THE KIWI

THE JOURNAL OF THE NEW ZEALAND SOCIETY OF GREAT BRITAIN

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THE NEXT MEETING OF THE SOCIETY WILL BE HELD ON MARCH 31ST 2007 AT THE UNION JACK CLUB, SANDELL STREET, LONDON STARTING AT 11.00

THE MORNING WILL BE A MEMBERS SESSION

AND

THE SOCIETY BIENNIAL 12 SHEET COMPETITION WILL BE HELD STARTING AT 14.00.

MEMBERS PRESENT WILL JUDGE THE COMPETITION

FOR FURTHER DETAILS SEE PAGE 26 OF THIS ISSUE OF *THE KIWI*

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The Society is affiliated to: The Association of British Philatelic Societies, The New Zealand Philatelic Federation and the Midland Federation **Annual Subscription £15.00**

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ENCLOSURES:

With this issue of *The Kiwi* there is one enclosure:

- A copy of the General Society and Packet Accounts for 2006

If either is missing, please contact the Hon. Secretary.

SOCIETY NEWS:

MEMBERSHIP

We welcome:

The Alexander Turnbull Library, Wellington, New Zealand
D. Mawson, Bradford

NEXT MEETING OF THE SOCIETY

The next meeting of the Society will be held at the Union Jack Club, Sandell Street, on Saturday, March 31st, 2007. The Society biennial 12 sheet competition will be held. The regulations for the competition were published in the last issue of *The Kiwi.*

The meeting will start at 11.00 and the morning will be an opportunity for those attending to bring along recent acquisitions, items of interest or queries to discuss before the competition starts at 14.00. The judging of the competition will be done by those present.

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NEXT MEETING OF THE WESTERN REGIONAL GROUP

The next meeting of the Western Regional Group will be held on March 31st, 2007 starting at 13.30. The venue will be St. John's Church Hall, St. John's Avenue, Taunton. The Editor of *The* Kiwi, Andrew Dove will show 'King George V'.

For further information, please contact Paul North, ☎01392 877054.

LIBRARY LIAISON OFFICER

The Society seeks a volunteer for the new post of 'Library Liaison Officer'. The job description is:

1. The Liaison Officer will be a member of the Committee.
2. The duties are:
   (a) To maintain regular contact with the NPS Librarian,

(b) Recommend to the Committee purchases necessary to maintain the standard of the library of the New Zealand Society of Great Britain,

(c) Recommend any further actions necessary to sustain the library (repairs etc.),

(d) Make an Annual Review to the Committee and a report to the AGM.

All issues related to the transfer of the Society Library to the NPS remain the responsibility of the Chairman.

The Society is anxious to find a volunteer at the earliest opportunity. Any body interested should contact the Honorary Secretary.

PUBLICATIONS AVAILABLE

Society publications are now available:

SP 1: *Aspects of Collecting New Zealand Stamps.*

SP 2: *Index to The Kiwi Volumes 1 to 50.* Printed and CD Version.

SP 3: *The Kiwi Volumes 1 - 50.* Full text on CD

Price: SP 1: £10 inc. P. & P.
SP 2 & SP 3, £30 in UK and £35 overseas airmail inc. P. & P. (Society members will receive a 40% discount)

Payment accepted in NZ$, US$ or £St. All orders to:

New Zealand Society of Great Britain
9, Ashley Drive,
Walton-on Thames,
Surrey KT12 1JL

NOTES OF THE MEETING HELD IN LONDON ON JANUARY 27TH 2007

The Chairman opened the meeting by conveying the good wishes of Rob Davey, a member who is currently working in Dubai. He also passed on news about the long awaited book on the Chalons: our man in New Zealand, John Watts, had passed on the information that much of the re-writing had been undertaken and that it was expected that the final version would soon be completed and the publication available. No date was given.

He then passed the meeting over to Lewis Giles who was to enlighten us about the development of Airmails both within New Zealand and as a connection to the outside world.

The story started at ten past midnight on October 29th, 1894, when the S.S. Wairarapa went aground off Great Barrier Island. 135 of the passengers drowned but the survivors were not rescued for 2 days when they were picked up by a small coaster, S.S. Argyle, and taken to Auckland. The lack of communication between the island and the mainland caused much concern and Mr. W. Fricker started a service, The Great Barrier Island Pigeon service, to carry messages using carrier pigeons. The service started in 1897 and, in 1898, stamps were printed with a value of 1/- for pre-payment for the service. In 1899, Mr. Howie started a service in competition. The fee for the new service was 6d for a message from the mainland to the Island and 1/- for the reverse trip. The differential was due to the difficulty in training pigeons to fly from the Island. The service lasted until 1908 when a telegraph cable was laid. The first frame of the display showed examples of all of the stamps issued and a number of the message forms and flimsies.

Carriage of mail by air was started in 1919 by Walsh Bros. and Dexter Ltd. after authorisation by the Department of Post and Telegraphs. The plane used was a Boeing seaplane which had been built for the American airforce but rejected by them. The first pioneer flight made in December between Auckland and Dargaville (and back) by George Bolt who was sworn in as an official mail carrier. During 1920, the same company made a number of other pioneer flights. Although significant numbers of letters were carried, few have survived. On show were examples from the first flight to Dargaville and flights to Rawene, Whangape and Kawhai. In 1921, the New Zealand Air Board sponsored trial flights in the South Island between Christchurch and Timaru. On this occasion, a fee of 6d was charged in addition to the usual postage rate.

For the remainder of the 1920's, little progress was made in the development of the airmail routes. Around 1930, a number of flying schools were established which had more reliable aircraft and several companies were established to undertake mail flights for the Post Office. Amongst the new comers were Air Travel (N.Z.), Dominion Airlines and Gisborne Air Transport. The other major event that showed the value of air flight was the Napier Earthquake of February 1931 when numerous Emergency Earthquake Mail covers were carried on flights flown by pilots from the permanent New Zealand Air Force. In 1930, Dominion Airways produced a label to pre-pay a fee of 6d for mail carried on its flights between Hastings and Gisborne. The charge was stopped within 1 month by the Post Office as it infringed its monopoly to charge for the carriage of mail. Kaitaia also played a part in the story with the Aero Club carrying mail to Auckland from March 1931. Lewis showed examples of covers carried by all these fledgling services.

By 1931, the advantages of carrying mails by air were becoming more obvious. The service could be reliable and was safe. The Empire was also beginning to open up to the new mode of transport. In November 1931, a special flight was made from Invercargill to Auckland to collect mail to connect with the first Australia – England service. To coincide with this flight, the first set of airmail stamps was issued. This flight returned from Auckland to Wellington and carried a small amount of mail on the return. Two examples were included in the display. In December, a number of survey flights were made around New Zealand to explore the possibility of regular scheduled internal airmail services.

On Christmas Eve, 1931, a special Airmail was organised to carry Christmas mail to all the major towns in the country. Special cachets were produced and a new 5d stamp produced. The service was popular and about 17,000 covers were carried. The Post Office tried to repeat the service in 1932 but the public had lost interest and only 6,000 items were sent. There are a large number of covers extant from these services and a representative sample was shown. Of still more interest were the original post office advertisements displayed used to promote public interest.

In the early 1930s, a number of natural disasters interfered with the transmission of mail by road or rail. One such was in 1932 when a flood cut the road between Christchurch and Timaru. A contingent from the Air Force was returning from performing at an Air Pageant in Invercargill and stopped to carry mail. About 50 covers are thought to have been flown and 2 examples were included in the frame. Similarly, a flood in May 1933 caused mail to be flown between Hastings and Gisborne.

In the mid 1930s, commercial companies began to run regular services. In December 1934, Air Travel (N.Z.) started a service on the West Coast of the South Island and in April 1935, East Coast Airways started their service between Gisborne and Napier.

In March 1936, the two airlines linked with Union Airways and Cooke Strait Airways to provide an integrated service. Union Airways provided the bulk of the service using a D.H. Express aircraft (the 4 engined version of the widely used D.H. Rapide). Later the Lockheed Electra aeroplane came into use and one cover was from a test flight on which the press had been carried. The envelope was signed by those on board.

The situation continued until 1939 when, with the exception of Bert Mercer's Air Travel (N.Z.), the airlines were taken over by the Royal New Zealand Air Force. Thereafter, the airmails were carried by the Air Force. One of the last items shown was a cover from the UK with the 1940 Centenary of Postage Stamps set. The cover had arrived in Wellington but the Cook Strait had been closed after R.M.S. Niagara had been sunk by an enemy submarine. Accordingly, the mail was flown from Wellington to Christchurch.

The first half finished with a display of 4 of the 40 examples of the 1911 UK Coronation covers which were addressed to New Zealand.

The second half was concerned with the development of the overseas airmails. The early conquest of the 1,200 miles wide Tasman Sea is inextricably linked to Sir Charles Kingsford Smith. From 1928, he made a number of flights and carried a small quantity of mail on each:

First Crossing	September 1928	Australia to NZ	15 covers carried
Second Crossing	October 1928	NZ to Australia	16 covers carried
Third Crossing	January 1933	Australia to NZ	20 covers carried
Fourth Crossing	March 1933	NZ to Australia	50 covers carried
Fifth Crossing	January 1934	Australia to NZ	12 covers carried
Sixth Crossing	March 1934	NZ to Australia	21,866 covers carried
Seventh Crossing	May 1935	Australia to NZ	Aborted due to engine trouble over the Tasman Sea. Due in NZ to pick up the Jubilee Air Mail.

Not surprisingly, covers from these early flights are extremely rare but Lewis showed one of the fifteen from the first crossing in 1928. The carriage of mail on the first five flights was unofficial and it was on the sixth crossing that the mail started to be carried officially.

When Kingsford Smith gave up, his place was taken by C.T.P. Ulm in his aeroplane 'Faith in Australia'. In all, he made six crossings of the Tasman Sea between December 1933 and July 1934. Covers from these flights were displayed as were envelopes carried during his barnstorming tours made in between the trans-Tasman flights. His final flight was in July 1934 and was to pick up mail which would be carried to Port Moresby and Lae in Papua and New Guinea providing the first airmail service to PNG from NZ.

The early airmails between the UK, Australia and New Zealand started in about 1928/9 and were carried by Imperial Airways. Initially, letters were taken to Delhi by air and then completed the journey by sea. Other mail went via the Karachi route. The earliest cover shown left England on 28th December, 1929 and arrived in New Zealand on 4th February 1930.

Much of the early development of the routes was by Imperial Airways which was formed in the UK in 1924 by the merger of a number of smaller private companies. By 1929, it was clear that the amount of traffic was increasing significantly and a Convention was held in London which agreed regulations for the transmission of airmail letters. One of the requirements was the introduction of an airmail etiquette. This was applied if the letter was to be carried in whole or part by air but could be cancelled if the fee had only been paid for part of the journey.

The penultimate frame carried a number of reminders of the hazards of these early days with crash covers from seaplanes including the '*City of Khartoum*', '*Cygnus*', '*Scipio*', '*Calpurnia*' and '*Centurion*'. There were also a number of interesting covers illustrating the complexity of the

postage rates on the different routes at different times. In 1938, the Empire Airmail Scheme had reduced the rate to the UK from 1/6 to 1½d but, unfortunately, by the time that the direct route to the UK was established in 1940, the War had supervened and the rate immediately reverted to 1/6.

The final frame covered the trans-Pacific route which was opened up by Pan American Airways. Survey flights were undertaken in 1938 and 1939 and a regular service started in July 1940. The initial charge was 6/3 but in September 1940 this was reduced to 5/9 due to the increasing volume carried following the closure of the Australian route. The Pacific route was closed in 1942 because of the advance of the Japanese Imperial Army.

Some other members had brought items of interest: **Alan Baker** showed some Smiling Boys on airmail covers, **Maurice Allen** brought some newspaper cuttings showing planes landing with the mail on the West Coast. He also made the point that a number of the residents would have seen an aeroplane before they saw an automobile. **Keith Collins** showed an example of the 'per Australia – London' airmail cachet. **Bernard Conway** showed a scan of a newspaper in his collection which recorded Kingsford Smiths early flights and the hardships endured by the crew. **Derek Diamond** also had some smiling boys on cover and a cover impressed 'AV2'. This rare mark was used to identify mail that should be removed at some stage in its transmission and sent to its destination by a different route. 'AV2' refers to the identifying number of the Post Office form. In this case, the letter was posted in 1948 in NZ and destined for Cyprus. It appeared that it was removed in Cairo as it also had a mark in arabic.

Derek Diamond thanked Lewis for a most enjoyable, informative and enlightening afternoon and the meeting closed at 16.00.

If you:

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FROM THE COMMITTEE

A Committee Meeting was held on January 27th, 2007. Amongst the matters discussed were:

1. The Library:

Arrangements have now been completed for the transfer of the Society library on loan to the National Philatelic Society. The NPS is due to move from Charterhouse Street to Mount Pleasant by the end of March. They will join with the Philatelic Museum and National Postal Archive. Plans are being developed to build a British Philatelic Centre at Mount Pleasant which will provide meeting rooms and, hopefully, become a major centre of philatelic activity. The new library will open on April 1st.

As recorded before, all members of the New Zealand Society of Great Britain will be able to use the whole library. Access arrangements will be published as soon as they are available. It is also hoped that a full list of the holdings of the library relating to New Zealand philately will be published in due course.

A Library Liaison Officer is required: see advertisement elsewhere in this issue of *The Kiwi*.

2. Disposal of the Remainder of the Library:

The NPS do not require all the contents of the library. Some duplicate volumes already present and some are of a nature that is not felt relevant. In all, about 150 books and other journals and periodicals are left.

In line with the decisions of the membership made at the AGM, the Committee agreed to the disposal of the remainder by the following means:

Stage 1: A Postal Auction of the material will be held and will be open to all members of the Society. Postage will be paid by the purchaser.

Stage 2: Items not sold in the Postal Sale will be offered in a commercial sale: for example, the NPS Quarterly sale.

Stage 3: The remainder will be disposed of appropriately.

Money realised from the sale will be used to establish a library fund which will be used to maintain the library in the future. The NZ Soc. of GB will remain responsible for ensuring that the loaned items remain in good condition and for updating the contents as new material is published.

3. Programme for 2008:

There was discussion about next years programme: the ideas under consideration are:

- Joint Meeting with the Pacific Islands Study Circle
- Queries about rates
- New Zealand Postcards – maximum 50 cards per display
- King George VI

There will also be a Philatelic Weekend. The current suggestion is that this should be in Torquay during the weekend of September 27th, 2008.

If anybody has any thoughts about the programme, please contact Keith Collins.

4. The Auction:

There was discussion about the auction and the new arrangements for running it. Overall, it seems to have run well with total sales in excess of £4,000. Although there were plenty of lots, a large percentage came from one vendor. If the auction is to be success, we have to have sufficient material to make it worthwhile.

The auction will be run again this year so please start looking out material now.

5. The Packet:

The Hon. Packet Secretary reported that he was having difficulty in putting packets together because of the lack of material received. As matters stand now, the future of the packet looks bleak.

If YOU take the packet and want it to continue, the only way that this can happen is for more books to be contributed.

INFORMATION RECEIVED:

AWARDS TO MEMBERS

Apologies for the omission from the list of awards at Kiwipex in the last issue of *The Kiwi* of:

Stephen Schumann	Large Gold medal, Runner up to the Grand Award and winner of the Christchurch Philatelic Society Award for the Best Non-Traditional New Zealand Exhibit	New Zealand Postal Stationery 1876 - 1940

A NOTE ON KIWIPEX

DAVE TETLEY

I was pleased to read the note about Kiwipex in the last issue of *The Kiwi* as I, too, attended and found it most enjoyable. Some of the personal highlights from my point of view were the official opening by the Governor General, His Excellency Anand Satyanand, who was accompanied by his wife and the display by the Christchurch Glass Society of pottery, glass and booklets related to the original Exhibition. They also took the opportunity to launch a book on the subject of ephemera issued in connection with the Exhibition entitled *Gimcracks, Greenstone and Gold* written by Barry Hancox. The publication is in a limited edition of 250.

I was also delighted to see that Southern Colour Print of Dunedin was present. To celebrate the event, they had a number of artefacts on show including a perforating machine and some of their archive. The senior company staff present, including the Managing Director, were pleasant and only too willing to answer any queries they were presented with. They had also produced some souvenir miniature sheets showing the head of a penguin and the Kiwipex logo specially for the event.

As mentioned in the original report, the organisation was impressive. The organisers stand was fully staffed by helpful and friendly people who would go out of their way to find the answer to queries even they did not know it themselves. There was also a boat trip to Quail Island in Lyttelton Harbour on the Saturday afternoon for which special covers were produced bearing both New Zealand and Ross Dependency stamps.

From a personal point of view, I was fascinated to realise that the inception of the 1906 Exhibition was by the Prime Minister, Sir Richard Seddon, who sadly died before the Exhibition opened but originated from St. Helens in Lancashire, just down the road from where I live.

Overall, Kiwipex was a great exhibition which, although on a smaller scale than the 1906 one had much fascinating material on display and was greatly enjoyed by those who attended.

Classic Stamps Limited

PO Box 13-396,
Christchurch,
New Zealand.

Fax: +64 3 365 9987

Email: paulwales@inet.net.nz
(Note, email address was wrong in the last issue)

Elaine Bruce and Paul Wales from Classic Stamps Ltd have stand 93 at the 2007 Spring Philatex Stamp and Cover show in London from the 22nd to 24th February.
Included in their stock that they will have on sale will be many rarer New Zealand stamps and covers (see below for examples). These include the scarce mint 1d Claret shown.

Paul and Elaine are also looking forward to meeting existing clients and making themselves known to collectors wishing to receive the Classic Stamps postal bid catalogues/private treaty lists. If you do not already receive these lists contact Classic Stamps at the address above or at Philatex. **Note the change in email address above.** Send your wants lists to Classic Stamps and they will do their best to help you.

MEDIA RELEASE

50 Years of New Zealand on Ice

22 December 2006

A historic stamp and coin issue will mark the historic occasion as New Zealand Post commemorates 50 years since Scott Base was established in the Antarctic with its latest stamp and coin series.

A suite of five stamps feature a range of views of the base which was once a mixture of orange, red and yellow but has stayed an eye catching lurid green since 1976.

The 45c stamp features Sir Edmund Hillary at the opening ceremony of Scott Base on January 20, 1957. Sir Edmund was the first New Zealand Post Master of Scott Base.

New Zealand Post has a long connection with Scott Base and while there is no PostShop there now, the base served as a Post Office from 1957 to 1987.

This makes this latest issue all the more significant because Sir Edmund is signing 100 commemorative first day covers New Zealand Post is issuing to commemorate the anniversary. People who purchase a presentation pack have the chance to win one of these first day covers.

New Zealand is expecting there to be significant interest in these signed first day covers.

The stamps;

45c – 1957 Scott Base opening ceremony
90c – Scott Base 1990
$1.35 – Scott Base 2000 aerial shot
$1.50 – Scott Base 2003 – a sign shot
$2.00 – Scott Base wide shot

The two coins (a Mini Gold coin and a Silver Proof coin) depict Scott Base.

The products will be available from PostShops, New Zealand Post's Aotearoa shops in Auckland and Christchurch, selected retailers, the Wanganui Stamps Centre and the New Zealand Post stamps website, www.nzpost.co.nz/stamps, from 20 January 2007.

New Zealander Sir Edmund Hillary was the first man to conquer the world's highest peak, Mt. Everest, on May 29th, 1953. He was accompanied by sherpa Tensing Norgay.

2007 is also the International Polar Year which highlights human endeavours on the Polar Icecaps.

The stamps and first day covers are designed by Stamps Business, New Zealand Post, Wellington and printed in offset lithography with four process colours by Southern Colour Print of Dunedin.

REVIEW OF PUBLICATIONS RECEIVED

Whangarei Philatelic Society First 50 Years 1957 – 2007

Pub. Whangarei Philatelic Society. Pp. 43. Available from Allan Berry, 238, Waikiekie Road, Thames, New Zealand. Price £10 inc. P&P.

This is a celebration of the first 50 years in the life of a philatelic society and reflects the extent and depth of the activities of the members who have contributed to the longevity. The book is published partly to celebrate the birthday and partly to commemorate the first National Stamp Exhibition to be held in Northland.

Included are lavishly illustrated accounts of various Society activities including competitions, auctions and Stamp Fairs and one page is devoted to the Youth side of the Society.

Of philatelic interest is an account of souvenir covers produced by the Society to be carried on board a replica of the Bounty on trips to Pitcairn Island.

Although this will of limited interest to readers in the United Kingdom, it is an interesting reflection of the strength of the grass roots in New Zealand philately and we wish the Society well for the next 50 years.

Len Jury Catalogue of New Zealand Stamps 2007 (37th Edition)

Pub. Len Jury. Available from Len Jury Ltd. Level One, 18, Shortland Street, Box 4400, Auckland, New Zealand. Price $10 + P&P

Len's catalogue is a welcome arrival every year. It is fully illustrated in colour and the quality of the graphics is excellent. All issues are shown and the prices updated (including the Maori Performing Arts issue of 2006).

As always, good value for money and worth a place on the bookshelf.

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1901 - 2000

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PTS

ORIGINAL CONTRIBUTION:

OFFICIAL SEALING LABELS AND TAPES

G. I. ROBERTSON

In 1997, Paul Wreglesworth described an example of one of the first style of FOUND OPEN/OFFICIALLY SEALED gummed labels issued by NZ Post & Telegraph Department used on a Union Bank of Australia cover and invited readers to 'shed further light on these labels' (1). The response from eight collectors in succeeding issues of this journal (2 – 11) resulted in a comprehensive listing of the major types and variants until their replacement by self-adhesive printed cellulose tape.

Because of the way that the responses were published, it is a little difficult to read them in a sequential way. I have, therefore, summarised this information from the various contributors below, in chronological order, and incorporated further examples of the major types and variants with indication of the period of usage. More unrecorded labels will undoubtedly surface from time to time.

The labels appear to have been introduced in 1882.

1. P.O. No. 134 - this designation was not always printed on the label. (1882 – 1900). [Figure 1]

Labels 59-75mm x 61-67mm. (horizontal x vertical measurement)

(a) Printed in black on blue paper; perforation 11 or 12½. Recorded usage August 1884 (7), July 1889 (4), March 1900. An example with label selvedge has been recorded bearing the inscription 'These labels are supplied for officially closing or sealing Letters found ....' (7).

(b) Printed in black on off – white or light buff paper; perforation 12½. Recorded usage July 1890, November 1892 (3), February 1896.

(c) Printed in black on flesh coloured paper; perforation 12½. Recorded usage July 1894 (4).

Figure 1: Type 1

Figure 2: Type 2.

2. P.O. No. 134. New design (1897 – c. early 1900s). [Figure 2]

Labels 62-66mm x 37-41mm.

Printed in blue on white paper; perforation 11. Recorded usage December 1897, May 1898

3. P.O. No. 134. New design (c. 1907 – c. 1925)

Labels 145-150mm x 25-33mm. Printed in blue on white paper

(a) 'No.' included in imprint. inscription headed 'NEW ZEALAND'. Perforated 10 or 14. Recorded usage early 1900s? [Figure 3].

Figure 3: Type 3(a)

(b) 'No.' omitted from imprint. Inscription headed 'DOMINION OF NEW ZEALAND'. Perforated 10, 11 or 14. Recorded usage February 1923 [Figure 4].

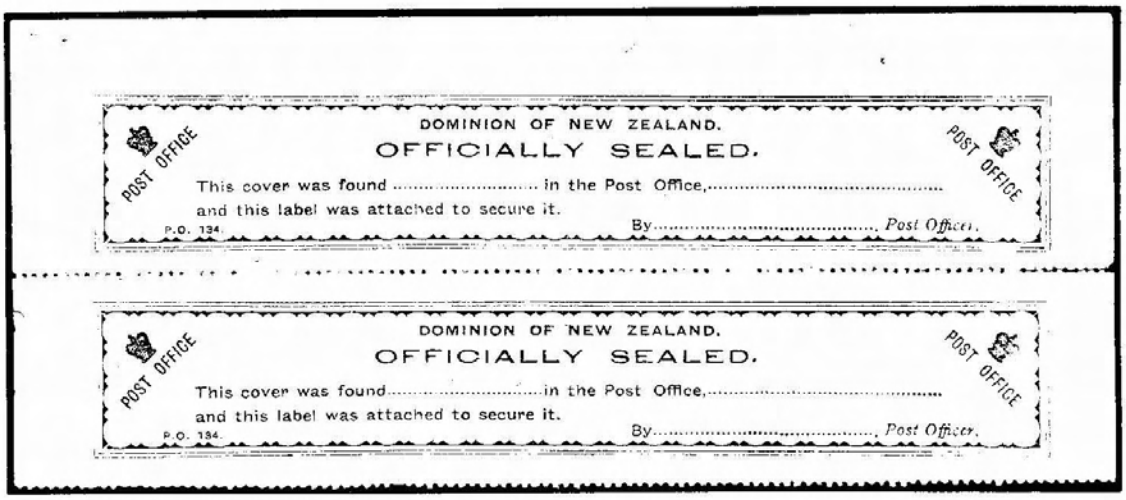

Figure 4: Type 3(b)

4. Mail 76. Change in designation (December 1927? to c. 1965).

Labels 140-147mm x 26-33mm.

Printed in blue on white paper.

(a) 'old No. 134' included in imprint. This was the last label to be printed with the inscription 'This article was **found**...'.Perforated 11. Recorded usage late 1924 (11) [Figure 5].

Figure 5: Type 4(a)

(b) 'old No. 134' omitted from imprint. Perforated 10 or 10¾. Recorded usage ?1928, September 1942 (6) to 1950s. [Figure 6].

(c) 'OFFICIALLY SEALED' and 'Mail 76' in larger lettering than (b). Perforated 10 or 12½. Recorded usage July 1958, July 1961, February 1962. [Figure 7].

(d) Typeface and border design different from (b) and (c) above. Perforation ?. Recorded usage November 1962 (5). [Figure 8].

(e) 'DOMINION OF NEW ZEALAND' replaced by 'NEW ZEALAND POST OFFICE'. Perforation 9½ or 10¼. Recorded usage from printing in November 1959 – May 1962, December 1963. [Figure 9].

Figure 6: Type 4(b)

Figure 7: Type 4(c)

Figure 8: Type 4(d)

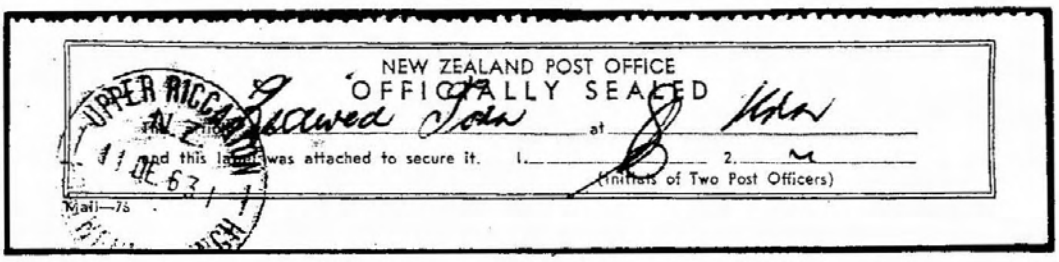

Figure 9: Type 4(e)

5. Self-adhesive printed tape

Inscription – 'OFFICIALLY SEALED – NEW ZEALAND POST OFFICE' repeated in two lines with wording off-set.

Produced in rolls one inch in width and 36 yards in length (7). Printed in red on white background (oil based gum tends to migrate and turn brown with age).

(a) Lettering 3mm in height. Recorded usage September 1965 [Figure 10].

(b) Lettering 5.5mm in height. Recorded usage May 1968 (7), June 1975 [Figure 11].

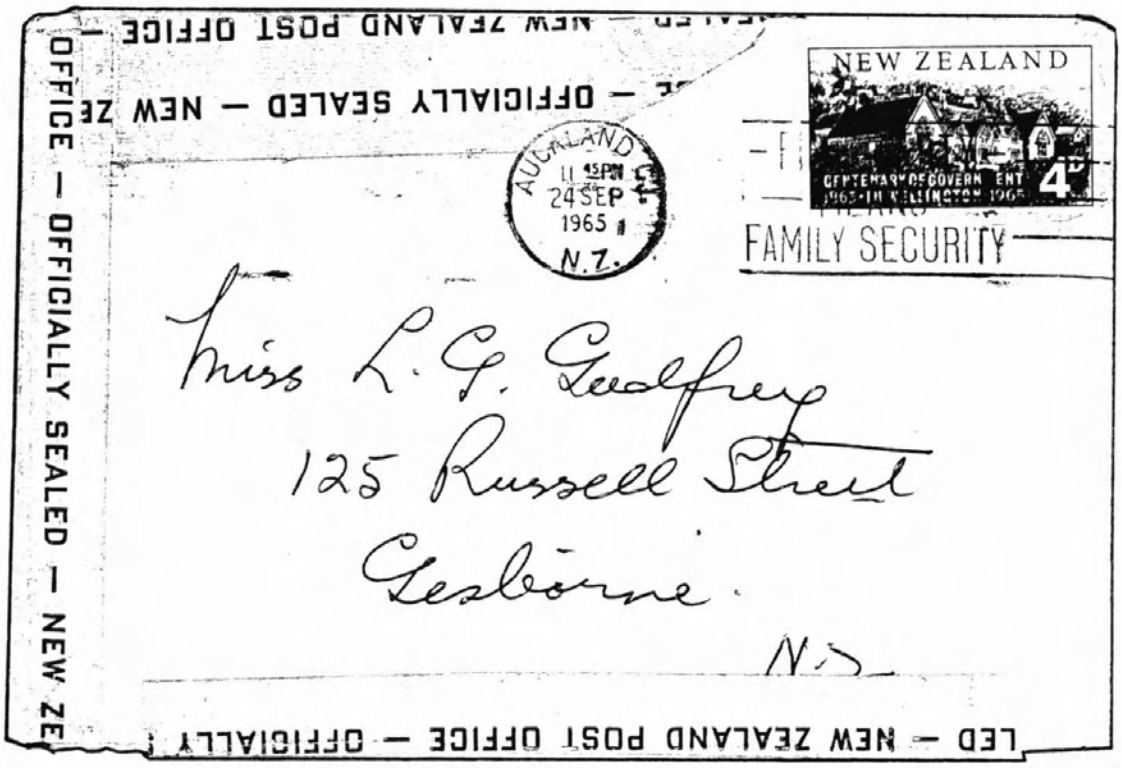

Figure 10: Type 5(a)

Figure 11: Type 5(b)

(c) Lettering 5mm in height. Recorded usage March 1989 [Figure 12].

(d) Change in inscription from 'NEW ZEALAND POST OFFICE' TO 'NEW ZEALAND POST'. Recorded usage February 2000 [Figure 13].

Figure 12: Type 5(c)

Figure 13: Type 5(d)

References:

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AIR TRAVEL (N.Z.) LTD. FLIGHTS OF DECEMBER 31 1934

MIKE SHAND

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One (of many) things that always seemed puzzling to me, was the notation on covers from these flights of Bert Mercer, and so recorded in Volume 1 (1) to the effect that this was 'the first unsubsidised air mail service in NZ' and, says Volume 1, 'one of the first in the world'.

Two obvious questions come to mind: 1) Which previous services were 'subsidised'? and 2) How did Bert Mercer get paid? There had been few previous flights in NZ other than the Xmas

mails and some survey flights of 1932, so why was 'non-subsidised' something special? Did Mercer carry mail just for fun?

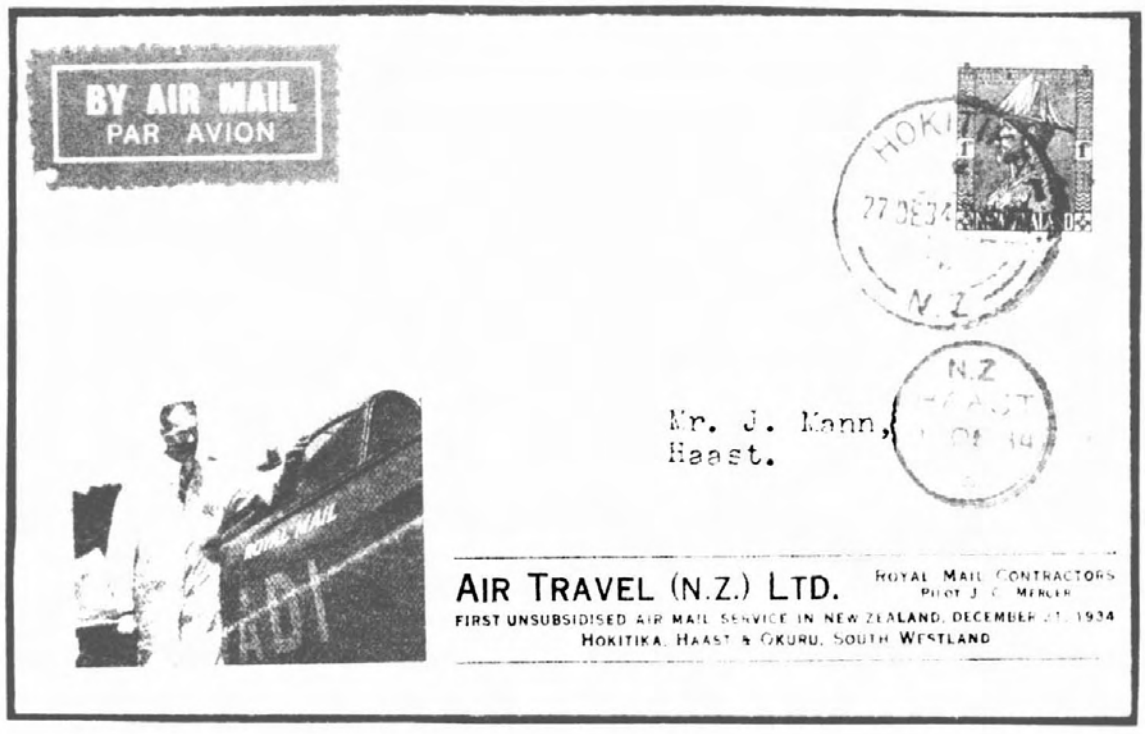


Figure 1: Covers from the flight claiming to be unsubsidised

Well, thanks to some fine digging by Robin Startup, we find that, after all, these flights were indeed 'subsidised' to the tune of £131 per year. Robin kindly sent me copies of the relevant postal Gazette which explains the situation. This was indeed one of the first series of flights for which postal patrons did not have to pay an air fee (as with Xmas mails) but a 'subsidy' was paid.

Extract from The New Zealand Gazette of Mar 15th, 1935:

> *'An event of importance was the establishment from the beginning of January last of the first regular subsidized inland air-mail service. The route is between Hokitika, Bruce Bay, Haast, and Okuru, and the contract has been let for a period of one year in order to determine whether a service by air is satisfactory in all respects for the districts concerned, which are among the most isolated in the Dominion. They were served formerly by a fortnightly pack-horse delivery which occupied several days. By air the distance one way is covered in approximately three hours, the return flight being completed in one day. Although the contract provides for a fortnightly service only, the contractors generally carry mails free on a flight made in the alternate weeks. Mail-matter of all classes, including parcels up to 14lbs in weight, is carried and no special air-mail fee is charged. Since the inauguration of the service, the time-table has been regularly maintained with but two exceptions due to very bad weather conditions.'*

The subsidies to the various services is shown in the table which was also contained in the same issue of The Gazette:

MAR. 15.] THE NEW ZEALAND GAZETTE. 717

POSTAL DISTRICT OF GREYMOUTH.

Service.	Total Mileage.	Frequency.	Mode of Conveyance.	Name of Contractor.	Annual Subsidy. £ s. d.	Date of Termination of Contract.
haura and Ahaura River (rural delivery)	46	Weekly	Motor-car ..	T. F. Brown ..	30 0 0	..
haura Railway-station and Post-office	1½	As required	Motor-car ..	T. F. Brown ..	20 0 0	..
watuna Railway-station, Stafford, and Goldsborough	10	Thrice weekly (two trips a day)	Motor-car ..	Mrs. E. Fox ..	60 0 0	31/12/37
lackball and Ataran	16	Twice weekly ..	Cart ..	Mrs. A. D. Christie	15 0 0	..
lackball Railway-station and Post-office	2	As required	Motor-car ..	M. Connors ..	60 0 0	31/12/37
runnerton Railway-station and Post-office	¾	As required	Foot ..	(Deptl. officer) ..	..	..
reymouth and Cobden (delivery of parcels within Postmen's deliveries)	6	Daily	Bicycle ..	(Deptl. officer) ..	..	..
reymouth and Cobden	2	Daily	Bicycle ..	(Deptl. officer) ..	..	..
reymouth and Marsden	20	Weekly	Motor-car ..	J. R. Coburn ..	15 0 0	..
reymouth Railway-station, wharves, and Chief Post-office	¾	As required	Motor-lorry	W. J. Inglis ..	225 0 0	31/12/37
reymouth, Greig's, Barrytown, Maher's Creek, Punakaiki, Tiromoana, Charleston, and Westport	132	Daily (an extra trip on Tuesdays, Thursdays, and Saturdays free of cost)	Motor-car ..	Gibbs Motors, Ltd.	800 0 0	31/12/37
Harihari and Herepo (rural delivery)..	23	Thrice weekly ..	Motor-car ..	W. Searle ..	60 0 0	31/12/37
Hokitika, Haast, and Okuru ..	334	Fortnightly	Aeroplane ..	Air Travel (N.Z.), Ltd.	131 0 0	31/12/35
okitika and Hoho (rural delivery) ..	24¼	Thrice weekly ..	Motor-car ..	Harcourt's Aard Motors	105 0 0	31/12/37
okitika and Okarito	176	Twice weekly ..	Motor-car ..	Harcourt's Aard Motors	65 0 0	31/12/37

Figure 2: The Table recording the Subsidy

The only question now is why did Bert Mercer designate his covers in the way that he did. Does Volume 1 need amending? Thanks Robin.

Figure 3: Bert Mercer – with the flat cap on the right – delivers the mail

Reference:
1. Walker DA '*The Air Mails of New Zealand Volume 1*'. Pub. The Airmail Society of New Zealand (1955)

A CONTINUING RESEARCH STUDY

FRANK PARKINSON

Readers may remember that reports of my plating studies of the 1d Universals have previously been reported in *The Kiwi*. I am currently working on studies of the 2nd Electro Plate of the 1d Dominions.

To date, I have only succeeded in obtaining a few panes from that Plate. However, there is in existence a major study of the issue by Mr. A. Wilson. In this, it is obvious that he had access to many panes as he has illustrated many of the constant secondary flaws. He also mentions the assistance given in the work by Marcel Stanley and Peter de la Mare. I believe that, between them, they must have recorded the panes and the positions of the flaws. This information must have been in their collections but, unfortunately, they have been broken up and dispersed.

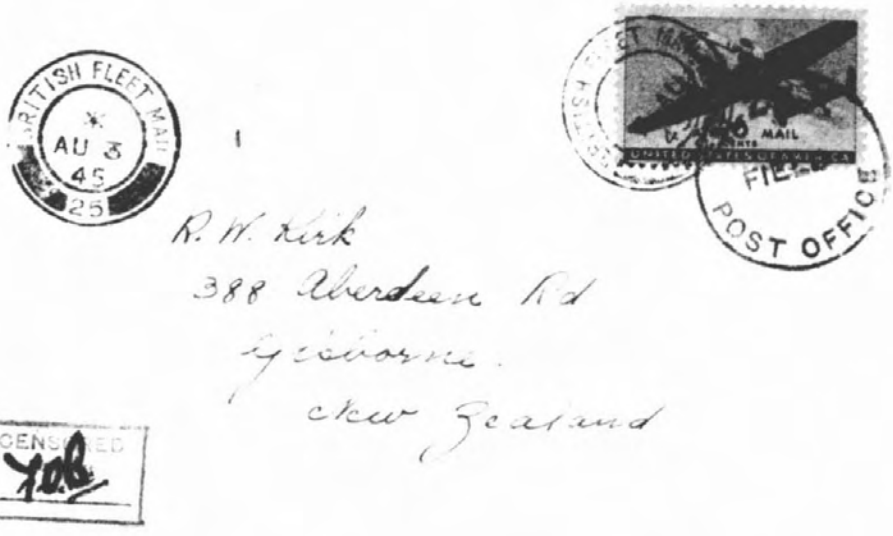
I wonder whether anybody is in possession of the examples and information concerned. If so, I would very much like to record it and publish it thereby making it available to all interested collectors. It is very frustrating, although not uncommon, to see research of this nature which has entailed an enormous amount of detailed work which has never become available to the collecting world.

I would be most grateful if anybody with information could contact me directly: e-mail frankparkison@clear.net.nz.

NZ Forces in WWII

feature in the John Daynes collection of Military Postal History to be sold in our 8th & 9th March Sale

NZ POW held on Crete, 1941



HM Hospital Ship 'Maunganui', Admiralty Islands, 1945

Contact James Grimwood-Taylor or Ken Baker for details.

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