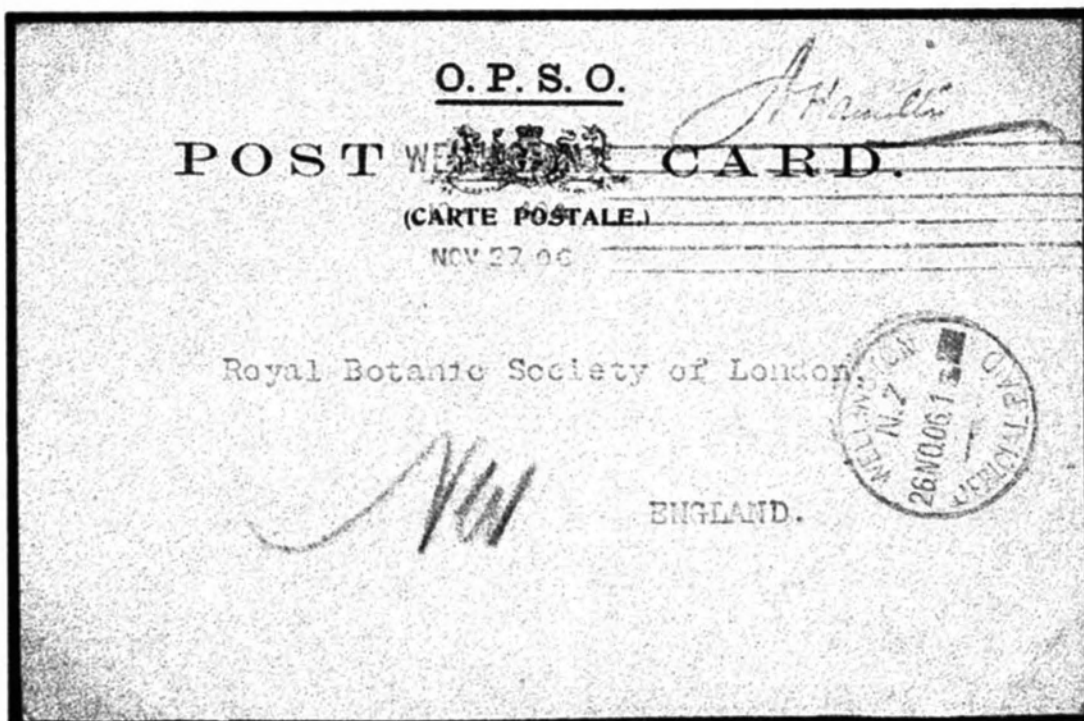


Figure 3

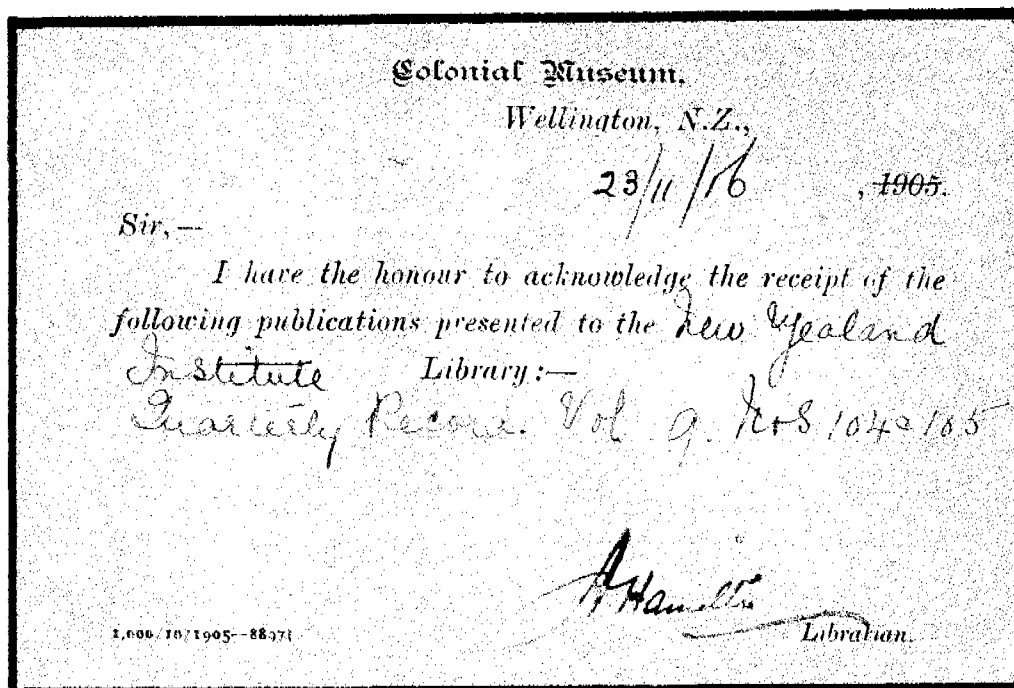


Figure 4

The card is datestamped WELLINGTON NOV 27 06 and carries a nice impression of the WELLINGTON N. Z. / OFFICIAL PAID/ 26. NO. 06.1 datestamp in red. The reverse of the card, an acknowledgement of the receipt of an item for the library, also bears an impression of the facsimile handstamp signature. One would deduce that such cards would be sent out by the staff of the Museum to acknowledge receipt of correspondence and other items. Note the printing of 1,000 in October, 1905, still in use over a year later.

I am grateful to our member Colin Capill for supplying details of the dates when Augustus Hamilton was authorised to frank mail On Public Service Only.

References:

1. Hamilton A. "The Pictorial Issue of New Zealand Stamps, 1898" *The Kiwi* (1998), Vol. 47, No. 2. Pp. 32 - 39
2. "The Dictionary of New Zealand Biography, Volume Two, 1870 - 1900" Pub. Bridget Williams Books and Dept. of Internal Affairs (1993). Pp. 189 - 190.
3. "Epsom College Registrar" Oxford, printed at University Press for the Old Epsomian Club (1955).
4. "Encyclopaedia of New Zealand, Volume One" Pub. Government Printer, Wellington (1966). Pp. 903 - 4.
5. "Cyclopaedia of New Zealand, Volume 4, Otago and Southland" Pub. Cyclopaedia Company Ltd. (1905). P. 153.
6. Ed. Strachan WN, "A Century of Philately - A History of New Zealand Stamp Collecting" Pub. The Royal Philatelic Society of New Zealand, Inc. (1988). Pp. 114 - 116.
7. "Robert Samuel's Postal Stationery Newsletter" (1995) Vol. 7 No. 2. P. 7 & Vol. 7 No. 3. Pp. 11 - 12.

FINDINGS FROM FILES

Editors Note: Readers will recall the long running series "Findings from Files". It was thought that the article published in the July, 1997 was the last in the series, however, new files have now been found. The new extracts will be published in the coming months.

ANNUAL CHARGES TO THE NEW ZEALAND GOVERNMENT

ALLAN P. BERRY

There are a series of documents on this particular section of the files dealing with the time spent by Officers of the Stamp Section of the Post Office Stores Department on New Zealand business.

The first of these is a typewritten memorandum to the Accounts Section, dated 4th May, 1937. This reads:-

"In April, 1935, an account was forwarded to the New Zealand Government for services rendered by this Department in connection with the printing, etc. of the postage stamps of that Dominion. Since then and up to the 31st March last, 98 hours of the time of a Staff Officer has been spent on similar work and perhaps you will be good enough to arrange for the necessary account to be rendered to the High Commissioner." (Initials)

The next set of papers start with a handwritten memorandum., which reads:-

"The time spent by me on the New Zealand work since 1st April, 1937, has been 42½ hours." (Initials) 24 Oct. 1938

The next document is an internal memorandum between Sections of the Post Office Stores Department. The first part is from the Stamp Section to the Accounts Section. It is dated 21st April, 1939, and reads:-

"In May 1937 an account was forwarded to the New Zealand Government for services rendered by this Department up to 31 March, 1937, in connection with the printing &c. of postage stamps of that Dominion. Since then and up to 31st March last, 85 hours of the time of a Staff Officer has been spent on similar work. Perhaps you will be good enough to arrange for the necessary account to be rendered to the High Commissioner." (Initials)

The reply is on the same sheet of paper. It reads:-

"The A.G.D. ask whether the Contracts are exactly the same as those shewn in the report of June 1937. If not full details are required." (Initials) 16.5.39.

The response to this is set out on the reverse of the same sheet of paper. This reads:-

"The details are as follows:-

Orders on Messrs. Bradbury Wilkinson & Co.

May, 1937	174,000,000 ½d. and 1d. stamps. New Zealand Geo. VI issue.
May, 1938	200,000 2/- Stamp Booklets. New Zealand Geo. VI issue.
September, 1938.	230,552,000 ½d. - 1/- New Zealand Centennial (1940) issue.
December, 1938.	76,800,000 1d. stamps. New Zealand Geo. VI issue.
January, 1939.	320,000 2/- Stamp Booklets. New Zealand Geo. VI issue.
February, 1939.	640,000 1d. 11-2d. 2-2d. & 7d. stamps. Western Samoa Commemorative issue.
	1,000,000 1½d. stamps. Western Samoa issue.
	1,000,000 1½d. stamps, Cook Islands issue.
	1,000,000 1½d. stamps, Cook Islands (Niue) issue.

Order on Messrs. T. de la Rue & Co.

December, 1938.	1,200,000 2/-) stamps. New Zealand pictorial issue. 630,000 3/-)
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"As regards the salary of the officers concerned, 42½ hours in 1937/8 were performed by Mr. .. and 42½ hours in 1938/9 by Mr. .. (Initials) 23 May, 1939.

The following document, dated 15th April, 1941, is set out in very much the same way. Once again, it is from the Stamp Section to the Accounts Section of the Post Office Stores Department. This reads:-

"In May 1937 and May 1939, accounts were forwarded to the New Zealand Government for services rendered by this Department (up to 31 March) in connection with the printing &c. of the postage stamps of that Dominion. Since then and up to 31 March last, 101½ hours of the time of a Staff Officer has been spent on similar work. Details of the orders are as follows:-

On Messrs. Bradbury Wilkinson & Co.

September, 1939	230,552,000	½d - 1/- stamp of New Zealand Centennial issue 1940.
February, 1939	640,000	1d, 1½d, 2½d, & 7d stamps of Western Samoa Commemorative issue 1939.
	1,000,000	1½d stamps of Western Samoa pictorial issue.
	1,000,000	1½d stamps of Cook Islands pictorial issue.
	1,000,000	1½d stamps of Niue pictorial issue.
October, 1939	161,440,000	1d, 2d, 3d, 5d & 8d stamps of New Zealand Centennial issue 1940
April, 1940	5,520,000	4d, 6d, 8d, 9d & 1/- do.
June, 1940	182,000,000	½d, 1d, 1½d & 3d stamps of New Zealand King George VI issue

On Messrs. T. de la Rue & Co.

February 1940	7,200,000	2d stamps of New Zealand Pictorial issue
June 1940 (No.12)	262,720,000	2d to 3/- stamps of -do.-

On Messrs. S.Jones & Co.

November 1939	1,625	reams of Gummed watermarked paper.
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"In addition to the time spent on this work, charges of 11/3d. for travelling between High Wycombe and London. and 10/6 for subsistence were incurred. "

The next document on the file is a day to day work sheet of the Officer involved in work on behalf of the New Zealand Government. It may be consulted at the National Postal Museum to whom I am very grateful to for allowing access to these files, and for permission to publish extracts from them.

S. S. MARIPOSA?

J. V. WOOLLAM

I recently acquired the cover illustrated: Figure 1 (Obverse) and Figure 2 (Reverse).

The cover was posted in 1888 and was addressed to Bavaria. It is franked with a single a strip of four of the 1d. First Sideface. The Postmark is: "N. Z. / Marine P. O. / 23 AP 88". On the reverse is a printed advertisement for the Oceanic S. S. Co. (as well as for C. W. Gies - Tonsorial Artists). The steamship illustrated is the Mariposa (the name is visible on the bow). It seems likely, although unproven, that the "Marine P.O." mark belongs to this ship.

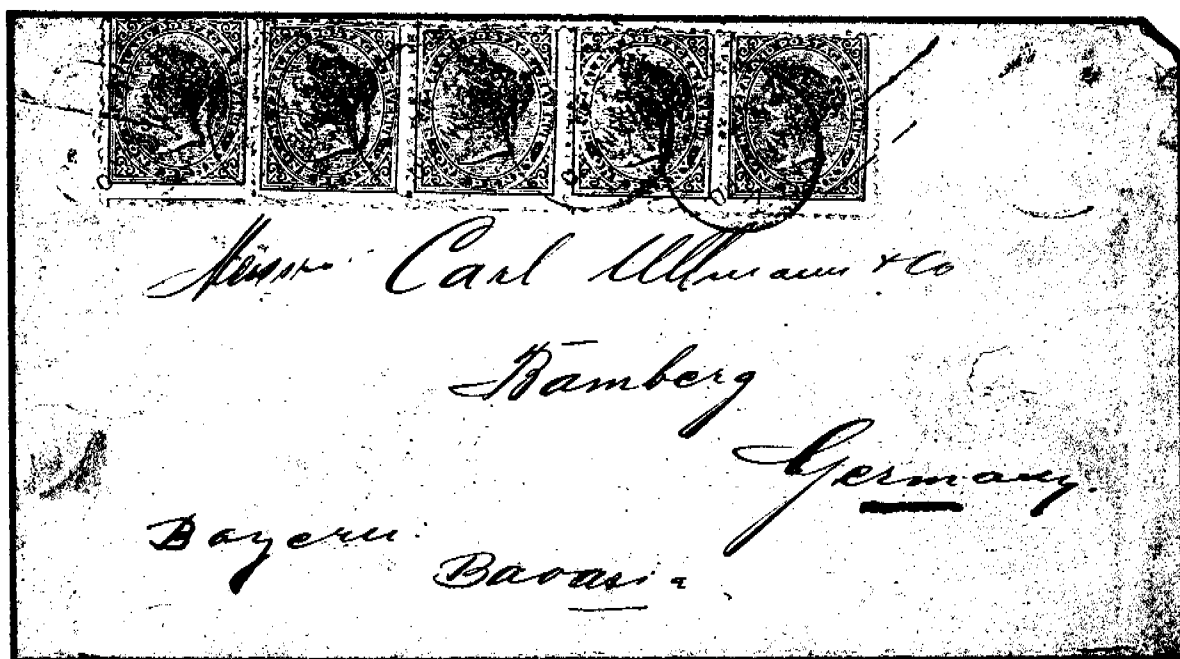


Figure 1

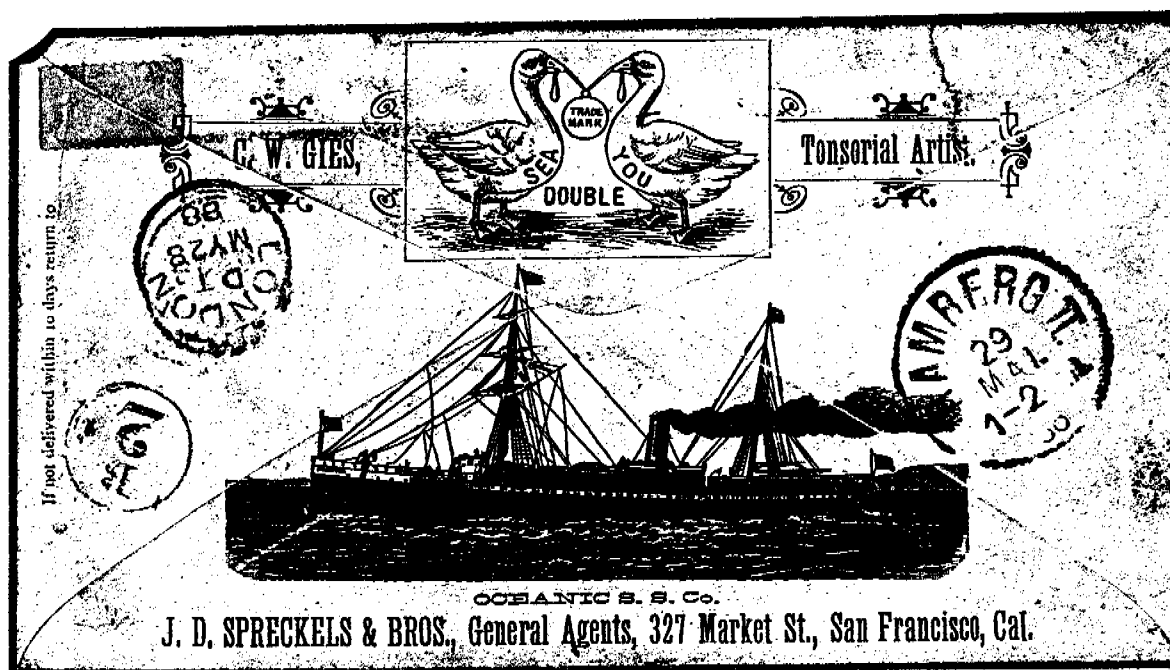


Figure 2

NEW FASTPOST LABELS

ALLAN P. BERRY

Readers may be interested to hear that New Zealand Post has introduced new Fastpost labels. An example of the previous label is shown as Figure 1 and the new as Figure 2. I understand that

the hieroglyphs visible at the bottom of the new label are to allow the use of computer scanning to expedite sorting.



Figure 1



Figure 2

AN INTERESTING ENVELOPE

LEWIS GILES

I recently came across the cover illustrated in Figure 1. It has the printed inscription "NOT TO BE RETURNED If addressee absent, please deliver to nearest resident". It has backstamps of Greymouth 21 OC 95, Hokitika 21 OC 95 and Ross 22 OC 95. There is no stamp but a postage paid Sydney N.S.W. circular date stamp OC 9 1pm 95. Has anybody come across this envelope before? Is it some sort of circular?

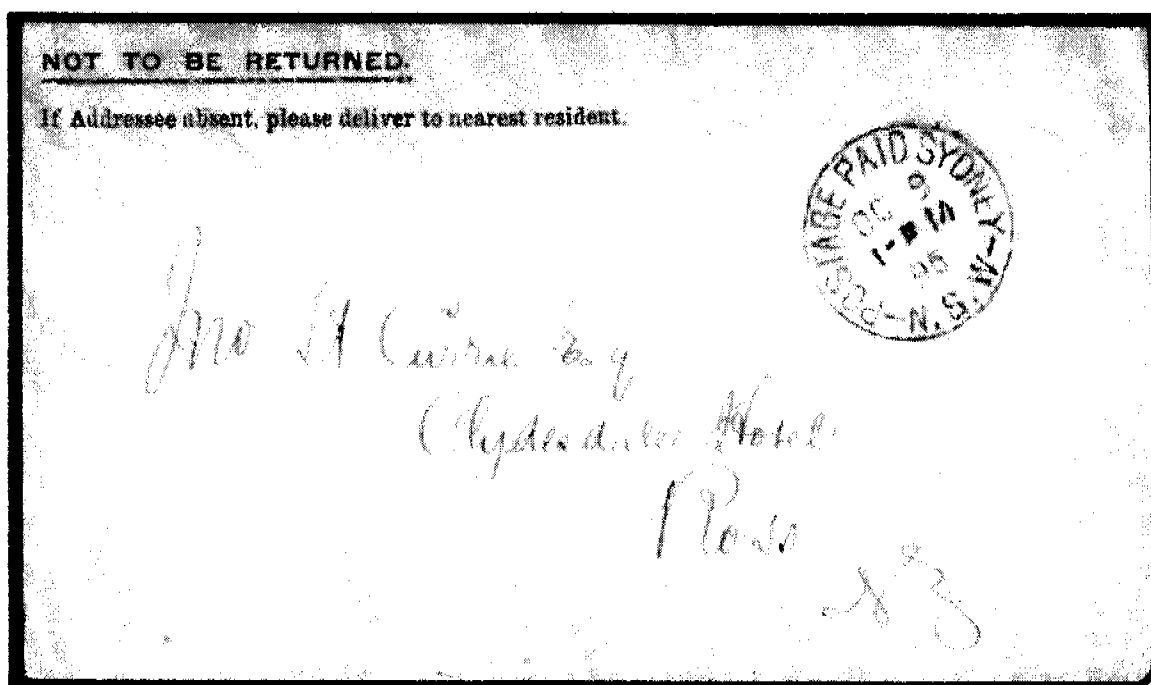


Figure 1

EDITORS NOTE

This year, we have welcomed more than 60 new members. For many, *The Kiwi* is the main benefit of membership and it is, undoubtedly, the main method of communication within the Society.

However, the Journal can only reflect material sent to me. It is easy to write for the Journal and can be very rewarding. Your questions and problems will be in a forum seen by the pre-eminent experts in New Zealand philately.

Please contribute to **YOUR** Journal.