



THE KIWI

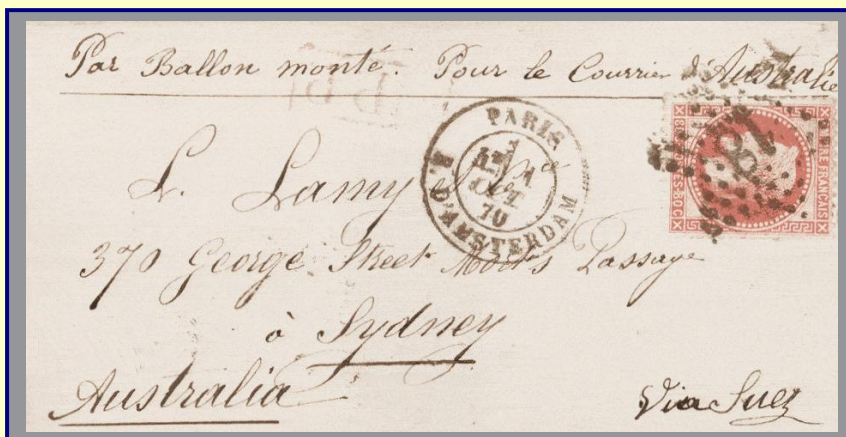
JOURNAL OF THE NEW ZEALAND SOCIETY OF GREAT BRITAIN



*Second Pictorials: Fourpence Plate 4
(see page 144)*



Superb material for the discerning



The above cover was an example of the world's first airmail and is the only known Paris balloon post cover addressed to Australasia. In 2009 Mowbrays Australia sold this 1870 Siege of Paris ballon monté cover for NZ \$238,625 – then a record Australasian price for a philatelic item.



The above 13 August 1855 cover from Auckland to Birmingham, England, bears a pair of New Zealand's very first 1d full-face queen stamps. Only three covers bearing 1d SG1 FFQs are known – this being the earliest recorded date. It was acquired in 2009 by John Mowbray for a client for NZ \$138,000.

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*The Society is affiliated to: The Association of British Philatelic Societies
the New Zealand Philatelic Federation
and the Association of Scottish Philatelic Societies.*



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EDITORIAL

Final reminder for the residential weekend in Stratford-upon-Avon. We have filled our allocation of rooms in the Holiday Inn but if members still want to join us they can make alternative arrangements at one of the many other hotels close by. We would also be pleased to see members who wish to attend just for the day sessions (see page 134 for full details or contact the Hon. Secretary, Michael Wilkinson).

The bidding was very keen for items from the first of the Spink auctions of Derek Diamond's material, held in London in July. A second auction of further gems from Derek's collection is scheduled for October and an advert giving details can be found on page 154.

Finally a big thank you to member John Biddlecombe who has converted all the back issues of *The Kiwi* currently on our web-site to pdf files and added the missing years (which have been 'coming soon' for some time!). Members can now access and download all copies of the journal from 1952 (Vol.1) to 2015 (Vol. 64).

ADDENDA & CORRIGENDA

CORRIGENDA (Volume 65, No.4)

Page 120 - **Reference 1** - should read 'Branam G.,' not 'Branum G.,'

Page 126 - **World Stamp Show - NY 2016** - The spelling of the name 'Javits' is incorrect throughout the article. It should be 'Javits' and not 'Javitz'.



THE KIWI - ADVERTISERS IN THIS ISSUE

ADVERTISER	PAGE
Mowbray Collectables	Inside Front Cover
Spink, London	154
Ashford Stamps Ltd.	159

ADVERTISER	PAGE
Steven Zirinsky	159
Classic Stamps Ltd.	Inside Back Cover
Auckland City Stamps	Back Cover

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THE KIWI - CURRENT ADVERTISING RATES

	Full (single insertion)	Full (3 or more consecutive)	Half (single insertion)	Half (3 or more consecutive)	Quarter (single insertion)	Quarter (3 or more consecutive)
Full Colour	£90	£75	£75	£60	£50	£40

NZSGB - CURRENT SUBSCRIPTION RATES

Membership rates are £20 (within the UK) and £25 (overseas) - with printed copy of *The Kiwi*.

Members who prefer to receive an electronic version of the journal (*e-Kiwi*), downloadable from the Society's web-site, as an alternative to the paper copy pay £20 regardless of country of residence.

Payment can be made by various means including PayPal ('gift' option). Details from the membership secretary esmegdiamond@gmail.com or via the web-site.

SOCIETY NEWS

MEMBERSHIP NEWS

New Members:

A warm welcome to:

P. Gargett, Leeds



HOLIDAY INN STRATFORD-UPON-AVON *30th September - 2nd October 2016*



Details of the programme for the residential weekend can be found on page 134. Those unable to attend can still purchase tickets for the raffle, which will be held on the Saturday evening, with the chance to win one of over £500 worth of prizes. Tickets are £1.50 each, £5 for 5 and can be obtained from the Hon. Secretary (contact details on page 131).

ANNUAL SOCIETY AUCTION - CATALOGUES

The catalogue for the auction, to be held on 26 November 2016, will be sent out during September. Copies will be sent electronically to all members for whom we have an e-mail address on file. Other members will receive a paper copy by post. If you have not received your copy by the end of the month, or would prefer a paper copy, please contact the Hon. Membership Secretary, Esmé Diamond, whose details can be found on page 131 of this issue of *The Kiwi*.

FROM THE COMMITTEE

The following topics were amongst those discussed at the July meeting of the Committee.

Programme for 2017: Do you have material that you are keen to display and talk about to your fellow Society members? Is there a favourite topic that has not been covered in recent years? Are there particular speakers you would like to hear from? If so, please contact the Hon. Secretary and help the Committee plan the Society's programme of London meetings for 2017. Subjects so far suggested include 'Anniversaries' (including the 150th anniversary of the first New Zealand fiscal stamps in January 1867), 'Overprints and Surcharges', and 'Thematics' – all of which should provide good opportunities for members' contributions. But more suggestions, of specific and general topics, and offers to display, would be welcome.

Support for exhibiting, research and publications: The Committee is keen to support members in their endeavours in preparing exhibits, whether for competitive or non-competitive display, and at local, national or even international level. We therefore hope to run a workshop on exhibiting during the morning session of one of our future meetings. Let the Hon. Secretary know if you are interested so we can make appropriate plans. The Committee is also eager to stimulate new research leading to articles (in *The Kiwi* preferably!), monographs for the web-site, or for publication. There is a vast store of experience amongst Society members, so don't be shy about seeking advice. Finance may be an obstacle to exhibiting for some (frame fees can be substantial at some events) and there are costs associated with research and publishing. The Committee has expressed its willingness to support relevant proposals so please contact Michael Wilkinson, the Hon. Secretary if you have a potential project in mind.

FORTHCOMING MEETINGS

NEXT MEETING OF THE SOCIETY : MEMBERS WEEKEND



HOLIDAY INN STRATFORD-UPON-AVON 30th September - 2nd October 2016



Friday 30 September	16:00	Arrive at hotel	
	18:00	Meet in bar	
	19:00	Dinner - a venue in Stratford to be confirmed	
Saturday 1 October	09:30	Welcome	
		<i>First Session</i>	Lawrence Kimpton
		<i>Pacific Airmails</i>	and members
	11:00	Break for coffee	
	11:30	<i>Second Session</i>	John Jackson
		<i>Great Philatelists of the Past</i>	
	12:30	Break for lunch	
	14:00	<i>Third Session</i>	Andrew Dove, Jack Lindley, Lorraine Maguire
		<i>Military: World War II</i>	and members
	15:00	Break for coffee	
	15:30	<i>Fourth Session</i>	Terry Hancox, John Potter
Sunday 2 October		<i>Midland Group</i>	
	17:00	<i>16 Sheet Competition</i> - results, judges critique and viewing	
	19:00	Dinner reception - Gala Dinner at 20:00	
	09:30	<i>Fifth Session</i>	Robin Gwynn and members
		<i>New Zealand Disaster Philately</i>	
	10:30	Break for coffee	
	11:00	<i>Sixth Session</i>	Alexander McCulloch and members
		<i>Focus on Stamps</i>	
	12:30	Lunch and Farewell	

IMPORTANT INFORMATION

Entries for the **Society Competition should be with the Hon. Secretary by 1pm on the Saturday. This is a single class competition open to all members. Those not attending may send photocopies, or scans - to arrive with the Hon. Sec. by 25 September if possible. It would greatly aid the judging if entrants could notify the Hon. Sec. of the title of their exhibit by 25 September. Judging, by National Judges John Jackson and Paul Wreglesworth will take place in a separate room during the afternoon session.*

All those attending are invited to bring relevant material to supplement the displays by the main presenters. Examples of **Disaster Mail for the fifth session would be particularly welcome. The sixth session, **Focus on Stamps**, is intended for stamps only – i.e. no covers or postal history.*

**Day visitors (members and guests) are welcome to attend. There is a charge of £12 (Saturday) and £6 (Sunday) to cover refreshments. Those not staying at the Holiday Inn may attend the Gala Dinner on the Saturday evening (£35). Contact the Hon. Secretary with any questions. Contact Details - page 131).*

FORTHCOMING REGIONAL GROUP MEETINGS

NORTH OF ENGLAND REGIONAL GROUP

The next meeting of the North of England Group will be held on Saturday **10 September 2016** at St. Luke's Church, Lodge Road, Orrell starting at 12:30. Members to display new acquisitions or items of interest.

Group Contact: - Jack Lindley ☎ 0161 705 1074 e-mail: lindleyjack@aol.com

SCOTTISH REGIONAL GROUP

The next meeting of the Scottish Group will be held on Saturday **8 October 2016** starting at 12:30 and will be hosted by Bob Clark in Stirling. Displays of 10-20 sheets and new acquisitions will be the usual format.

Group Contact: - David Stalker ☎ 0141 812 6653 e-mail: davidmstalker@yahoo.co.uk

MIDLAND REGIONAL GROUP

The next meeting of the Midland Group will be held on Saturday **29 October 2016** at the usual venue, St Anne's Church Hall (behind the Church) Parkhill, Moseley, Birmingham B13 8EU starting at 14:00. Will members please bring along some items of interest or a mini display.

Group Contact: - Ian Samuel ☎ 0121 449 0849

UPCOMING UK NATIONAL EVENTS

2016

- * 14-17 September **ABPS Autumn Stampex** - Business Design Centre, London.
(Specialist displays by GVI Society and a celebration of Cinderella Philately with the International Cinderella Congress).
- * 17 October **HAMPEX 2016** - Hampshire Philatelic Federation Convention and Stamp Fair. Wickham Centre, Mill Lane, Wickham, PO17 5AL.
10:00 am - 4:00 pm. (<http://www.hantsfederation.org.uk/hpfx.htm>)

2017

- * 15-18 February **ABPS Spring Stampex** - Business Design Centre, London.
Full National Exhibition. Theme: The former Ottoman Empire Including North Africa, Egypt and Balkan States, plus Palestine, Lebanon, Syria, Trans-Jordan, Iraq, Saudi Arabia and Gulf States. With Iran.
- * 12-16 September **ABPS Autumn Stampex** - Business Design Centre, London.
Full National Exhibition. Key Participant - Sarawak Specialist Society.

2020

- * 2-9 May **LONDON 2020** - Business Design Centre, London.
Full International (FIP and FEPA) Exhibition. (www.london2020.co)



Those with an interest in Paquebot and Marine Post Office markings may like to get hold of a copy of the September 2016 issue of *Gibbons Stamp Monthly* in which Mike Dovey, a member of the TPO and Seapost Society*, discusses the various marks used aboard the steamers of the Union Steamship Company. *(www.tpo-seapost.org.uk)

MEETINGS HELD

NOTES OF THE MEETING HELD, IN LONDON, 30 JULY 2016

The theme for this meeting was 'Postal History of the 1960s' and in setting the scene **Paul Wreglesworth** described how he was drawn to the 1960 Pictorial Issue as it was current when he began collecting New Zealand stamps as a schoolboy. However, at that time, his focus was on the stamps paying little attention to the postal history of the period. Trying to acquire and research the subject 50 years later has proved a challenge.

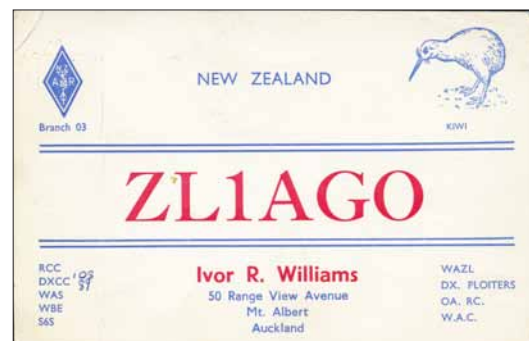
Collecting the 1960 Pictorials as an issue Paul first acquired covers showing single usage of the stamps and began to question why the individual values, from ½d to £1 were issued and indeed why no 7d value was issued until March 1966 when there were 7d rates (2nd class air mail rate to the USA) right through the 1960s.

Paul described postal history as the usage of postage stamps on covers to pay for a service to deliver mail, within New Zealand or overseas via various routes or means of transport. As with any period understanding what the stamps were used for required access to information on routes, rates and the variety of services offered by the Post Office. With no access, currently, to source documents such as Post Office circulars, the three main reference sources Paul had used for this period were:-

- McNiven A., (ed), 'History of New Zealand Postal Rates and Charges from 1840', Postal Division, POHQ, Wellington, New Zealand, circa 1988.
- Startup RM, 'New Zealand Overseas Airmail Postage Rates 1930-2011', pub. The Air Mail Society of New Zealand, Christchurch and Mowbray Collectables, Wellington, NZ, 2012.
- Collins RJG & Watts CW, 'The Postage Stamps of New Zealand Vol. IV', pp.477-478, The Royal Philatelic Society of New Zealand, Wellington, 1964.

However none of these sources are totally accurate or comprehensive and Paul confessed he had some items where it has proved impossible to identify the precise rate or service. Mistakes can be made by both senders and Post Office staff and Paul showed examples of postcards prepaid at letter rates, letters sent at the wrong rate for the intended destination or letters incorrectly surcharged. As an example Paul showed covers addressed to Hawaii but taxed because the Post Office had assessed the item at the US rate which was different.

Discussing the different ways of presenting postal history Paul indicated that he had divided the display into Inland and Overseas services and then postcard, printed papers, aerogrammes, letters and parcels.



Both sides of a 1960 QSL card from an amateur ('ham') radio operator, posted from Mt. Roskill to Chile. Prepaid 7d and inscribed 'Airmail' it is possible that the card travelled by air within New Zealand, for which the charge was 1d, the further 6d was the rate for a surface letter to South America.



Cover to France (8 AUG 61) at the 2d 'Printed Paper' rate which rose to 3d on 1 September.

September that year.

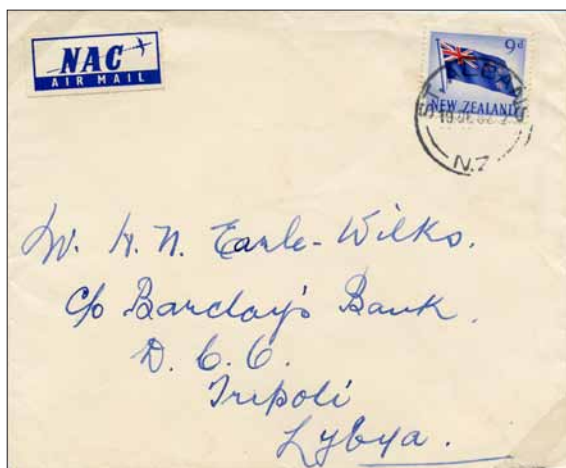
As rates rose the lower values saw less use and were more commonly used to uprate items of postal stationery.

A halfpenny stamp was issued on 1 September 1960 yet there was no rate requiring a halfpence stamp until September 1961. Paul showed a cover (right) from 1966, presumably from an enterprising collector, who had used 48 halfpenny stamps to pay the correct 2 shilling rate for a 1st class 'Air Mail' letter to England.

Although there was generally a stamp to meet most rates Paul said he had always been surprised that a 7d stamp had not been issued by the New Zealand Post Office until March 1966. The 2nd class 'Air Mail' rate to the USA was 7d throughout the 1960s, the 'Surface Letter' rate to 'Foreign Countries' increased from 6d to 7d on 1 October 1964 and the 1st class 'Air Mail' rate to Australia rose to 7d on the same date. Paul showed examples of covers using combinations of lower value stamps to meet the rate as well as items using the 7d stamp itself. An aerogramme to Australia was shown, for which the rate rose to 7d on 1 April 1967, just a few months before the stamps were replaced by their decimal equivalents and a postcard to the UK, with two 7d stamps, which at 1s 2d was the correct rate from 1 April 1967.



48 halfpenny stamps correctly paying the 2 shilling rate for a 1st class 'Air Mail' letter to the UK



1962 cover to Tripoli, Libya at the correct 9d rate for a 1/2oz letter sent by 2nd class 'Air Mail'.

Paul displayed examples of mail to a range of unusual destinations including Afghanistan, Antarctica, Hong Kong, Korea, Vietnam, India, Falkland Islands, British Solomon Islands, Suez, Malta and a range of European countries. There were two covers to Libya from the early 1960s, which was before Colonel Gadaffi came to power. The first from 1962 (left) was addressed to the capital, Tripoli, and was prepaid with a 9d stamp for the 2nd class 'Air Mail' rate. The second was a 1960 cover addressed to the US Embassy in Benghazi at the 1st class 'Air Mail' rate with a 1s 9d stamp correctly paying for a letter weighing 1/2oz or less.

As well as covering the routes and rates required to send cards, letters and parcels. Paul showed examples of various additional services: 'Registered' mail including the 'AR' (Advice of Receipt) service, 'Compulsorily Registered' mail and 'Insured' mail (see right), 'Late Fee' and 'Loose Letters', as well as a range of underpaid mail or items insufficiently paid for the service required were shown. Some of these had been taxed with postage due stamps added on receipt in the destination country.

Higher value stamps are found on weightier letters and parcels although Paul said he had seen very few items with the top values, e.g. 10s and £1, correctly used and considered any examples to be scarce.



A 1966 Registered letter to Hong Kong. Postage was 1s 3d, 1s 2d (1s registration fee and 2d insurance to £12), with a further 2s for insurance to £60 (6d per £12 additional value).



1965 tag from a package of books sent to the US at the registered 'Printed Paper' rate with the relevant charges helpfully shown.

Even those examples that have survived can present difficulties in determining which service had been used, or which rate had been charged. Sometimes the sender very helpfully wrote the rate on the cover or parcel and mail tags were displayed where this had been the case (see left).

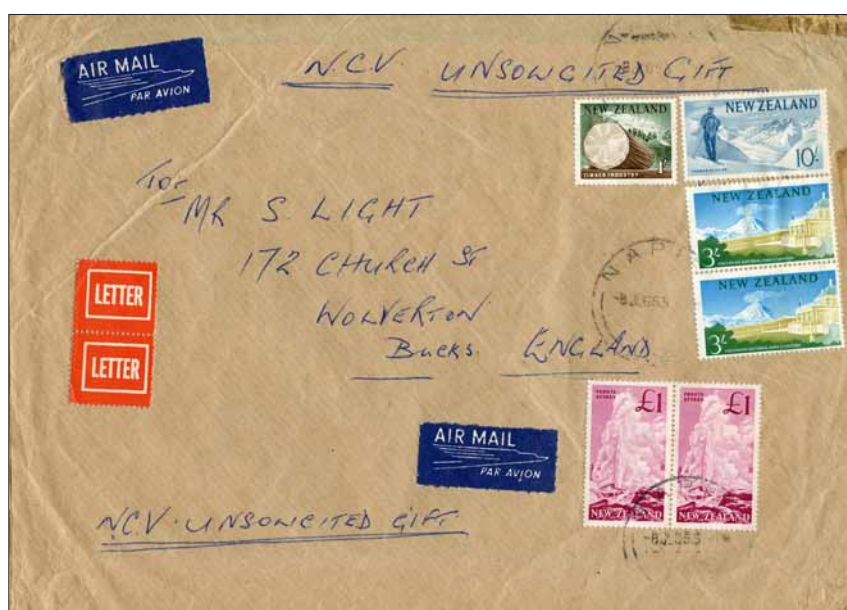
In some cases rates can be very difficult to determine and Paul showed one piece from July 1965 that was not straightforward. Shown below is a piece which presumably was from a small package with a customs declaration

stating "small books and misc. clothing".

There are 'Air Mail' and 'Letter' labels on the front and stamps to the value of £2 17s. The 1st class 'Air Mail' letter rate to the UK was 2s per ½oz and if the package was 1lb in weight it was 1s overpaid. The 2nd class 'Air Mail' rate was 9d per ½oz which, if correct, would suggest the package weighed 2lb 6oz. Quite a hefty letter!

If anyone can offer a more plausible explanation for this high rate item then Paul would be delighted to hear from them.

(Note: all images reduced).



A 1965 high value package, with £2 17s in stamps, possibly sent at the 2nd class 'Air Mail' rate of 9d per ½oz, suggesting a total weight of 2lb 6oz.

NOTES OF THE SCOTTISH GROUP MEETING, 16 JUNE 2016

Eight members attended the meeting which was hosted by Jim Breckenridge. Thanks go to Jim for providing an excellent lunch and venue for the meeting.

David Stalker kicked off with some recent acquisitions which included a complete sheet of the 1960 2d Christmas Stamp with a large red colour 'splash' in the middle of the sheet. Coming right up to date was the CAL from Totara Hill Montessori Pre-School with artistic notes and a Christmas card obtained by making direct contact with the school.

Jim Breckenridge gave a comprehensive display of the 1935–1937 4d Mitre Peak stamp. Shown were quite a number of flaws, re-entries, plate blocks, watermark varieties, papers and perforations. There was a good discussion on Plate 2B which only shows half of the plate identifier.

Bob Clark showed some new acquisitions including a cover to the UK via US air services in November 1931 with a rate of 7d, this was illustrated in the May 2016 issue of *The Kiwi*. Also shown was, what must be the earliest known cover with a WWII censor mark, a cover post marked on 5 September 1939 (this is figure 1, on page 118, of the July 2016 issue of *The Kiwi*). Bob also showed some New Zealand Prisoner of War Mail including examples from New Zealand to Italy, Switzerland and Germany with an explanation of the influence of the trade winds on the routes taken.

Adrian Philbey showed the Consular Letter from Auckland to France featured in the May 2016 issue of *The Kiwi* (page 94) which had a Pigeon Post stamp affixed three days before official issue and examples of Great Barrier Island and Marotiri Island pigeongram stamps and a cover salvaged from the wreck from the SS *Tararua*. Adrian then showed examples of covers sent to London c/o the High Commissioner for New Zealand (subsequently covered in the July 2016 issue of *The Kiwi*, pp. 121–125). Noted were covers to Miss Wynne Yeomans and First Day Covers produced by Sydney Wilkes of the Pinnacle Stamp Company in New Zealand.

Lachlan Philbey then showed some crash mail from the *Calpurnia*, *Cygnus* and *Scipio* and gave a good introduction on the Empire Flying Boats and on the crash mail recovered.

Elizabeth Nairn gave a display of Maritime New Zealand. This included the coastline, early vessels, Captain Cook, various vessels from HMS *Britomart* to *Mikhail Lermontov* and, of course, recreational sailing.

John Studholme showed some postal history of Kakahu, near Timaru where his father had gone to school. Stamps of 50 years and 25 years ago were shown; in that period the number of stamps issued mushroomed.

Alexander McCulloch showed stamps of Pitcairn Island giving the history of the island with particular reference to the mutiny on the *Bounty*. The connection to New Zealand was that it was a port of call when Alexander had sailed to New Zealand.

David Stalker finished the meeting with stamps related to yachting. In researching the first yachting issues such as the One Ton Cup it can be very difficult to discover who actually won with an ever changing set of rules and criteria. Featured strongly were stamps for the America's Cup and New Zealand's run of success. The last issue was in commemoration of Sir Peter Blake and mention of his famous "lucky red socks".

THE SOCIETY WEB-SITE AS A RESOURCE FOR MEMBERS

The Kiwi (now downloadable in pdf format)

- * Vol. 1-60 (1952-2011) available to all in pdf format
- * Vol. 61-64 (2012-15) available to members only.
- **password required - contact the editor of *The Kiwi*.**
- * Vol. 65 (current year) - available to *e-Kiwi* subscribers



Society web-site: www.nzsgb.org.uk

CORRESPONDENCE ON PREVIOUS ARTICLES

Thanks to members for the following comments on articles published in *The Kiwi*.

Page 104, July 2016 issue: Gerald Elliott makes the following observations on the cover shown by Lewis Giles (right) which he described as weighing 2oz, requiring the sender to pay 8d for postage as far as Sydney. Gerald writes: “I am afraid that this is a common misconception; postage for mail sent overseas was not payable in New Zealand until 27 March 1857, and for some countries, including Australia, not until 1 January 1859.

The postage rate at that date (2 May 1848) was the New Zealand Colonial Postage rate of 4d for a ½ oz letter and 8d for up to 1 oz. (Giles stated that it weighed 2 oz. in which case the rate would have been 1s 4d.)

Colonial Postage, 6 September 1843–31 March 1851 was:
½ oz. - 4d, 1 oz. - 8d, 2 oz. - 1s 4d.”



The cover displayed by Lewis Giles at the London meeting on 28 May 2016. (reduced)

Page 106, July 2016 issue: Gerald Elliott writes: “Andrew Dove who displayed *Express Delivery Service Mail* made two comments that I feel need clarification. “... limited to internal mail service only...” Whilst Andrew doesn’t state a date I believe he is making the same statement as in the article by Robert Odenweller published in *The Kiwi*, Vol.59 dated September 2010, which I refuted in a later issue (*The Kiwi*, Vol.60, dated January 2011). Andrew also stated “*The Express Delivery service was suspended at the end of 1941...*” this too is incorrect (see also the above mentioned article by Bob who at that time stated the date as 30 June 1948, which also was incorrect)”.

I think it is helpful to reproduce the information published in *The Kiwi*, of January 2011. (Editor)

1. *The question of the service being limited to internal mail services only*

(Ref. P&T 1938/2868 – ‘EXPRESS SERVICE 1/10/1938’)

6d.	Bahamas	Malta
	Bermuda	Nigeria
	British Guiana	Nyasaland
	Ceylon	Palestine
	Eire	Papua (Port Moresby)
	Gibraltar	Sierra Leone (Freetown only)
	Kenya, Uganda, Tanganyika	Trans Jordan
	Gambia (Bathurst only)	Union of South Africa.

The fee to be charged in addition to ordinary postage on “Express Delivery” letters to the countries mentioned is 6d. Generally speaking delivery is restricted to Principal offices only. AE 23/9/38

2. *The question of the service ceasing on 30 June 1948*

(Ref. ‘History of NZ Postal Rates and Charges from 1840’, EXPRESS DELIVERY Inland, p.27)

16.1.1942	Service suspended.
1.8.1942	Service restored for urgent pathological specimens addressed to hospitals or hospital laboratories in certain centres at the 1939 rates.
1.9.1942	Extension of service to Wanganui and two doctors.
10.7.1971	Service restricted to packages containing urgent pathological specimens...
2.2.1976 - 2.2.1987	Details of rates which varied up to the last date when it was \$1.80 per article.

Page 109, July 2016 issue: Gerald Elliott writes: “Andrew Dove’s Main article on ‘The 1934-35 Royal Visit’ was extremely interesting, and in his second paragraph he states ‘*There was then a gap of 32 years until the Duke and Duchess of Cornwall.... visited the Colony for 15 days in 1901*’.

This may not have been such a long gap as during that period (1869 – 1901) had the Flying Squadron, also known as the Detached Squadron, that was on a world cruise, visited Australia 22 May 1881–20 August 1881 with Lieutenant HSH Prince Louis of Battenburg, later First Marquess of Milford Haven, on board HMS *Inconstant*, Flagship of the Squadron, together with two Royal Princes; Prince Albert Victor and Prince George of Wales (later King George V), both midshipmen who were on board HMS *Bacchante*”.

The subject of ‘Express Mail Services’ attracted much interest - and comment. Chris Foote, Editor of *The Mail Coach*, journal of the Postal History Society of New Zealand, commented on the suggestion that James Berry was influenced by a Dinky Toy (right) when designing the 1939 Express stamp.



Page 109, July 2016 issue: : “I was interested to read the write up of Paul Woods’ display in *The Kiwi* (Vol.65, No 4, p106, July 2016). I had a detailed look at this subject for an article I wrote for *The Mail Coach* in June 2005. I am sending herewith a copy of my article which you may care to pass on to Paul*.

The short point is that there is no evidence whatsoever that James Berry was given a photograph of a Chrysler to copy for the Express stamp design. I am aware that some writers who know their philately but not their motor vehicles have written to the contrary. I am not aware of any evidence provided by them to back up their assertions.

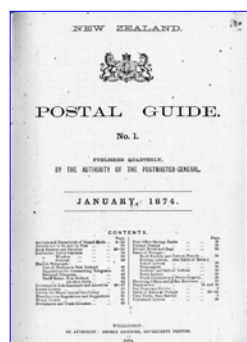
As I say in my article there is no evidence of the Post Office in New Zealand using Chrysler cars at all during the relevant period of the design of the stamp.

I address the Dinky Toy suggestion in my article and for the reasons stated I think it highly unlikely that the stamp was based on this model. For one thing the model lacks some important details that are included in the design.

My view is that James Berry was given a photograph of the Royal Mail Duple-bodied Morris Commercial airmail tender as a basis for his design. I suspect, but cannot prove, that this photograph was a publicity photograph provided by the GPO to the New Zealand Post Office showing this vehicle fitted with forward-facing horns (as on the stamp), although other photographs from other sources show the vehicle with the horns positioned sideways”.

* (If any members would like to read Chris’ article, published in ‘*The Mail Coach*’, please contact me - Editor).

THE SOCIETY WEB-SITE AS A RESOURCE FOR MEMBERS



Research Documents

A number of original source documents have been placed on the web-site as an aid to members undertaking research in to the New Zealand Post Office and early postal rates and routes. We hope to add to this in the future.

- * Statutes relating to the early New Zealand Post Office.
- * New Zealand Gazettes relating to early postal rates.
- * New Zealand Postal Guides relating to postal rates.

1935 KING'S JUBILEE COVERS

Robert P Odenweller RDP, Hon. FRPSL, FRPSNZ

In the last issue of *The Kiwi* Adrian Philbey discussed the practice of sending covers from New Zealand, c/o The High Commissioner for New Zealand in London (Ref. 1). The first item shown in that article is a 1935 King's Jubilee air mail cover addressed in this manner.

The majority of these covers were intended for UK collectors and dealers and the King's Jubilee cover shown in the article was correctly pre-paid at the rate of 2s 1d for normal carriage. However an additional 2d payment, with the sender's name on the reverse, would secure the return of the cover, if addressed to the High Commissioner for New Zealand. An example is shown below (Figure 1) with sender's details on the reverse (Figure 2). This particular cover has the 6d Jubilee stamp and the 7d brown orange airmail stamp, which are less often seen. The cover was returned in August.

Since the intended flight of the "Southern Cross" was interrupted, the mail was sent by surface to Australia, but did travel by air most of the remainder of the way to England.



Figure 1: A King's Jubilee cover pre-paid 2s 3d to cover return of the cover to the sender.
(image reduced)

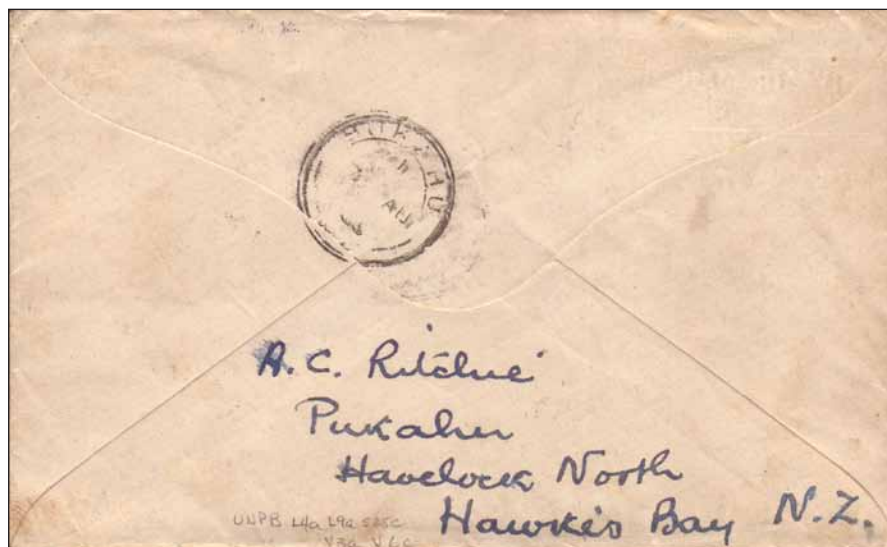


Figure 2: Reverse of the envelope showing the return address. (image reduced)

The second cover shown here (Figure 3) is registered, which added 3d for a total of 2s 6d including the return payment of 2d. As with the first cover the sender's details are on the reverse. However, the cover appears to be overpaid by a further 4d. Perhaps this was a philatelically inspired overpayment as it bears all three of the newly issued airmail stamps, which were rushed into production in order to be available for the flight. Still, it may be the extra payment was intended to cover the return registry, particularly if that were 4d in England. In that case it is also possible that an additional registry label would not have been needed, since the postage and registry would already have been paid in Papatoetoe.



Figure 3: *A registered cover pre-paid 2s 10d - paying return registry or overpaid?*
(image reduced)

If anyone has knowledge of the UK rates at that time or has other suggestions for the overpayment please contact the Hon. Editor.

Reference:

1. Philbey A., 'Covers Sent to London c/o The High Commissioner for New Zealand', *The Kiwi*, Vol.65 No.4, pp.121-125, July 2012.

RECENT AUCTION REALISATIONS

(excluding buyers premiums and taxes where applicable)

SPINK, London, 6 July 2016 (The Prof. Derek Diamond Sale)		
Lot	Description	Realised (Est) (£)
12	2d blue Chalon with sheet margin at top showing paper overlap. SG5	1,200 (150-200)
19	2d pale blue Chalon with major sheet overlap	1,600 (120-150)
198	1898 2d lake horizontal pair, imperf vertically, FU SG248a, CPE5a(Z)	750 (300-350)
221	1898 2/- grey-green vert. pair, imperf between, UM, SG258 var.	1,200 (700-800)
246	1898 1½d khaki, FU SG 275	650 (400-500)
291	1898 5/- vermilion block of four, LMM, SG270, CP21b(1)	1,000 (400-500)
330	1898 2d marginal block of four with scratched '4', fresh mint, CPE6b[4]	850 (600-700)
450	1898 5/- deep red, wmk sideways, 'Official' corner block of 4	800 (400-500)
478	½d green 'Reefton Provisional' cancelled, SGP1	1,000 (700-800)
480	2d purple 'Reefton Provisional' cancelled, SGP3	2,300 (700-800)
481	1/- orange-red 'Reefton Provisional' cancelled, SGP6	1,000 (700-800)
499	1902 AR Form for registered letter bearing 2½d blue	350 (300-400)

THE SECOND PICTORIALS: PROBLEMS WITH THE FOURPENCE PLATE 4 (REVISITED)

Robert Clark

Introduction

In 2003, I wrote an article for *The Kiwi* on the second pictorial fourpence issue that discussed problems with the presence and absence of flaws on plate 4 (Ref. 1). I came to the conclusion that there were two plates numbered 4 and that both these plates were initially unnumbered. Some new evidence has now led me to a different conclusion.

The Problem

In April 1943, the 4d value was issued on coarse paper with multiple watermark, with frame plates 2A and 2B, in conjunction with centre plates that are sometimes numbered 4 and sometimes unnumbered. Volume II of the RPSNZ handbooks (Ref 2) reports that a double plate was produced with one pane being unnumbered and the other numbered '4'. Volume VI of the RPSNZ handbooks (Ref. 3) reports that there was a single plate numbered '4'. Neither report fits the evidence below, although it does seem that a double plate was produced.

There are four constant centre plate flaws in the bottom two rows which Volume VI (Ref. 3) lists as:

- Row 7, Stamp 6 Coloured dot in the sea at the edge of the shading of the water halfway between the top of the launch cabin and the cliff's edge in the background. (Figure 3)
- Row 7, Stamp 8 Several large flaws in colour on the face of the mountain. (Figure 4)
- Row 8, Stamp 1 Vertical line in colour on the face of the mountain. (Figure 5)
- Row 8, Stamp 5 Flaw in colour in the shape of a reversed L on the slope of the mountain above the trees above N of ZEALAND. (Figure 6)

All four flaws exist both in plate blocks that have an unnumbered centre plate and ones which have a centre plate numbered '4'. The problem is that plate blocks both with an unnumbered centre plate and with plate number '4' also exist with none of these flaws. That led me to conclude in 2003 that there were two centre plates that were initially unnumbered, but which both later had the number '4' added (Ref 1).



Figure 1: Plate block 2A with the four listed flaws. *(image reduced)*

Figures 1 (above) and 2 (opposite page) show plate blocks of 20 that have the four listed flaws, the first with no centre plate number and the second with centre plate number '4' added. The four flaws are shown in detail in Figures 3-6.



Figure 2: Plate block 4-2B with the four listed flaws. (image reduced)



Figure 3: Row 7/6 Dot above launch cabin.

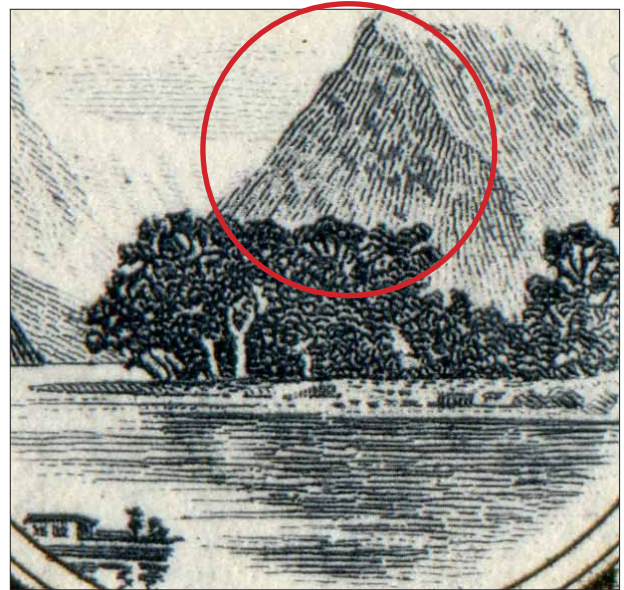


Figure 4: Row 7/8 Flaws on mountain face .

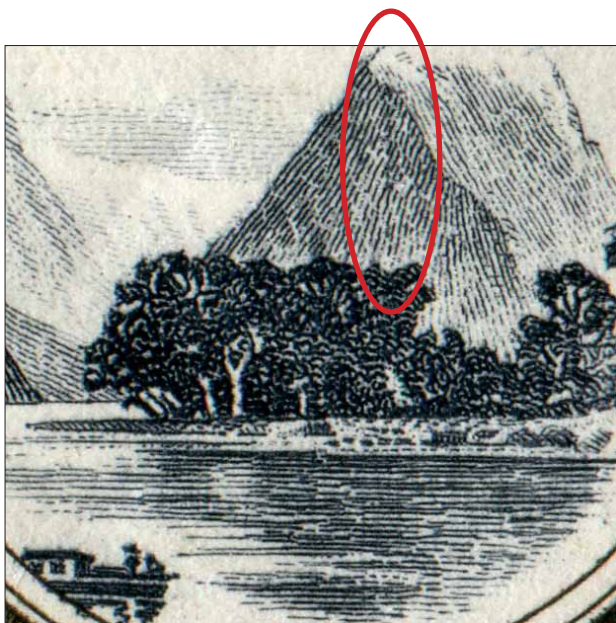


Figure 5: Row 8/1 Vertical line on mountain face.

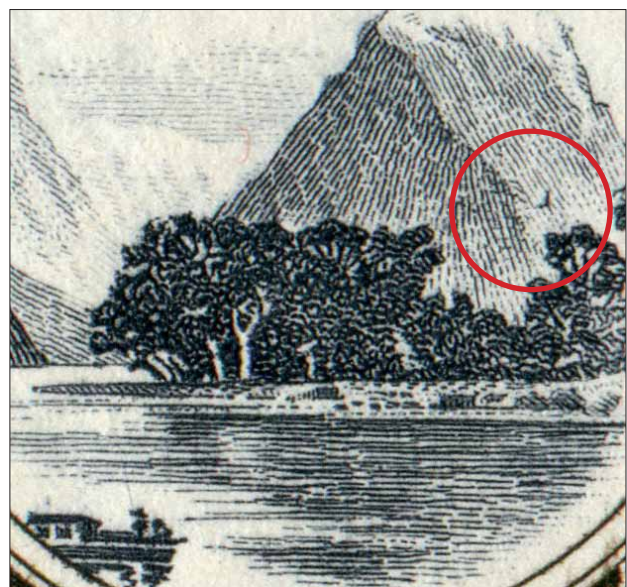


Figure 6: Row 7/8 Reversed 'L' on mountain slope.

Partial Plate Numbers

After the 2003 article was published, the late Ernie Leppard sent me scans of fourpence blocks which included a plate 4 single with the Row 8/1 flaw, but on the selvedge of which only part of the number '4' appeared. In addition there was a burelé band that had only been partially printed. Subsequently, I acquired a plate block of 20 with all four flaws from frame plate 2A, but on which only part of the plate number '4' had been printed. The relevant section of this block is shown below (Figure 7).

Some years ago, Lionel Savins informed me that he had plate blocks from the unnumbered centre plate with the flaws in which half the frame plate number 2B was missing. A similar plate block of 20 was shown at a recent meeting of the Society's Scottish Regional Group. In all these plate blocks, there was ample bottom selvedge and no hint of an albino print of the rest of the plate number.



Figure 7: *Lower left sheet corner showing partial plate number '4'.*

If sheets exist in which the centre and frame plate numbers have only been partially printed then it seems reasonable to assume that sheets could also exist in which a plate number was not printed at all. A possible conclusion is that there was a double centre plate on which both panes were always numbered '4' and that, in some printings, the number did not appear on the printed sheet despite there being ample selvedge.

Double Plate

A double plate would explain why the same plate number '4' occurs twice as there were two panes making up a single plate.

The 2d value was also printed from a double plate, with both panes initially numbered 5 (Figure 8). Like the 4d stamps from plate 4, these stamps were first issued in April 1943. In May 1943, the stamps were issued with the two panes distinguished by the letters 'A' and 'B' scratched on the plate (Figures 9a and 9b).



Figure 8: 2d value - plate 5.



Figures 9a and 9b: 2d values - plate 5A and 5B.

The plate numbers '4' in the 4d blocks are in the same font as the plate numbers '5' in the 2d blocks and certainly look as if they were laid down when the 4d double plate was initially produced. When the letters 'A' and 'B' were added to the 2d plates, they were much more crudely drawn showing the difficulty of adding a plate number to an existing hardened plate.

Conclusion

Given the above information, there would appear to be two possibilities:

- there were initially two unnumbered centre plates that both had the number '4' added later,
- both plates always had the plate number '4', but it did not always appear on the printed sheets.

The additions of the scratched letters to plate 5 of the 2d value show the difficulty of engraving a number on an already hardened plate. For that reason, I do not think that there were initially two unnumbered plates that later had the number '4' added.

That leaves us with the second option. I am not particularly happy with the conclusion that although the plate numbers '4' were present on the plate, they were not always printed on the issued sheets, but I cannot think of any other explanation. I would be delighted either to hear of an alternative explanation that fits the above facts or a description of the mechanism by which the plate numbers could appear partially or not at all.

Acknowledgements

I would like to thank Jim Breckenridge, Keith Collins, Lionel Savins and the late Ernie Leppard for various discussions about the Plate 4 problem over the last dozen years.

References:

1. Clark R., 'The Second Pictorials: Problems with the Fourpence Plates', *The Kiwi*, Vol. 52 No. 6, pp.133-136, November 2003.
2. Collins R. and Watts C., (Editors) *The Postage Stamps of New Zealand*, Vol. II, p.24, Royal Philatelic Society of New Zealand, Wellington, New Zealand, 1950.
3. Naish D. and McNaught K., (Editors) *The Postage Stamps of New Zealand*, Vol. VI, pp.29-30, Royal Philatelic Society of New Zealand, Wellington, New Zealand, 1977.

THE 'Z' IN BARS OBLITERATOR

Paul Wreglesworth

The 'Z', in oval of seven bars, obliterator has been the subject of much discussion over the years. Whilst known used at Palmerston North (Figure 1) covers also exist showing Marine Post Office marks together with a similar barred obliterator. Examples are rare so it is difficult to construct a precise history.

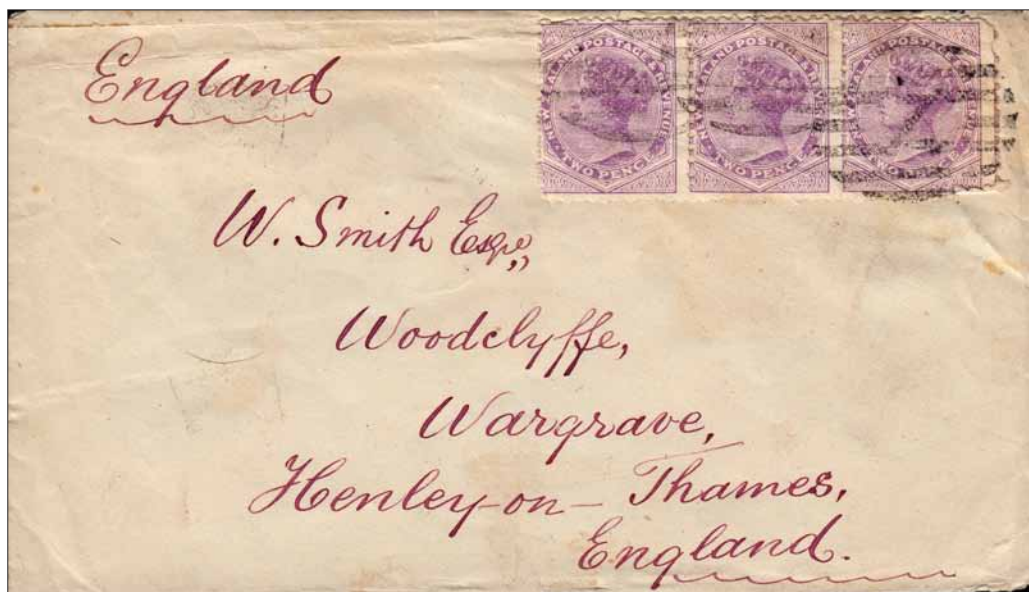


Figure 1: Cover from Palmerston North, b/s 15 JU 83, with stamps cancelled by the 'Z' in bars obliterator .

Volume 3 of the RPSNZ handbooks (Ref. 1) refers to use at Palmerston North stating “There is some evidence that the obliterator was later returned to Wellington and used as a “killer” on postage stamps on ships’ letters where the stamps had not been cancelled at the office of despatch or when letters had been posted on board”.

It was the late Ken McNaught who reported further on the 'Z' obliterator in Vol. VI and Vol. VII of the RPSNZ handbooks (Refs. 2 and 3), where he described three variants of the 'Z' in bars obliterator (Figure 2). Each differs slightly in size of both the oval and the 'Z', and are identified as M1, M2 and M3.



M1 (large)

M2 (intermediate)

M3 (small)

Figure 2: Three recorded variants of the 'Z' in bars obliterator.

McNaught reported four covers carried on the Wellington–Sydney–Panama mail service with the 'Z' obliterator applied. Three of these were the large M1 type.

The service operated from 24 June 1864 to 24 February 1869 using four ships, the *Kaikoura*, *Ruahine*, *Rakaia* and *Mataura*, but as no Marine Post Office operated between Wellington and Sydney only three ships were at sea at any one time and hence only three sets of cancellers would be required. Insufficient material survives to prove all three forms of the 'Z' obliterator were used on this service although McNaught suggests that “...it is likely that these (M2 and M3) were the companion obliterations. M3 has been noted on

stamps contemporary with M1 but M2 so far only on stamps from about 1880–1907. M1 was transferred to Palmerston North in the 1870s.” McNaught concludes, in Vol.VII of the handbooks (Ref.3), that the intermediate Z (M2) was used at NZ MPOs after 1874 and might have been used earlier on the Panama service. However, with proving covers so scarce and apparently no contemporary stamps bearing this mark, this can only be speculation.

We know the large ‘Z’ obliterator (M1) was used on the Panama service. A proving cover (Figure 3), formerly in the John Woolfe collection, was sold at auction in 2011 by Prestige Philately as part of the Mark Benvie Collection (Ref. 4). This particular cover was carried on the *Kaikoura* and was cancelled with the NZ Marine P.O. datestamp, JU 8 67, the date of sailing from Wellington. Dimensionally this obliterator appears to be the same as that on the letter from Palmerston North shown in Figure 1. Use here after 1870, as reported by McNaught, would be consistent with the Panama service ceasing in 1869. The small (M3) obliterator does not seem to have been re-used as, to the best of my knowledge, no examples have been found showing its use after the Panama service ended.



Figure 3: 1867 cover to the UK carried on the Panama service showing use of the large ‘Z’ in bars obliterator.

Whilst use of the third, intermediate (M2), ‘Z’ obliterator on the Panama service is conjectural there is clear evidence that such an obliterator was used at Marine Post Offices aboard ships on the Auckland–San Francisco route in operation from 1870 to 1907. McNaught records, in Vol. VI of the handbooks (Ref. 2), that this obliterator has only been seen “on stamps from about 1880 to 1907”, and indeed proving covers are extremely scarce.

The John Woolfe Collection, sold by Spink, London, in October 2006 (Ref. 5), contained four covers with the intermediate ‘Z’ obliterator (M2). One of these is shown below (Figure 4).



Figure 4: Intermediate ‘Z’ obliterator (M2) used on the RMS Alameda.

This cover (lot 462) and two others (lots 467 and 468) were carried on the RMS *Alameda* sailing from Auckland on 16 May 1896. The fourth cover (lot 469) was from the 7 August 1896 sailing of RMS *Alameda*.

I recently acquired the card shown below (Figure 5) which was carried on the RMS *Sierra* sailing from San Francisco to Auckland (12 JUL 1906) and addressed to Wellington. The 1d universal stamp is cancelled with the 'Z' obliterator (M2). This item was also offered in the Woolfe sale (lot 499). Lot 494, in the same sale, was a cover to Boston with the same obliterator carried on the RMS *Sierra* which sailed from Auckland on 10 June 1904.

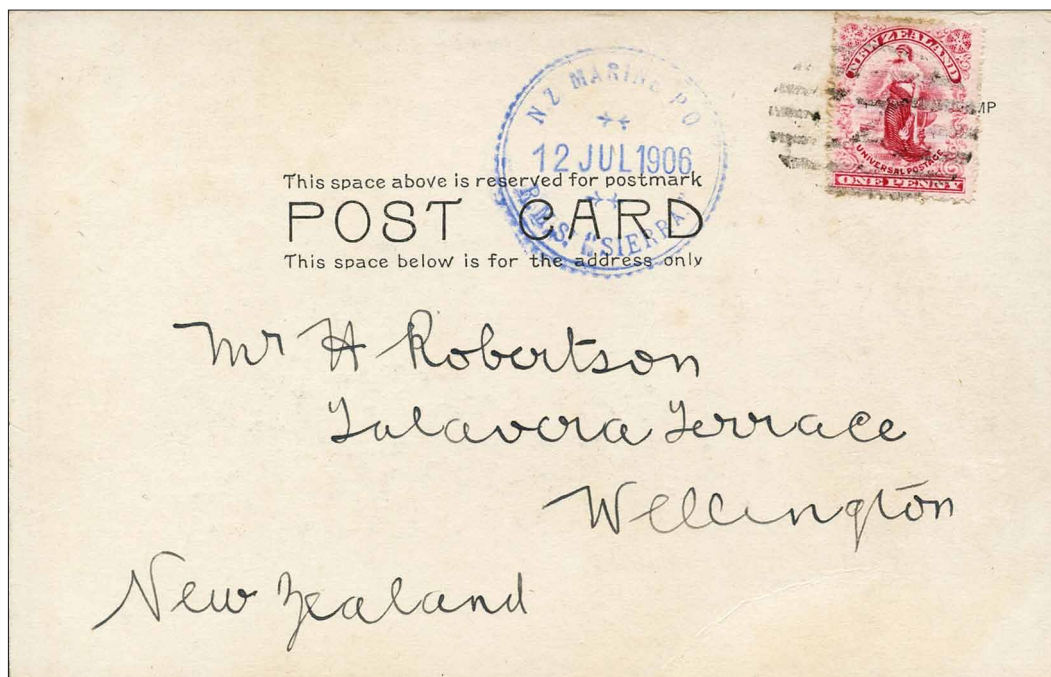


Figure 5: Postcard carried from San Francisco on the RMS *Sierra* with 'Z' obliterator.

The *Sierra* was only the third steamer to leave San Francisco after the 1906 earthquake and the picture side shows some of the devastation (see page 151 opposite).

In conclusion I believe we can say that M1 (large) was used on the Wellington–Panama service and later at Palmerston North. There is no evidence that it was subsequently returned for use at Marine Post Offices. M2 (intermediate) was used on the Auckland–San Francisco service between 1896 and 1906 on at least two different steamers. There is only circumstantial evidence that M3 was used at Marine Post Offices.

If anyone has examples of these obliterations that might provide further evidence in support of their usage at Marine Post Offices, or elsewhere, I would be very pleased to hear from them.

References:

1. Collins R J G and Watts CW, (Editors) *The Postage Stamps of New Zealand*, Vol. III, p.61, Royal Philatelic Society of New Zealand, Wellington, New Zealand, 1955.
2. Naish D and McNaught K, (Editors) *The Postage Stamps of New Zealand*, Vol. VI, p.394, Royal Philatelic Society of New Zealand, Wellington, New Zealand, 1977.
3. McNaught K, (Editor) *The Postage Stamps of New Zealand*, Vol. VII, p.294–5, Royal Philatelic Society of New Zealand, Wellington, New Zealand, 1988.
4. Anon., *The Mark Benvie Collection, New Zealand Mail to Overseas Destinations*, pub Prestige Philately, 27 May 2011.
5. Anon., *New Zealand Postal History, The John Woolfe Collection*, pub. Spink, London 3 October 2006.

THE 1906 SAN FRANCISCO EARTHQUAKE AND THE IMPACT ON MAIL SERVICES

Paul Wreglesworth

On the morning of April 18, 1906, a massive earthquake shook San Francisco. The quake lasted less than a minute yet it caused extensive destruction. Significantly the earthquake ignited several fires around the city that burned for three days and destroyed nearly 500 city blocks. Around 3,000 people were killed and more than 400,000 residents were left homeless. The reverse of the postcard discussed on page 150 shows some of the devastation caused by the earthquake and fires (Figure 1).

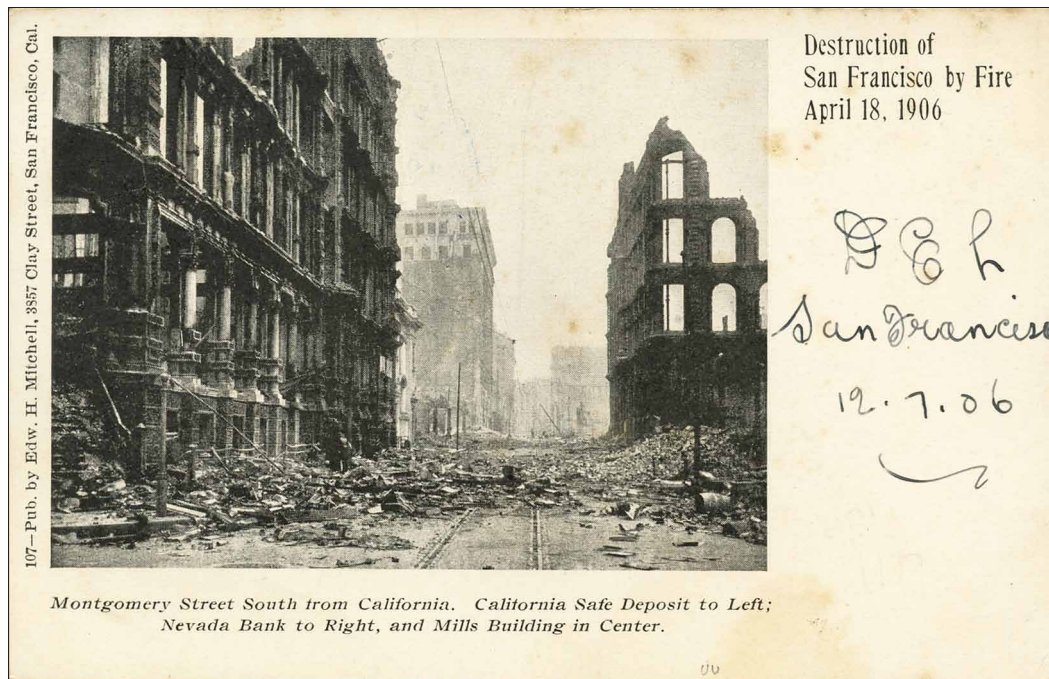


Figure 1: *San Francisco lies in ruins after the earthquake*

There was inevitably an immediate impact on the movement of UK and New Zealand mail via New York and San Francisco. At the time of the earthquake the RMS *Sonoma* was lying in San Francisco bay awaiting repairs and cleaning and further delays meant it did not sail until 31 May. RMS *Ventura* arrived in San Francisco on 30 April to find the wharves in a state of chaos and finally left for the return journey on 21 June, arriving in Auckland on 12 July. The RMS *Sierra*, which carried the card above, sailed from San Francisco on 12 July and arrived in Auckland with the UK mails on 30 July.

Communications proved difficult initially and the following abstracts are taken from a series of telegrams between various interested parties in the period immediately after the earthquake (Ref. 1). These make fascinating reading, not just because of the understandable confusion but also they illustrate the great lengths that the Post Office was prepared to go to in ensuring the mail got through. Meanwhile the Union Steam Ship Company was keen to ensure it was suitably recompensed for any schedule changes!

No.9. (19 April) Officer in Charge, Telegraph Office, Auckland, to Acting-Sec., GPO, Welln..

"10:40 a.m.—Vancouver advises San Francisco cut off all routes. Communication established several times this morning. Hope get in this afternoon."

No.11. (19 April) Acting-Secretary, GPO, Wellington, to all Postmasters.

"Seattle advises unable obtain any information re Commercial Pacific. All harbour cables gone, but Commercial trenched several miles from beach to city. Last report at 12:30 p.m. Local magnitude disaster grows. Fires raging all directions. water-mains burst. Authorities using dynamite to localise."

Palace Hotel and Spreckels's building destroyed. City under martial law. All troops called out. Present no communication. Short bulletin just through from San Francisco says whole water front in flames. No means arresting. Post Office, Grand Opera House destroyed. Gasworks blown up, starting other fires. Impossible estimate loss life, but heaviest in tenement district."

No. 12. (20 April) Hon. Acting Postmaster-General (P-G), Wellington, to P-G, Washington.

"Can you kindly ascertain safety our Mail Agents, Lindsay and Hounsell? Usual residence California Hotel, San Francisco".

No. 14. (23 April) GM, Union Steam Ship Company, Dunedin, to Acting-Sec., GPO, Wellington.

"It is reported, sailing of steamers from Frisco temporarily suspended. If 'Sonoma' is withdrawn, suggest mails could connect with 'Moana', leaving Vancouver 27th instant. If we can assist in matter, shall be glad cable our Vancouver office".

No. 17. (23 April) Rt. Hon. the Prime Minister to High Commissioner. Wellington.

"Spreckels advises sailings from San Francisco temporarily suspended. Request Imperial Post Office despatch all accumulation mails up to Friday via Suez".

No. 23. (24 April) The P-G, Washington, to Hon. the P-G, Wellington.

"Mail Agents reported safe. accompany New Zealand mails from San Francisco 19th, to connect steamer 'Moana', Vancouver 27th, and will endeavour to have vessel touch Auckland".

No. 26. (24 April) Acting-Sec., GPO, Wellington, to GM, Union Steam Ship Co., Dunedin.

"Kindly arrange with your agent at Vancouver to grant passages to Lindsay, Mail Agent, and his assistant; also to provide suitable sorting accommodation if possible; also to put Mail Agent in funds, if required, up to, say, £100; also to grant passage for second assistant, who will be picked up at Honolulu".

No. 28. (24 April) Acting-Sec., GPO, Wellington, to Sec., P-G Melbourne.

"Our Mail Agent advises Sonoma remains three weeks San Francisco. He is taking mails north, and will connect with 'Moana', leaving Vancouver 27th. Presume your mails also coming that way".

No. 32. (25 April) Acting-Sec., GPO, Wellington, to GM, Union Steam Ship Co.

"Postmaster-General, Washington, telegraphs that some endeavour is being made to have 'Moana' touch at Auckland. We had proposed to send 'Tutanekai' to bring mails on from Fiji. Have you heard anything about proposal that 'Moana' should touch at Auckland? Presume that nothing will be done without reference to you".

No. 35. (25 April) Acting-Sec., GPO, Wellington, to GM, Union Steam Ship Co.

"Department is prepared to have 'Tutanekai' waiting at Suva. Have you any steamer that could be available to bring on the mails without any delay? If so, what terms did you intend to propose? It is not thought advisable to now commence negotiations for 'Moana' touching at Auckland".

No. 36. (25 April) GM, Union Steam Ship Co., to Acting-Sec. GPO, Wellington.

"We have no steamer in Islands, but could arrange send special steamer from New Zealand if necessary. Will specify terms later when decide what boat available".

No. 37. (25 April) Acting-Sec., GPO, Wellington, to GM, Union Steam Ship Co.

"Wellington, 25th April, 1906. Many thanks; but as we had practically completed all arrangements for sending 'Tutanekai' to Suva, it has now been decided to adhere to that arrangement. It was thought that you perhaps had a steamer in Islands".

No. 38. (26 April) Acting-Sec., GPO, Wellington, to Chief PMs throughout New Zealand.

"Diverted inward Frisco mail will be conveyed from Fiji to New Zealand by 'Tutanekai', and if 'Moana' arrives Suva on time, mail should reach Auckland 19th proximo. Inform public".

No. 41. (26 April) The GM, Union Steam Ship Co., to Acting-Sec., GPO, Wellington

"Have received following telegram from our Vancouver agents: 'We have permission call Auckland instead Brisbane this trip only. 'Moana' sails advertised date. Wire what is finally arranged.' Message

ends. Think it probable Commonwealth may consent deviation; if so, 'Moana' could deliver mails Auckland earlier than 'Tutanekai'. If this eventually arranged we could advise 'Moana' Honolulu. What amount for poundage do you expect to pay us to Suva? On receipt this information we will be able to quote you for the deviation, if agreed to".

No. 43. (27 April) Acting-Sec., GPO, Wellington, to GM, Union Steam Ship Co.

"We do not at present know contents of mail which is to be put on board 'Moana' at Vancouver, but, assuming it will be of equal volume to other recent mails, the amount of gratuity payable on New Zealand mails from England and America would be about £500. You are aware, of course, that the gratuity will be payable to you by United States America, which collects from London the amount payable for sea transit. If you can let me know without delay to-day amount you require for 'Moana' to touch at Auckland, assuming Commonwealth agrees, the question of sending 'Tutanekai' may be reconsidered.

No. 44. (27 April) GM, Union Steam Ship Co., to Acting-Sec., GPO, Wellington.

"We can obtain consent Canada, Commonwealth, call Auckland, and by pressing 'Moana' estimate could deliver mails Auckland Thursday, 17 May. This would be nearly two days quicker than if transhipped to 'Tutanekai'. We estimate cost deviation, including cost transshipping Brisbane passengers and cargo at Sydney, about £750, and will accept this in addition to poundage. Glad if you will reply promptly, as may be able advise 'Moana' Vancouver".

No. 45. (27 April) Acting-Sec., GPO, Wellington, to GM, Union Steam Ship Co.

"Acting Postmaster-General, while thanking you for offer to arrange for 'Moana' to touch at Auckland, has decided under all the circumstances your offer is to be declined, and the original intention to send 'Tutanekai' to be carried out".

No. 51. (28 April) Acting PM-Gen, Wellington, to GM, Union Steam Ship Co.

"Re mail by 'Moana.' Government have already incurred considerable expense in preparing to send 'Tutanekai' "to Fiji, which will be chiefly lost if she does not go. Your company will receive considerable poundage in respect of this mail from British, American, and Commonwealth Governments. Your company also interested in experiment of 'Moana' calling at Auckland. If 'Tutanekai' goes Fiji, New Zealand Government will receive certain amount of poundage in respect of mail, which would diminish their outlay. Under all circumstances, New Zealand Government are prepared to pay Union Company total sum of four hundred pounds if 'Moana' lands 'Sonoma's New Zealand Frisco mail at Auckland as proposed. Please reply early as possible whether or not Union Company accept this offer".

No. 52. (28 April) GM, Union Steam Ship Co., to Acting PM-Gen.

"Accept your offer 400 pounds 'Moana' deviation, and have wired all parties interested complete arrangements. We would point, however, this sum will not cover our actual expenses in connection with altered route. We have no advice from Vancouver as to what payments we will receive for carrying Frisco mail, and in this matter have to rely on your assurance that company will receive considerable poundage in respect of Frisco mail from British, American, and Commonwealth Governments".

No. 54. (28 April) Acting-Sec., GPO to Chief Postmasters throughout New Zealand.

"It has now been decided that 'Moana' will herself bring on diverted Frisco mail to Auckland, arriving Thursday, 17th May. 'Tutanekai' will therefore not go to Fiji as advised on 26th. Inform public and sub-offices".

No. 61. (4 May) Henderson & Macfarlane, Auckland, to Acting-Sec., GPO, Wellington.

"Messrs. Spreckels cable us that service will be resumed by 'Sonoma' sailing from San Francisco May 31st. 'Sierra' sails for San Francisco five o'clock to-day".

So mail services were restored. Reconstruction of San Francisco was rapid and largely complete by 1915.

Reference:

1. Anon, 'Ocean Mail Services, Further Papers Relating To', in *Appendices to the Journals of the House of Representatives*, F6A, pp 2-32, 1906. (accessible on line at <https://atojs.natlib.govt.nz>)



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TRANSATLANTIC AIR MAIL TO NEW ZEALAND IN 1939

Robert Clark

Introduction

Pan American Airways started the southern route of their Transatlantic Foreign Air Mail (FAM) 18 service when the Boeing B-314 flying boat *Yankee Clipper* left New York on 20 May 1939 and arrived in Marseilles on 22 May having flown via Horta (Azores) and Lisbon. The first flight on the Pan American northern route left New York on 24 June and arrived in Southampton on 28 June having flown via Shediac (New Brunswick), Botwood (Newfoundland) and Foynes (Ireland). The flying boat was again the *Yankee Clipper*. In August, Imperial Airways got in on the act and the first eastward flight of their Transatlantic service left New York on 9 August and arrived in Southampton on 11 August having flown via Montreal, Botwood and Foynes. The aircraft was the Short S30 *Caribou*.

Mail was accepted for New Zealand from North America on all three services and an example cover flown on the first Pan American northern route service and postmarked in Shediac on 24 June is shown (Figure 1). It has the Shediac-Foynes cachet that was applied to all mail from Shediac. Although the typescript at the top has 'First Flight Shediac-Foynes, Eire', as the cover was addressed to New Zealand, I believe that it was not off-loaded in Foynes on 28 June, but flown through to Southampton arriving there on the evening of the 28th. It would then be flown to Sydney on the Imperial Airways/Qantas Empire Air Mail Service (EAMS) SE 146 which left Southampton on 1 July and arrived in Sydney on the 10th (Ref. 1). Mail for New Zealand was then carried on the SS *Gamaria* which left Sydney on 11 July and arrived in Auckland on 17 July (Ref. 2). That fits in with a cover referred to by Walker (Ref. 3) that was backstamped on arrival in Carterton on 19 July.



Figure 1: Cover flown from Canada on first northern route FAM 18 service.

(image reduced)

The air mail rate from both the USA and Canada to Britain was 30cents and there was no further charge on air mail to New Zealand as the EAMS was an 'All-up' service.

Trans-Atlantic Air Mail from Britain to New Zealand via USA

Let us now consider air mail sent to New Zealand in the opposite direction, i.e. westward across the Atlantic from Britain to North America. There was no practical value in using the Transatlantic services for air mail from Britain to New Zealand as there was a frequent and faster EAMS Service from Britain consisting of air to Australia followed by a sea crossing of the Tasman Sea at a cost of 1½d per ½ oz.,

Nevertheless some philatelically inspired air mail to New Zealand at a cost of 1s 3d was posted to be sent on the first trans-Atlantic Pan American and Imperial Airways services from Britain. The postcard (Figure 2) is postmarked in London on 30 June 1939 and is addressed to Timaru in the South Island. It is franked with 7d which was the airmail postcard rate to the USA and the intention was that it would be flown to USA and then sent across the Pacific by sea to New Zealand. It has 'Tu 19/7/39' in manuscript on the front which I assume to be its arrival date with 'Tu' being an abbreviation for Timaru.

The first westward Pan American flight from Southampton left on 30 June and arrived in New York on 2 July. There were two trans-Pacific mail services by sea from North America to New Zealand each month: one from Vancouver and one from San Francisco which together gave a fortnightly service. The next service was on the RMS *Niagara* which left Vancouver on 5 July and arrived in Auckland on 24 July which is too late for an arrival date of 19 July. It seems therefore that the routing instructions to be flown across the Atlantic were ignored and the postcard was sent directly by the EAMS service via Australia leaving Southampton on 1 July. This was the same service as in the discussion about the cover in Figure 1 and that mail arrived in Auckland on 17 July which fits with a delivery in Timaru on 19 July.



Figure 2: Postcard routed to be flown from Britain via Transatlantic to New Zealand.

The first flight of the weekly Imperial Airways Transatlantic air mail service left Southampton on 5 August and arrived in New York on the 6th. Again, philatelically inspired air mail from Britain was addressed to New Zealand with the intention that it was flown to the USA and an example postmarked in London on 4 August is shown in Figure 3. It has no backstamps, but Walker (Ref. 3) shows a similar registered cover to Temuka which is near Timaru in the South Island that was also postmarked on 4 August and has a Temuka backstamp of 24 August.

An unusual feature of the cover is that it is franked with 1s 4½d which is the 1s 3d Transatlantic rate plus the 1½d EAMS rate although the latter was not necessary. Several covers from Britain to the USA with this franking are known and the reason appears to be that the 'Daily Telegraph' published an article several days before the flight erroneously stating that: "in addition to the usual 1½d, each letter must bear a surcharge of 1s 3d" (Ref. 4). Another unusual feature of this cover is that the background of the printed cachet on the left is grey while the normal colour is blue.



Figure 3: Commemorative Imperial Airways cover addressed to New Zealand.

Let us now consider whether this mail was indeed flown across the Atlantic.

Cover sent from the UK to New Zealand via the USA–Hong Kong–Australia Air Mail

I was recently given a large number of back issues of the American Air Mail Society's *Airpost Journal*. Looking through them, I came across an October 2003 article (Ref. 5) that showed a cover to New Zealand sent from Britain on the first Imperial Airways service. It is franked with 1s 3d, postmarked on 3 August and, much to my surprise, has two backstamps, one applied at 12pm on 6 August in New York and the second at 4pm on 16 August in Victoria, Hong Kong.

Since April 1937, there had been an air mail service from the USA to New Zealand via Hong Kong at a rate of 70 cents and an example cover postmarked in New York on 5 December 1937 is shown in Figure 4. It has a Hong Kong transit mark of 20 December and a Sydney transit mark on 7 January 1938. The route was the Pan American FAM 14 service from San Francisco to Hong Kong via Honolulu followed by the Imperial Airways service from Hong Kong to Sydney via Bangkok.

According to the US Postal Bulletin of 27 July 1939 (Ref. 6) the FAM 14 air mail service was scheduled to leave San Francisco at 4pm on Wednesday 9 August, arrive in Honolulu at 8:30am on 10 August and Hong Kong at 3:20pm on Wednesday 16 August. Therefore, although only franked with 1s 3d, after being flown across the Atlantic to the USA, the cover shown in the *Airpost Journal* article was sent on the expensive air mail route from the USA to Australia via Hong Kong. From Hong Kong it would be flown to Bangkok on the Imperial Airways service HB 162 on 18 August. It would have missed the 18 August Bangkok to Sydney service, SE 165, that arrived in Sydney on 22 August and flown Bangkok-Sydney on SE 166 on 21-25 August (Ref. 1). As Sydney to New Zealand was by sea, even if it had made the connection with SE 165, this cover cannot have arrived in Temuka by 24 August. That means that the cover to Temuka shown in Walker (Ref. 3) must have gone by an alternative route.

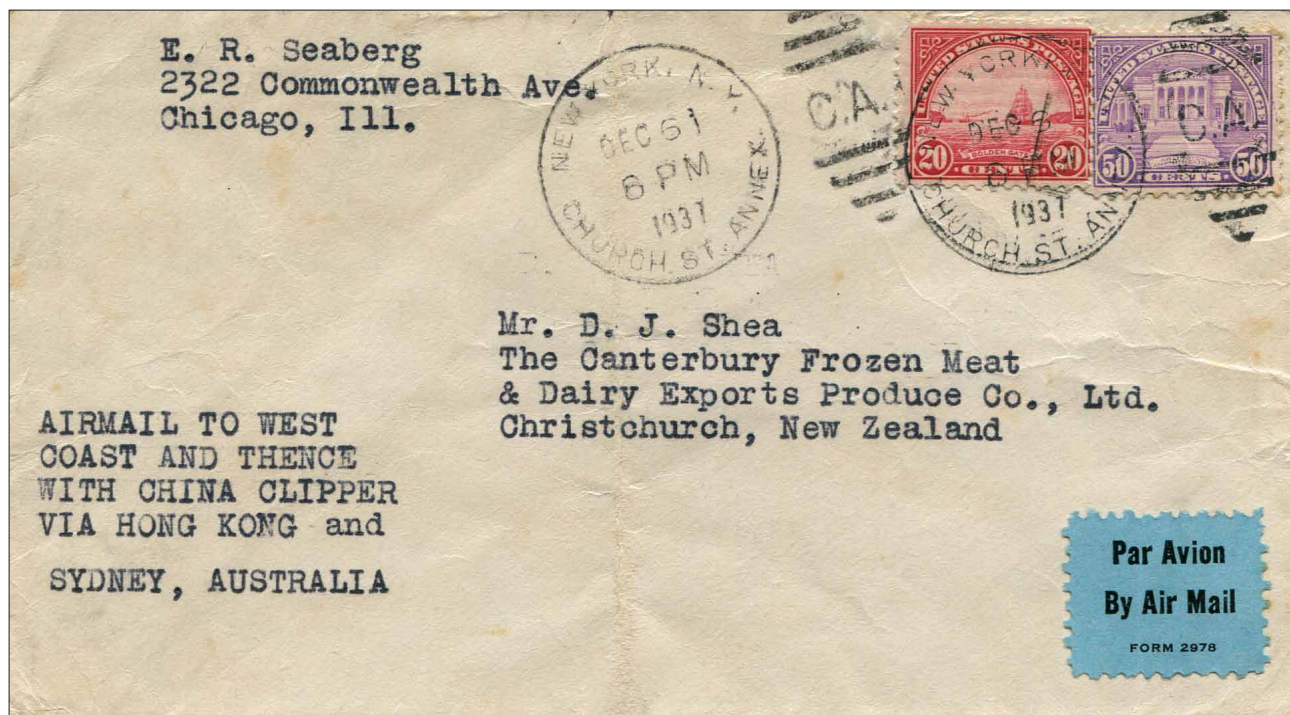


Figure 4: Air Mail from the USA to New Zealand via Hong Kong.

By sea across the Pacific

Let us now consider whether or not the cover to Temuka completed its journey across the Pacific by sea. The SS *Monowai* left Vancouver on 2 August (which is before the Temuka cover had been posted) and arrived in Auckland on 21 August while the SS *Mariposa* left San Francisco on 15 August and did not arrive in Auckland until 1 September. Hence, one ship left too early, and the other arrived too late, to fit with the Temuka's arrival date of 24 August. A possible solution seemed to be that the cover was flown from San Francisco to Honolulu on the 9 August FAM 14 service to catch up with the *Monowai*. However, the FAM 14 service did not arrive in Honolulu until 10 August while the *Monowai* had left Honolulu on 9 August (Ref. 2). So that also is not a possibility.

Not flown to the USA

Hence, although the cover in the 2003 *Airpost Journal* article shows that some mail from Britain to New Zealand was flown on the first Imperial Airways service across the Atlantic, that was not always the case. Some British postal authorities must have determined that there was no point in sending mail via the USA as the EAMS route via Australia was much better. Imperial Airways service SE 161 left Southampton on 5 August and arrived in Sydney on 14 August. The connecting ship was the SS *Monterey* which left Sydney on 18 August and arrived in Auckland on 21 August. As this does tie in with the Temuka's arrival date of 24 August, it would appear that the cover described by Walker was not sent via the USA, although it had clear routing instructions to that effect. As it was normal for air mail to be backstamped on arrival in Hong Kong, the absence of such a backstamp suggests that the cover, shown in Figure 3, also was not sent via the USA and Hong Kong.

Conclusion

Although there was no practical advantage, at least some philatelic mail from Britain to New Zealand was flown across the Atlantic in August 1939. I would be very interested in hearing of examples of air mail from Britain to New Zealand that have routing instructions to be sent on the 1939 Transatlantic services and which have transit or arrival datestamps.

The EAMS ceased the following month with the outbreak of WW2 in September and the air mail rate to New Zealand via Australia was increased to 1s 3d. The first major disruption to that service was in June 1940 when the Britain–Australia–New Zealand air mail service was cut as it was no longer possible for allied

aircraft to fly through the Mediterranean. The replacement (and much longer) Horseshoe route was initially unable to cope with the demand and so, in June and July 1940, some mail at the 1s 3d rate was flown from Britain to New Zealand across the Atlantic by the southern route of the Pan American FAM 18 service from Lisbon with the crossing of the Pacific being by sea (Ref. 7). There was even for a few weeks from mid June 1940, an air mail service from New Zealand to Britain via Australia, Hong Kong and the USA, i.e. the same route, but in the reverse direction to the 'Airpost Journal' cover described above. However the postage rate was very high at 8s 0d per ½oz. (Ref. 2).

Acknowledgements:

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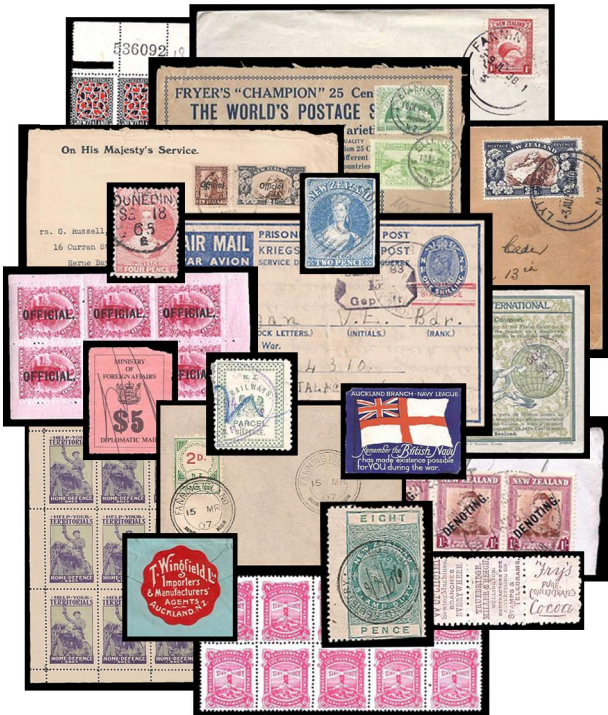
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1975 PICTORIALS - 14c ON 10c PROVISIONAL

Terry Hancox

The 1975 1c to 9c rose definitives and the 10c queen stamps were issued during a period when postage rates were increasing at an alarming rate, too fast for the postal authorities to respond with the printing of new definitive stamps of an appropriate denomination to match changing standard letter rates, whilst retaining value from a stock of stamps no longer required. To overcome this, the New Zealand Post Office issued provisional stamps, mostly lower value stamps no longer in demand, surcharged to a higher value, to cater for this change in usage. (Figures 1a-1d).



Figure 1a–1d: *The 1975 Pictorial provisional stamps.*

Production methods for these stamps varied. The 4c on 8c and 17c on 6c provisionals used old stock of stamps. The top and left selvages were removed by hand to ensure that the positioning of a surcharged forme had the best possible chance of correct alignment to cover the old stamp values. The 14c on 10c provisional was considered to be of a more uniform sheet size and were surcharged directly, without having any selvages removed. The 20c on 7c was not a true surcharge, as this was from a new printing by Harrison and Sons Ltd, with the altered stamp value being printed at the same time as the stamp itself. A thin rectangular band was sufficient to obliterate the old sheet value in the top selvedge and a new sheet value printed alongside.

For the 4c on 8c and 17c on 6c surcharged sheets it was practice to use large flexible (rubber type) blocks, perhaps to hold the sheet in place during the surcharge process. This resulted in large black rectangular blocks of ink to appear in the surcharged sheets on the right end of the lower selvedge. (Figures 2a and 2b).



Figure 2a: *4c on 8c 'block'.*



Figure 2b: *17c on 6c 'block'.*

These blocks were very much alike between the two stamps, appearing below the stamps in row 10/8 and 10/9. The new sheet value was printed in the bottom right corner below stamp at row 10/10. There was no

need to obliterate the old sheet value, as this was originally printed in the top selvedge that was removed prior to the surcharge being applied.

The 14c on 10c stamp received different attention. As sheets were surcharged without the need to remove the selvages, it was necessary to obliterate the old sheet value, that was done successfully via the use of large rectangular blocks, (Figure 3). These obliterating blocks were similar in appearance to those seen in the bottom selvedge on the lower value provisionals. The new sheet value could be applied, like the lower value provisionals, in the bottom selvedge, (Figure 4).



Figure 3: 14c on 10c - old sheet value obliterated.
(various types exist).



Figure 4: 14c on 10c - new sheet value.

During the surcharge process, the forme used to surcharge the sheet required attention as it wore to correct various flaws developing in the '14c and bars'. It is identified that the forme appeared in three different states, all of which had the same overall sheet characteristics.



Figure 5: 14c on 10c with rectangular black 'block' in the lower selvedge.

Unlike the 4c on 8c and 17c on 6c surcharged sheets, there was (normally) no large rectangular block of ink seen at the bottom of the sheet.

However, what is perhaps a unique example, is a block that shows this rectangular block in the lower selvedge in what would be the normal position on the other provisionals, below stamps row 10/8 and row 10/9.

In this example, the printing of the surcharge is exceptionally light, as can be seen by the translucent effect of the surcharge itself, allowing the old 10c value to show through the two horizontal bars. The new sheet value is also weak, as is the rectangular block.

The stamps are from plate 3B2B (two dots), with perforations $14\frac{1}{4} \times 14\frac{1}{2}$ applied by a single comb from the top of the stamps. The surcharge appears to be from state 2 or 3 given the presence and absence of surcharge varieties.

Findings

The presence of a large rectangular block at the bottom of (at least one) 14c on 10c sheet is undeniable (Figure 5). The absence of it on multiple 'normal' examples is also true (Figure 4). Its placement is consistent with the forme used in the lower value provisionals and therefore perhaps not out of place, thereby overlooked. But it is certainly not common.

Finding similar large black rectangular blocks in the top selvedge is appropriate, as these were used to

obliterate the old sheet value. Finding the block in the bottom selvedge, other than holding the sheet in place during the surcharge print process, there is nothing to obliterate at this position in the selvedge, and perhaps serves no useful purpose.

Perhaps the example in figure 5 is not unique and other examples appear in collections. It would be very useful for collectors to help identify if other examples exist, when this large rectangular block was first used in the life of the 14c on 10c provisional and in what state of the surcharge, whether it was in use for a short time; or perhaps whether it introduces a new state of the surcharge. If you have additional information you are willing to share, please get in touch via the Hon. Editor.

Acknowledgements:

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Reference:

Vincent B G, (Editor), *The Postage Stamps of New Zealand*, Vol. VIII, pp.53-58, pub. Royal Philatelic Society of New Zealand, Wellington, 1998.



REQUEST FOR HELP FROM MEMBERS

John Biddlecombe writes:

I have found this book page (right) with a 1929 health stamp on it and I am wondering what the connection is.

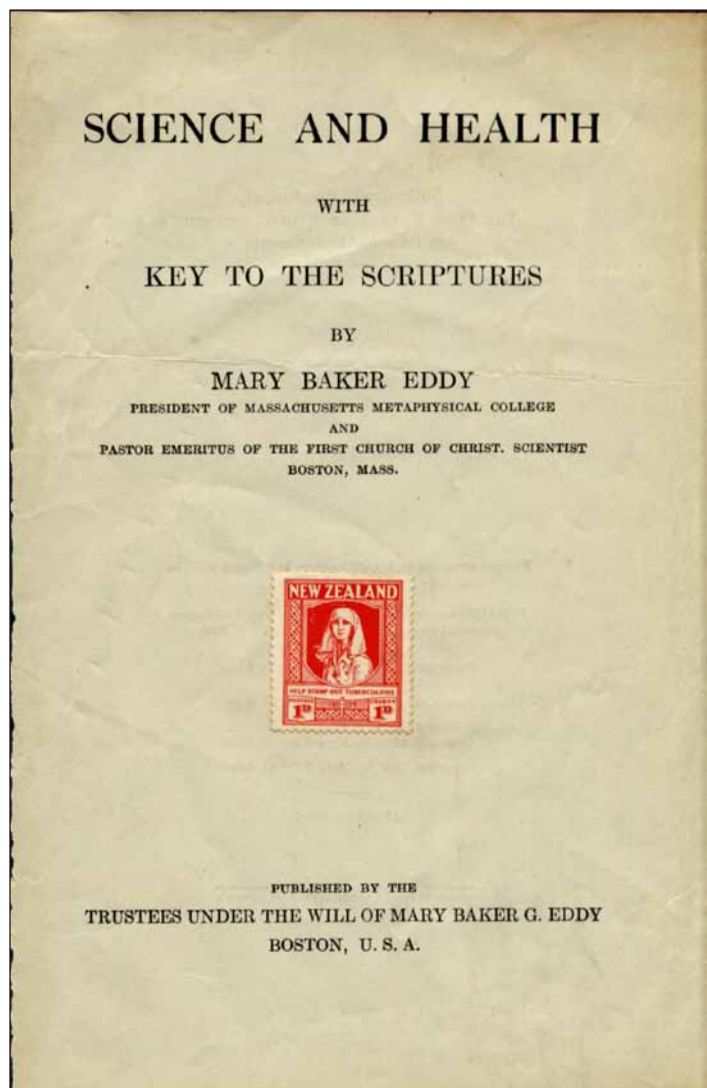
Did Elizabeth Gunn have any connections to the Christian Science movement? Was this related to some form of fund raising by the church?

I can find nothing on the web to link Elizabeth Gunn to Mary Baker Eddy, the founder of the Christian Science movement or in Margaret Tennant's book 'Childrens Health the Nations Wealth - A History of Children's Health Camps' (1994).

I wonder If anyone else can suggest a link; or is the presence of the stamp on this book page simply a coincidence?

[Mary Baker Eddy wrote her book in 1875 arguing that sickness is an illusion that can be corrected by prayer alone. By 2001 the book had sold over nine million copies. It became the key text of the Church of Christ, Scientist, which she founded in 1879. Whilst the movement had a presence in New Zealand it is difficult to see how her views would align to those of Elizabeth Gunn. - Ed.]

Thoughts anyone?





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Email us if you have any problems registering or navigating around the site. There is a search facility allowing you to search for your interests. e.g. Entering the word 'Railway' brings up around 200 different items.

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- NZ Health and Christmas issues.
- Booklets.
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- Life Insurance.
- Postage Due and Express stamps and covers.
- Postal fiscals and Revenue stamps.
- Cinderellas.
- Various miscellaneous issues and covers. Postal fiscals and Revenue stamps.
- New Zealand Postal History.
- New Zealand Postal Stationery.
- Antarctic stamps, Postcards and Postal History.
- Various British Commonwealth and Foreign Country's stamps and covers.

Below is a sample of what you can find on the site:



1906 Christchurch Exhibition aluminum postcard (rare).



1906 Christchurch Exhibition set with Exhibition cancels.



1868 Full Face Queen postage due cover.



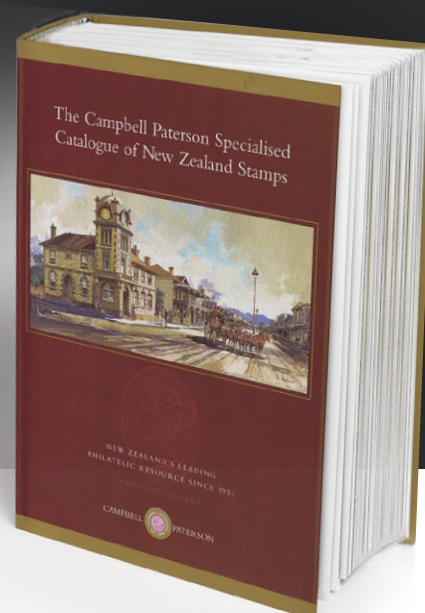
Registered postal stationery cover to USA.

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