



THE KIWI



THE JOURNAL OF THE NEW ZEALAND SOCIETY OF GREAT BRITAIN
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WHOLE NUMBER 289

THE NEXT **LONDON** MEETING WILL BE HELD ON NOVEMBER 24TH, 2001 AT THE
UNION JACK CLUB, SANDELL STREET

IT IS KIWI DAY AND WILL START WITH THE A.G.M. AT 11.00

THE ANNUAL AUCTION WILL START AT 2.00 P.M.

THE NEXT MEETING WILL BE HELD AT THE LAKES COURT HOTEL, CARLISLE ON
OCTOBER 28th 2001. FOR DETAILS SEE PAGE 115.

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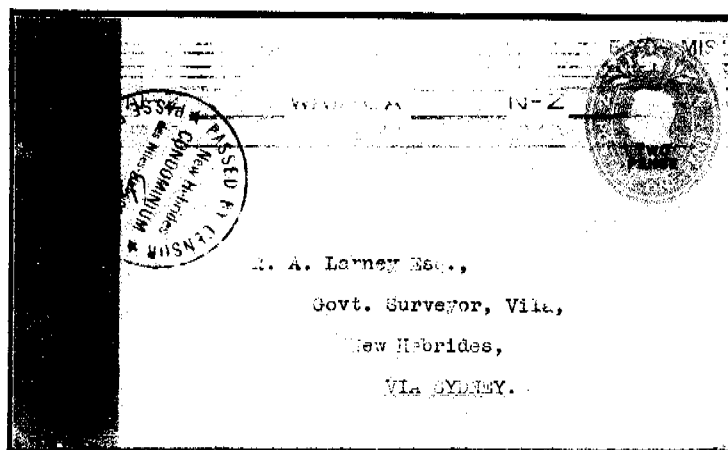
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Federation and the Midland Federation

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SOCIETY NEWS:

NEW MEMBERS:

We welcome:

P. Asquith, Birmingham
J. Atkinson, Kendal,
T. Kirby, Hull,
A Naples, Aberdeen
B. Roberts, Dunstable

ENCLOSURE

Enclosed with this issue of *The Kiwi*, should be a copy of the Auction list: if you have not received one, please let the Hon. Editor know and one will be forwarded to you.

NEXT MEETING OF THE NORTHERN REGIONAL GROUP

The next meeting of the Northern Regional Group will be held at St. Luke's Church Hall, Orrell on November 3rd, 2001 starting at 13.30.

It is our Annual Competition and will use the same rules as the **twelve sheet** Club Competition which are detailed elsewhere in this issue of *The Kiwi*. The Competition will be judged by Derek Diamond, the Vice-Chairman of the Society, who will also give a display of the 1898 Pictorials. Please do your best to enter the Competition and come and see a superb display.

NEXT MEETING OF THE NEW ZEALAND SOCIETY OF GREAT BRITAIN

The next meeting of the New Zealand Society of Great Britain will be held in Carlisle at the Lakes Court Hotel on 27th October 2001.

This will be a meeting of the Society as a whole and it is to be hoped that members from around the country will be able to attend.

The meeting will take place in two sessions - starting at 10.00 and 14.00 - with a break for lunch. Tea/Coffee and biscuits will be available for both sessions. To cut down the costs to the Society, may I ask those attending to give £1.25 per serving.

Members attending are requested to provide a 10 or 20 sheet display on any subject and in any style (NZ related, of course). We will endeavour to put on all displays regardless of how many turn up.

For those planning to attend, the Hotel has changed hands since the last time that we met there. It is now called the Lakes Court Hotel (formerly The Cumbrian Hotel). It is ideally situated in the

middle of Carlisle next to the main line railway station. If anybody needs directions, let me know and I will send a map.

For those who wish to stay for a couple of nights, the Hotel offers Short Breaks (2 nights minimum) at £30 per person per night Bed and Breakfast or £40 for Dinner, Bed and Breakfast. There will be an opportunity for those staying on Friday night to meet up and get to know each other.

Please let me know as soon as possible your intentions by post, telephone or e-mail to the address below. Please also let me know if you will be providing a display.

I would urge as many of you to come as possible as this is a great opportunity to meet up with fellow collectors whom we would not normally meet.

Dr. David M. Stalker,
11, Laxford Road,
Linburn
Erskine, Renfrewshire PA8 6HH

Tel. 0141 812 6653. e-mail the stalker@ntl.com

**50TH. ANNUAL GENERAL MEETING
OF
THE NEW ZEALAND SOCIETY OF GREAT BRITAIN**

Notice is hereby given that the 50th Annual General Meeting of the New Zealand Society of Great Britain will be held at The Union Jack Club, Sandell Street, London on Saturday 24th November, 2001, commencing at 11.00 a.m.

AGENDA:

1. Minutes of the 49th Annual General Meeting
2. President's Report and Review of 2000.
3. Financial Report from the Hon. Treasurer.
4. Report from the Hon. Packet Secretary.
5. To elect:
 - i) A President
 - ii) Vice Presidents
 - iii) A Chairman
 - iv) A Vice Chairman
 - v) An Honorary General Secretary
 - vi) An Honorary Editor of "*The Kiwi*"
 - vii) An Honorary Packet Secretary
 - viii) An Honorary Treasurer
 - ix) An Honorary Auctioneer
 - x) Other Officers of the Society

6. To elect a Committee.

7. To consider proposals to alter the format of the Society Competitions (Appx. 1).

8. Any Other Business proper to the Annual General Meeting of which due notice has been given in writing to the Honorary General Secretary.

Nominations are invited from Members for all the Officers of the Society, having obtained the agreement (in writing) of the member so nominated.

KEITH C. COLLINS, HONORARY GENERAL SECRETARY

APPENDIX A:

The Committee recommends that the format of the Society competitions is altered. This is to increase the competitions popularity by making them more accessible to members.

1. 16 sheet competition- to be held bi-annually commencing in November 2002:

The competition will consist of 16 sheets including descriptive sheets. Exhibits should be mounted on display sheets, numbered consecutively on the reverse and mounted in transparent protectors not more than 296mm deep and 245mm wide. Larger sheets will be accepted but they must be in multiples of the standard size. Judging and mark allocation will be at the National Level. Awards will be medals for the class winners and a medal for the overall best entry.

Mark allocation will be:

Philatelic knowledge & personal study	35pts
Treatment, originality and importance	30pts
Relative condition and rarity	25pts
Presentation, write up and arrangements	10pts

TOTAL	100
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The competition will be split into the following classes and sections:

Classic Class, Issues of Queen Victoria and First Pictorials:

All aspects of philately; based on the collecting of all postal items, including items related to the production of postage stamps from these issues.

Modern Class, Issues from King Edward VII to the present day:

All aspects of philately; based on the collecting of all postal items, including items related to the production of postage stamps from these issues.

Postal History Class:

This class includes items on rates and routes, and studies of markings and marcophily. It is not normally advisable to include unused adhesives or postal history.

Aerophilatelic Class:

Based on the study of postal material prepared for, and/or conveyed by airmail, whether official or unofficial. It can also include exhibits of airmail stamps and their usage.

Revenue Class:

A revenue exhibit comprises embossed, imprinted or adhesive tax, fee or credit stamps issued by or under the aegis of a Government Authority.

Experimental Class:

This is for material not recognised for international transmission of mail accepted as being issued locally or generally for the transmission of messages or packages [e.g. Local, Railway or Telegraph].

Postal Stationery Class:

Exhibits can include proofs, essays and formula items where appropriate.

Thematic Class:

This class is for entries based on a theme or a subject, which is developed to a logical plan by the use of the widest range of appropriate stamps and other philatelic material. Revenue stamps may be included where no other philatelic material will convey the intended message; such material should be used sparingly. Please note that a copy of the PLAN SHEET should accompany entries.

Special Studies Class:

This is a new National Class which has been introduced for those who wish to enter exhibits which do not readily conform to the requirements for evaluation in other National Classes. The normal constraints relating to exhibits entered in the Traditional, Postal History, Postal Stationery, Aerophilatelic, Thematic and Revenue Classes will be relaxed. A proportion [say up to 10%] of relevant supporting non-postal material may also be included.

Social Philately Class:

This is very similar to the Special Studies Class but relies upon the exhibit being based on a theme and up to 50% of non-philatelic material is allowed to be included.

2. The 12 sheet Society Competition - to be held in alternate years commencing in 2003:

RULES:

- a) All classes will be open to all members, no material is restricted but see (e) below.
- b) Members may submit one or more entries in each class. Each entry must consist of 12 sheets.
- c) Sheets shall not exceed 295mm high and 245mm wide. Each sheet shall be in a protective sheet numbered on the back in the order in which they are to be displayed. A descriptive sheet of not more than 80 words should be placed behind the first sheet.
- d) Each entry must be the sole property of the member and all the writing and mounting must be the work of the member except in the case of disability preventing this.
- e) Any entry which has been awarded a prize [winner or runner-up] in the previous 3 years may not be re-submitted in substantially the same form.

CLASSES:

1. Classic The issues of Queen Victoria and the First Pictorials.
2. Modern 1 King Edward VII, King George V, 1d. Universals, 1d Dominions and 2nd Pictorials.
3. Modern 2 King George VI to present day.
4. Postal History Including aerophilately and Postal Stationery.
5. Open Class To include Thematics, Ephemera, Cinderellas and any display with at least 50% philatelic content.

JUDGING:

The members present at the competition meeting shall carry out all the judging. The judging will be based on the following apportionment of marks to each entry. They will also vote to determine the "Best Entry".

TROPHIES:

There shall be five Classes with a trophy awarded to the winner and runner up in each class. One trophy will be awarded to the "Best Entry".

MARKS:

Classes 1,2,3 & 4

Philatelic Knowledge and Personal Study	30pts
Treatment, Originality and Importance	25pts
Relative condition and rarity	25pts
<u>Presentation</u>	<u>20pts</u>
<u>TOTAL</u>	<u>100pts</u>

Class 5

Presentation	25pts
Originality	20pts
Development and Treatment	20pts
Philatelic Knowledge	20pts
<u>Relative Condition</u>	<u>15pts</u>
<u>TOTAL</u>	<u>100pts</u>

NOTES OF THE MEETING OF THE NORTHERN GROUP HELD ON SEPT. 22ND 2001

Eleven members were present at the meeting with apologies received from one more. Members welcomed Fred Davies on his first visit.

The meeting was for members to show material on the theme of Postmarks and Postal Markings. The members covered the theme admirably.

Postmarks included a SHIP LETTER cancel of 1845, crown circles, duplexes, early machine cancels, commemorative, exhibition and pictorial datestamps. Also included was a study of the four types of postmarks used at CAMPBELL ISLAND from 1952 to 1995 and all the types of postmark used at the ROSS DEPENDENCY. There was also a study of the CHRISTCHURCH EXHIBITION 1906 datestamp. The first one was damaged before the opening of the Exhibition, an example was shown dated 30 OCT 1906, a very scarce postmark. The new datestamp showed five different states of damage during its lifetime, examples of each state were shown. We also saw Marine P.O.s, R.T.P.O.'s, Royal Train cancels, air mail cancels and examples of packet obliterators.

Postal Markings were, again, plentiful. They included: COMPULSORILY REGISTERED, NOT KNOWN, LOOSE LETTER, POST PAID, UNCLAIMED, DOUBLE DEFICIENCY, IRREGULARLY POSTED, POSTMAN, NO BOX, NO SUCH STREET, PAID ALL, NOT FOUND, REFUSED. Those associated with air mail covers included: BY AIR TO LONDON ONLY, INSUFFICIENTLY PAID FOR TRANSMISSION BY AIR, O.A.T. and AIR MAIL URGENT.

A wealth of material was shown, once again a most enjoyable meeting which closed at 16.45.

NOTES OF THE MIDLAND MEETING HELD ON SEPTEMBER 8TH 2001

The afternoon's display was of King George V definitive issues and was given by Andrew Dove.

The first half consisted of the 80 sheet display which was awarded a Large Vermeil medal at Stampshow 2000. He started by explaining that in the first instance, Bertram McKennal, the designer of the new G.B. stamps, was approached about designing a new definitive issue for New Zealand. He was too busy and the commission went to H. Linley Richardson, an instructor at Wellington Technical College. The display opened with Richardson's preliminary sketches and material illustrating the development of the first design and the subsequently issued design. Progressive Die Proofs illustrating the use of the engraving machine first used for the 1d Black and coloured Die Proofs caught the eye.

We next saw all the formats of the issue with regard to paper, sheet markings, proofs including colour prints and the imperf/part imperf pairs and blocks (including the 5d and 1/- which were irregularly issued), dandy roll numbers and shades including the scarce 6d Carmine-Lake and 1/- Orange-Brown.

The "No Watermark" variety on the Provisional issues was discussed and Andrew gave his opinion that the only true examples occur on the 1½d. The spacing of the watermark was such that each stamp should have a portion of the watermark although it may be very small and, if the perforations fall correctly, difficult to see.

After the 8d was issued, it was noticed that the colour was very similar to the 2½d. It was withdrawn after one week after only 4,032 had been sold. Protests by stamp collectors ensured that it was placed on sale again.

The second half of the display gave further insights into the usage of the issue. Poor impressions of the ½d because of a lack of buffer bars on the upper margins of the plate and a resultant "patched in" piece, a full sheet of the 4d Plate 44 showing many re-entries and Booklet panes including the local Dunedin Cameron Bros. panes. The story of this particular episode was recounted.

A First Day Cover of the 1d Admiral was shown and the scarcity of early FDC's was mentioned. Collecting this particular form of memorabilia seems to have started in a big way with the first Health Issue in 1929 and usage on the first day of issue is rare before that date.

The aim of the display was to explore the usage of the recess-printed stamps and many covers were shown illustrating the different rates applicable during the currency of the issue. One cover noted was the first mail carried entirely by air from the UK to New Zealand, albeit unofficially, as part of the MacRobertson Air Race.

John Hicks gave a well deserved vote of thanks and the meeting closed at 16.25.

INFORMATION RECEIVED:

NEWS RELEASE

CHRISTMAS CAROL STORIES TOLD IN STAMP SERIES

3 August 2001

Stories behind some of the most popular Christmas carols are being illustrated in New Zealand Post's Christmas 2001 stamp issue which will be released on 5 September.

"The illustrations on the stamps highlight the popularity and longevity of Christmas carols," said Linda Morgan, New Zealand Post's Stamps Design and Marketing Manager.

The stamps depict the themes behind the lyrics of six well-known Christmas Carols. They are When Christ was born of Mary free (40c), Away in a manger (80c), Joy to the world (90c), Angels we have heard on high (\$1.30), O holy night (\$1.50), While shepherds watched (\$2.00).

The stamps and first day cover, along with the Christmas presentation pack, were designed by Comm Arts Design, illustrated by Ross Jones, Watermark and printed by Southern Colour Print.

QUEEN ELIZABETH TO GRACE NEW ZEALAND STAMPS AND COMMEMORATIVE COIN

New Zealand Post is marking the Queen's visit, in October 2001, with a commemorative stamp issue portraying a selection of her visits to New Zealand since 1953.

"The six stamps featuring Her Majesty Queen Elizabeth II's New Zealand visits will be of special interest to collectors, royal enthusiasts or anyone wanting to send a piece of New Zealand history," said Linda Morgan, New Zealand Post's Stamp Design and Marketing Manager.

The 40c stamp shows the Queen arriving for the State Opening of Parliament as part of the 1953/54 Coronation Tour of the Commonwealth.

The 80c, 90c and \$1.30 stamps show a variety of images of the Queen meeting the people, during the Royal Tours of 1970, 1977 and 1986.

The \$1.50 stamp celebrates the Queen's 1990 Royal visit to the Commonwealth Games in Auckland. Her latest official portrait for New Zealand, taken at Buckingham Palace in 1997, is portrayed on the \$2.00 stamp.

In conjunction with the stamp issue, New Zealand Post and the Reserve Bank of New Zealand have collaborated in issuing a special Royal Visit 2001 commemorative coin. Two thousand \$5.00 have been minted; 200 of these coins will be available in a numismatic cover. The coin features the walkabout image on the \$1.30.

The stamps and first day cover were designed by Ann Adams, and printed by Southern Colour Print, Dunedin. The stamps, commemorative coin (\$87.60) and numismatic cover (\$95.00) are available from the Stamps Centre.

IMPORTANT NOTE:

On the next page is an advertisement for the next RPSNZ publication: if any reader wants to pre-order, contact the Editor for a copy of the form to avoid damaging *The Kiwi*.

Pre publication ORDER FORM



MAILS BY RAIL IN NEW ZEALAND

Written by the late Albert Johnstone and Robin Startup and edited by Allan Berry this publication is the latest monograph from the Royal Philatelic Society of New Zealand. Running to some 220 pages, this long in preparation book is finally available. It is a definitive history of an important part of mail delivery in New Zealand and covers every aspect from the various routes, all the postmarks, the serious side of incidents and accidents and the anecdotal humorous side of sorting mail in a swaying van and throwing bags off without the postie attached! Forward orders for this handsomely bound, hard cover volume are being accepted at the following pre-publication prices. Member price NZ\$60.00 plus packing and postage. Non Member price NZ\$75.00 plus packing and postage. Price for multiple orders from groups by negotiation. Contact Office. (P&P NZ \$8.00, Aus. NZ\$19.00, Overseas NZ\$35.00). Postage prices are for a single Volume only. Post publication prices will be NZ\$75.00 for Members and NZ\$90.00 for Non Members.

Wellington Express passing through Palmerston North, N.Z.

Copyright Photo by W. Deasdale.



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WEBSITES

Bob Clark writes that the Society website has now been visited 7,277 times. I can confirm that it is well worth a visit.

Bob has created his own site called New Zealand Stamp Images which has a number of pages of information about NZ stamps and scanned images of stamps and early airmail covers. It is linked from the NZ Soc. site or can be accessed on www.nzstamps.fsnet.uk.

COMING EVENTS:

NORTHPEX

The Exhibition web site is now up and running. There will a breakfast meeting hosted by the New Zealand Society of Great Britain at 8.30 a.m. on 6th April. Also available is a list of those dealers already committed to attending: 23 to date. Included is Len Jury who is the official NORTHPEX 2002 Auctioneer who is accepting lots, collections etc. for a special public auction to be held during the Exhibition.

Our man in New Zealand, John Watts, writes that planning for Northpex 2002 is proceeding apace. John has also asked that British members visiting contact him if he can be of any assistance with accommodation or organising any other activities. His address is:

J.L.Watts, P.O.Box 40-376, Glenfield, Auckland, New Zealand.

For those U.K. members who are contemplating entering the competition, the Committee of Northpex are hoping to appoint a Commissioner. Again more information as it becomes available.

CORRECTION: The address of the Northpex website is: www.welcome.to/nsps.

MEMBERS QUERIES AND ORIGINAL CONTRIBUTIONS:

INTERNET AUCTIONS - AN APPEAL

ERNIE LEPPARD

The wife of the Secretary of my local club runs a bidding agency on the Internet. Recently, the following circular was issued:

"Buying stamps on the internet is the latest way to purchase stamps and two of the major London auction houses, Sothebys and Stanley Gibbons have decided to dispense with public auctions and concentrate their auctions on the internet. Sothebys have already attempted this with limited success. They are now going into association with Warwick & Warwick Ltd who will be responsible for the administration of the buying, selling and distribution. I understand that the first auction will be online in September. Although I am no expert I found the original Sothebys site is not particularly user friendly. Stanley Gibbons are starting from scratch and it remains to be seen how successful they will be. My personal opinion is that they will take some time to make it a success and it is a mistake to go 100% on the internet which is not a suitable place to sell mixed lots and collections.

Both Sothebys and Stanley Gibbons will have strong opposition from the most popular stamp auction website, E Bay. Although E Bay does not sell its own material it covers vast areas of interest and is very user friendly."

My efforts to become involved in this new area of activity have not been very successful. I have tried several times to access Cavendish or Stanley Gibbons catalogues but have been unsuccessful.

Would any member be prepared to write a basic guide to the new world for publication in *The Kiwi*?

SQUADRON LEADER R.G.BRICKELL

E.W.LEPPARD

The cover illustrated (Figure 1) was addressed to Squadron Leader R.G.Brickell at No.1 Air Ministry Works Area in Northern France. It was sent from Dunedin on May 17th, 1940 on one of the last mailings by the Empire route. The Postage Rate was 1/6. It was subsequently re-addressed to Weston-Super-Mare although it has a Westbury-on-Trym postmark of September 1940.

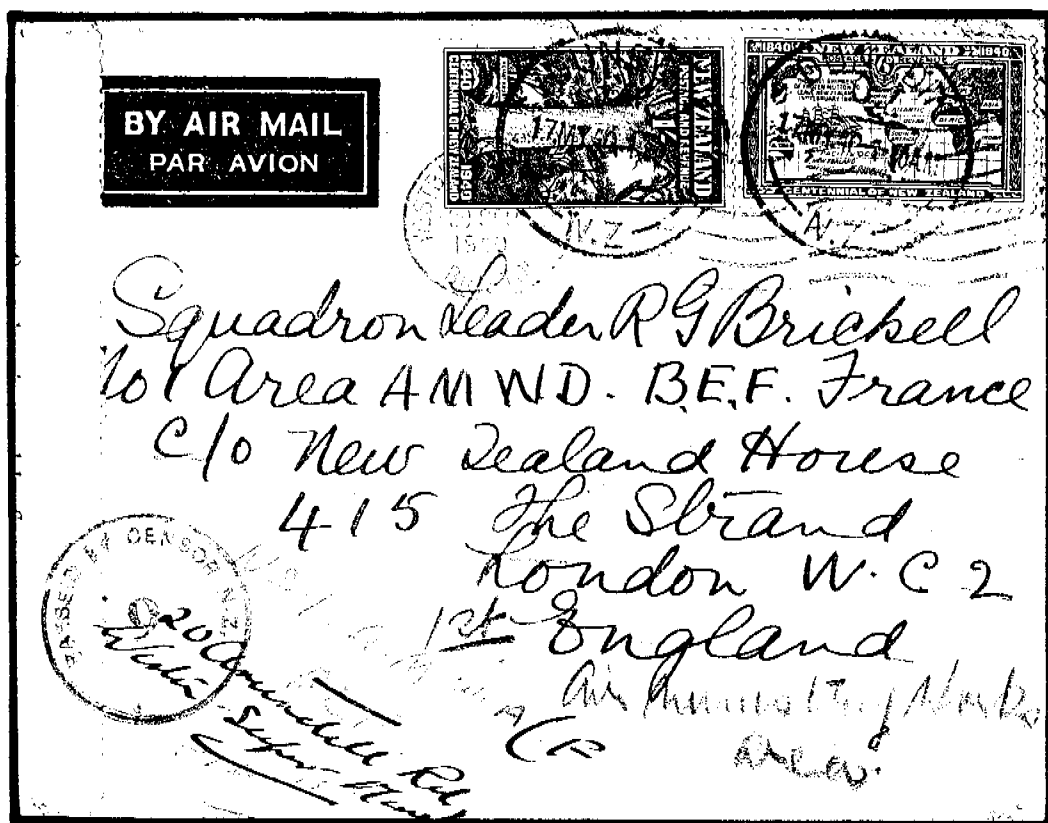


Figure 1. Envelope addressed to R.G.Brickell

However, a footnote in a book, "MI9" by Foot and Langley, suggests that there was more to Squadron Leader Brickell than merely being the recipient of a nice cover. The footnote says that a Richard Gaulden Brickell was involved as the Consulting Engineer for an escape tunnel from a Prisoner of War Camp at Fort Laghouat which was situated about 200 miles south of Algiers.

The Air Force Lists held at the Public Record Office record that R. G. Brickell (AMInstr CE, AMIStrct E, MSI(NZ)) was employed in August, 1938, on the Civilian Work Force as Resident Engineer at Honington Royal Air Force Station. After October, 1939, it appears that he was employed in Northern France as a Resident Engineer responsible for the construction of airfields. At this time, he had the Acting Rank of Flight Lieutenant. He was promoted to Acting Squadron Leader with effect from December, 1939. His last record in the Air Force List was March, 1940. He reappears in January, 1943. At this entry, his promotion to Flight Lieutenant is backdated to June 15th, 1940. He is mentioned again in January, 1944 when his promotion to Squadron Leader is backdated to September, 1942. He is noted as being employed on Airfield Construction and assigned to Special Duties. There must, however, have been a nice amount of back pay due from the period between these two listings.

The full story of Squadron Leader Brickell can be pieced together from the four books: "MI9" by Foot MRD & Langley RW, "The Week France Fell" by Barber N, "To War in a Stringbag" by Lamb C and "Adventures of a Secret Agent" by Cooper D.

In 1940, the British Prime Minister, Winston Churchill, was desperate to keep France in the War. He promised the Premier, Paul Renaud, that he would provide eleven Fighter Squadrons and six British Army Divisions to be commanded by General Alan Brooke. These forces would form a line along the River Seine. General Brooke actually landed with the Canadian Division at Brest but their stay was brief as Air Marshal Dowding had persuaded Churchill that to commit the Royal Airforce would jeopardise the security of the United Kingdom.

The French Commander in Chief, General Weygand, was becoming increasingly paranoid and blamed the collapse of France on British desertion evidenced by the withdrawal from Dunkirk. On his orders, the 51st Highland Division was allowed to become surrounded Valery-en-Caux whilst they were retreating to the Seine.

Squadron Leader Brickell was first sent to Le Mans and then to Bordeaux to prepare landing fields for the promised eleven Squadrons from the Royal Air Force. When they failed to arrive, he was interned in Fort Jean, Marseilles. Around this time, the French premier, Paul Renaud tried to escape over the Spanish Border with his mistress. He was turned back but not before he had been relieved of three suitcases containing about £3million worth of gold and jewellery, the origin of which was obscure.

After the Dakar event, the French, encouraged by the Germans, became violently anti-British. They interned those who were suspected of being troublemakers, escapers or spies were sent to a concentration camp, Fort Laghout, which was situated 200 miles south of Algiers. The camp was guarded by Arab guards.

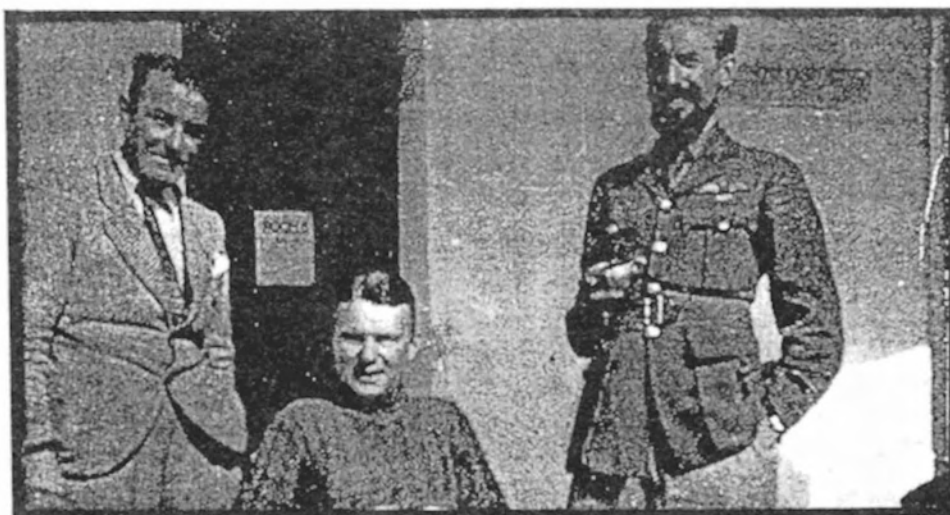


Figure 2. At Fort Laghout Camp. R.G.Brickell, centre, and Dick Cooper, left.

Two books describe events at the camp. One book was written by Charles Lamb, who was a Swordfish pilot and ferried Secret Agents. He acted as Adjutant to the camp. The other book was written by Dick Cooper of the SAS who was a Secret Agent. Both briefly mention Squadron Leader Brickell as the Consulting Engineer for the construction of an escape tunnel. The tunnel, when completed was 190 foot long. It had an oval roof cross section which meant that no shoring was necessary. It had a novel ventilation method and even electric lighting.

The tunnel was used for an escape by 29 prisoners on June 6th and 7th, 1942. Unfortunately, all were recaptured. Happily, all were released following the fall of Africa in November, 1942.

Squadron Leader Brickell published notes about the tunnel and diagrams in the Journal of the Institute of Civil Engineers in 1943 (Figure 3).

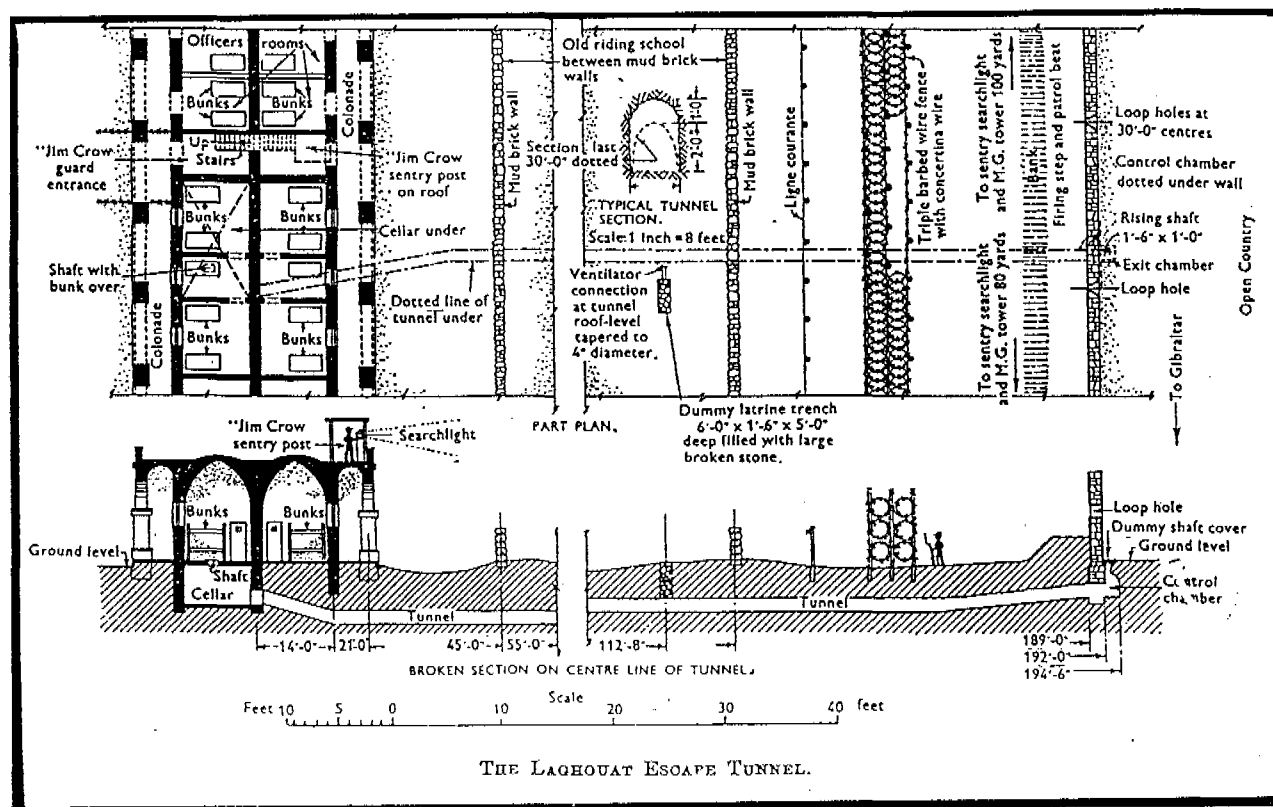


Figure 3. The Escape Tunnel

FINDINGS FROM FILES

ALLAN P. BERRY

MORE QUESTIONS CONCERNING COST OF PAPER

This story starts with a letter from the New Zealand High Commission to the Controller of the Post Office Stores Department. It is dated 22nd February, 1951, and reads:

"You will remember that in December last you kindly arranged to make available for our use two tons of Royal Cypher quality paper from your order with Wiggins Teape. This paper was gummed by Messrs. Samuel Jones and was supplied to us in size 17½" x 13.375" at 44s.0d. per ream.

"We are now requiring a further supply of stamp paper, and Samuel Jones have quoted us for August delivery. However, I am very concerned at the increase in price - the rate now quoted being 52s.3d. per ream for both the following quantities:-

2,500 reams size 20½" x 11" and

154 reams size 11¼" x 21".

"Would you kindly let me know whether you consider this price to be fair and reasonable. On querying the price with Messrs. Samuel Jones I was informed that there had recently been an increase of about 20% in the cost of paper.

"Incidentally, I have instructed the firm to proceed with the order as we must get delivery as soon as possible."

There is a hand written postscript on the letter, which reads:

"P.S. Bradbury's say their latest price is 5s.8d. per lb. all rag & that the increase since Sept. is 37%. They buy paper for some of their customers."

An Officer in the Post Office Stores Department has made some pencil notes on this letter, against the quantities of the paper indicated. On the left side of the space left is a note reading 'about 13½ tons'. The top line on the right has the note '(= 11'-4 lb. per ream)' and the bottom line '(= 11¾ lb. per ream)'. The next document is a hand written memo clearly giving an Officer in the Post Office Stores Department information requested. This is dated 27.2.51, and reads:

"I have spoken to ... of Portals about this. He is prepared to say that prices have risen by about 20% in the period in question.

"Whether the price quoted by Sam'l Jones is F. & R. is another question.

"The latest prices under our Contract for High Value paper in reams are:

17½" x 12¼" 15/5½ per ream

17¾" x 13½" 17/3 per ream

which after allowing for the 20% further increase would rise to about 18/6 and 21/-. ...'s (of the New Zealand High Commission) paper is a bit smaller than our 17¾" x 13½" but his price including Sam'l Jones's cutting, gumming and plate glazing processes is about 52/3 per ream.

"Other papers are herewith.

"His order (about 13½ tons) cannot be regarded as small."

The last document on this section of the files is a letter from the Post Office Stores Department to the New Zealand High Commission, dated 28th February, 1951. This reads:

"I have looked into the question of prices of paper referred to in your letter of the 22nd February. The prices of raw materials needed in the manufacture of paper have been steadily increasing during the past few years. Since last December the increases represent a rise of approximately 20% and, in the circumstances, prices now quoted to you by Messrs. Samuel Jones appear to be reasonable compared with those previously charged by the firm."

PACKING MATERIALS

There is a single document on the files concerning packing material for goods being exported to New Zealand. As an island country, the Dominion has always been keen to keep out any disease, and these regulations were clearly introduced to try and achieve this end. The document, which is dated 1st February, 1927, and is signed by the Secretary to the Department, meaning, in this case, the New Zealand Government Offices. It reads as follows:

New Regulations Regarding Packing Materials for goods exported to New Zealand.

I am directed by the High Commissioner to refer to my Circular letter of the 21st March 1924. and to inform you that the Regulations therein referred to are about to be amended, and the new Regulations will affect goods arriving in the Dominion on and after 25th March 1927.

1. Under the new Regulations goods exported to New Zealand from any part of the Continent of Europe will be prohibited importation if packed in hay, straw or chaff.

2. Goods of any origin packed in Great Britain or Ireland may be packed in hay, straw or chaff, but only if the packing material is disinfected prior to use in Great Britain or Ireland in a manner already approved, or to be approved, on behalf of the New Zealand Government by the High Commissioner.

3. All invoices for goods packed in materials other than disinfected hay, straw or chaff must bear a declaration stating the nature of the packing materials used - such declaration to be on the face of the invoice and to be signed on behalf of the manufacturers or suppliers by the individual authorised to make the declarations required for Customs purposes.

4. All invoices for goods packed in disinfected hay, straw or chaff must bear a declaration on the face in the following terms:-

"I hereby certify that the hay, straw or chaff used as packing material for the goods on this invoice has been disinfected prior to use in a manner approved by the New Zealand Government. and further, that all due precaution was taken to ensure that the packing material so disinfected was not rendered liable to contamination anew between the time of disinfection and packing."

This declaration should be made and signed by the individual referred to in 3, and must be counter-signed correct by the Medical Officer of Health, or other Official specially appointed by the High Commissioner for the purpose.

Manufacturers and exporters in Great Britain and Ireland desirous of using disinfected packing material must apply beforehand to the High Commissioner for details as to the procedure.

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

NEW ZEALAND HERITAGE STAMPS

DAVID STALKER

SET 4 - THE SHIPS

Issued March 7th 1990

Using the precious greenstone brought back by Ngahue from Aotearoa hundreds of years earlier, the early Polynesians fashioned ornaments, tools and weapons. With axes and adzes they felled great trees and fashioned strongly built **canoes** that would carry 60 people with provisions and livestock across hundreds of leagues of ocean. It was no mean achievement to hew the logs, make and lash the topsides, carve and place the great stern posts in position and fix the outriggers or twin canoes in place.



Figure 1. 40c: Voyaging Canoe

It must have been a memorable day when the canoes sailed with a full complement of stores and, no doubt, stowaway dogs and rats. The fleet was manned by warriors, accompanied by their womenfolk with their chief in command. Up to sixty people could be carried in each canoe. This

was the last great migration - the outstanding event in Maori history. Nowadays, many Maori proudly trace their ancestry from these people. The names of the canoes on this epic voyage provide their own resonances: Arawa (shark), Tainui (flood-tide), Aotea, Takitimu, Tokomaru, Kurahaupo and Mata-atua.

The most famous sea going vessel in New Zealand's history - the **Endeavour** - started life as the Earl of Pembroke, a Whitby based collier. In 1768 the Admiralty purchased the ship and renamed her the Endeavour for a voyage to Tahiti to observe the transit of Venus. The vessel weighed 369 tons and was 106 feet long by 29 feet wide. Her hull was strong enough to rest on shore to receive repairs, and capacious enough, with some squeezing, to carry 94 people, victuals, stores and equipment.

The boat was refitted in Dartford Dockyard and given an extra skin of wooden sheathing. Her masts and yards were replaced and partitions for extra cabins were inserted. She was armed with six carriage guns and eight swivel guns. With her large storage capacity she was able to carry twelve months supply of all provisions except beer (of which there was enough for one month). Most supplies were stored in the hold. When fully laden, her draught was 14 feet.



Figure 2. 50c: The Endeavour

On 30th July 1768 the Endeavour sailed for Tahiti. Following secret orders Captain Cook sailed south on 13th July 1769 and sighted New Zealand on 7th October 1769. On the 9th October she rounded Young Nick's Head, entered the bay and anchored a couple of miles from where Gisborne now stands. Cook circumnavigated the islands and produced charts that were not bettered for another century. After exploring New Zealand Cook sailed up the east coast of Australia and eventually returned to England in 1771.

The Endeavour was sold in 1775 and broken up in 1793.

The New Zealand Company under the direction of Edward Gibbon Wakefield had drawn up plans to form permanent settlements on New Zealand. Afraid that their plans were to be halted by the Government, the **Tory** was hurriedly despatched in May 1839 to buy land on the shores of Cook Strait sufficient for a settlement. On board were Colonel William Wakefield (leader), Edward Jerminham Wakefield (secretary to Col Wakefield), Charles Heaphy as draughtsman artist and Ernst Dieffenbach as naturalist. On 17th August 1839 land was sighted off Cape Farewell. In due course, Port Nicholson was chosen as the site for a settlement. The four ships of the main party arrived in January 1840 providing the first official party of settlers although not the first Europeans on New Zealand.

Built in 1865 in Glasgow, the **Crusader** was one of the most consistent sailing ship to fly the flag of the Shaw-Savill and Albion Company. With dimensions of 210 feet long by 35 feet wide, the 1058 ton iron ship has been credited with having made the record passage from Port Chalmers to the United Kingdom in 65 days when commanded by Captain Renaut. Some of the passages back from New Zealand turned in to unofficial races and she competed against ships such as Avalanche, Ocean Mail and Otaki.

Between 1871 and 1897 she completed 28 voyages out to New Zealand and back.

Crusader was eventually sold to Norwegians in 1898 and was finally broken up at Dordrecht in 1910. Years later a club was formed - the "Clipper Ship Crusader Association" - for families who had sailed on her.



Figure 3. 60c: The Tory



Figure 4. 80c: The Crusader

Built in Calcutta in 1853, the **Edwin Fox** sailed the seas for 32 years. A full rigged ship of 836 tons, 144 feet long by 24 feet wide she was built to the order of the East India Company. Originally used to ship convicts to Australia she was bought by the Shaw-Savill Company in 1873 and made her first sailing to Lyttelton with 140 immigrants that same year. Further sailing's were made over the next 12 years to various ports in New Zealand.

In 1885 she was sited at Dunedin and fitted out with refrigeration plant to freeze and store meat for transport to Britain on other ships. After being used at Port Chalmers for a few years she was moved to Lyttelton, Gisborne, Bluff and finally Picton under engagement to freeze for the Wairau Company. After three years a plant was built on land and she was stripped. For many years she was used as a coal hulk for the New Zealand Refrigerating Company. She is now under restoration in Picton harbour.

Built for the Shaw-Savill Company in 1884 in Dumbarton, the **Arawa** was a very fast steamship of 5086 ton, 480 feet long and 44 feet wide. Named after one of the Canoes of the Great Migration from Hawaiiki she made her maiden voyage to New Zealand in 1884. She set a then around the world record on her second voyage. Her subsequent history is varied and chequered:

- Sold to James Huddart for his "All Red Route" across the Pacific to Vancouver in 1893.
- Chartered to the Spanish as a troopship during the Cuban Revolution. Renamed the Colon.
- In 1899 renamed Arawa again and used as a Boer War Transport.
- In 1900 bought by Elder Dempster and refurbished; renamed Lake Magnetic.
- Earmarked as an Exhibition ship in 1904 but scheme fell through.
- After various other changes of owner and renamings, she was finally sold to Soc. Maritima Italiana of Genoa and named Porto Said. On December 10th 1915 she was torpedoed and sunk by U39 in the Mediterranean.



Figure 5. \$1.00: The Edwin Fox



Figure 6. \$1.50: The Arawa

AN INTERESTING MARKING

MARGARET FRANKCOM

I recently received the envelope shown in Figure 1. It is cancelled "Priority Mail New Zealand Post Auckland NZ 5PM 12-JAN 2001. The marking indicates that it has been missent to Brisbane. A friend living in Switzerland received a similar envelope so I wonder whether a bag of mail went astray.

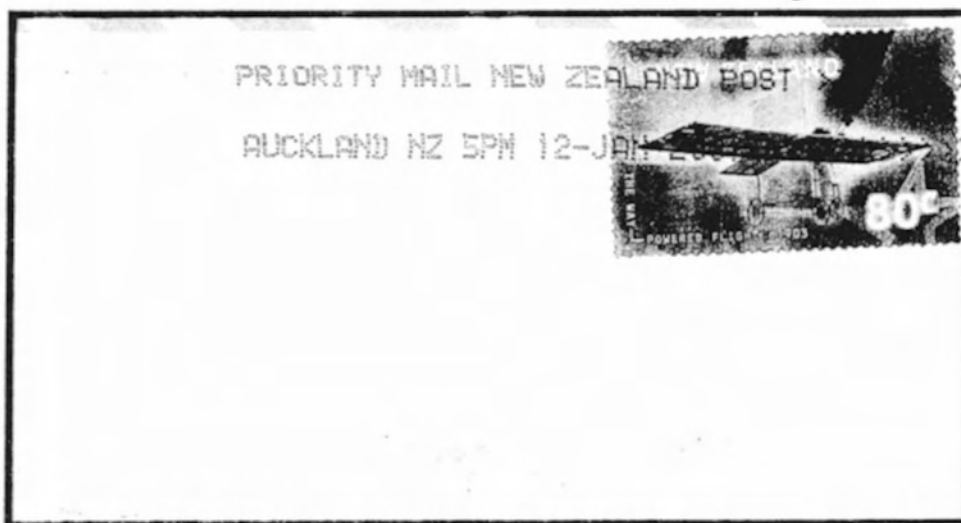


Figure 1

AN UNUSUAL FIRST DAY COVER

IAN McQUEEN

I recently acquired the cover shown in Figure 1. It is a first day cover for the 1948 Olympic Games United Kingdom stamps. It is registered and sent by Airmail to New Zealand. I have seen very few FDCs addressed to overseas destinations and wonder whether readers know of other examples.



Figure 1

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