



the kiwi

The Official Organ of the NEW ZEALAND SOCIETY of GREAT BRITAIN
Affiliated to: BRITISH PHILATELIC FEDERATION

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VOLUME XXVII No. 4

JULY 1978

WHOLE 150

THE WEDNESDAY MEETING.

OUR SUMMER EVENING MEETING THIS YEAR WILL BE AT THE
SHAFTESBURY HOTEL, MONMOUTH STREET, LONDON, WC2H 9HD,
ON WEDNESDAY, 26TH JULY, 1978, AT 6.30 P.M.

MARCEL STANLEY, R.D.P., F.R.P.S.L., F.R.P.S.N.Z.

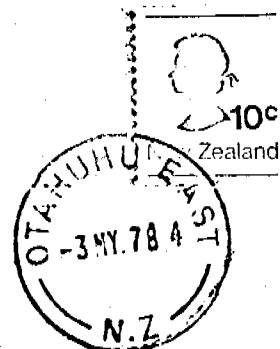
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SEE PAGE 86.

EDITORIAL.

This is the one hundred and fiftieth issue of 'The Kiwi'. I do not think that this needs any special celebration. Do remember that 'The Kiwi' is your journal. Without your support, there could be no journal. My thanks to you all.

ALLAN P. BERRY

MEMBERSHIP

NEW MEMBERS. We welcome

- C.L.Douglas, "Hillcrest", 33, Howieshill Road,
Cambuslang, Glasgow, GY2 8PW.
P.F.Holloway, "The Den", Vicarage Lane, Laleham,
Staines, Middlesex, TW18 1UE.
G.B.Leech, 1113, Greenlawn Crescent, Ottawa,
Ontario, K2C 1Z4, Canada.
A.McKellar, Flat 5, 12, Grange Park, Ealing, London, W.5.
K.J.D.Miller, 17, Eglantine Gardens, Belfast, BT9 6EZ.
J.E.Webster, "Stardrift", 33, Lancaster Gardens West,
Clacton-on-Sea, Essex, CO15 6QG.

RESIGNED

- D.McCammon, 19, Ulsterville Park, Portadown, Craigavon, Armagh.
D.L.Slater, 31, Farquhar Street, Hopeman, Elgin, Moray.

CHANGE OF ADDRESS

- D.R.P.Cassford, 14, Sycamore Road, Launton, Nr. Bicester, Oxon.
(previously of Crowborough.)
J.Hawkins, 71, Howards Lane, London, S.W.15.
(previously of 7, Castello Avenue.)
A.M.Leverton, c/o Bridger & Kay, 24, Pall Mall, London, SW1Y 5LP
(previously of Bridger & Kay, 86, Strand, London, W.C.2.)
K.Maltby, 2, Winston Rise, Four Marks,
Nr. Alton, Hants., GU34 5HW.
(previously of North Finchley, London.)
Lt.Col. R.B.Merton, 11, Green Lane, Ford, Nr. Salisbury, Wilts.
(previously of Wareham, Dorset.)
C.J.Moubray, Officers Mess, 1st Battalion, Coldstream Guards,
Wessex Barracks, B.F.P.O. 38.
(previously of Uppingham, Rutland.)
J.W.Rabarts, Tiki Road, Coromandel, New Zealand.
(previously of Hauraki Road, Coromandel, New Zealand.)
D.R.Smith, 27, Trefoil Road, Wandsworth, London, S.W.18.
(previously of Streatham, London, S.W.16.)
J.A.Stephen, Commercial Buildings, Oxford Street,
Kidderminster, Worcestershire, DY10 1BH.
(previously of Bruce Road, Kidderminster.)
A.E.B.Tindale, 1, Esplanade Court, Harrogate, Yorkshire.
(previously of Bradford.)
N.Todd, 2, Ellasdale Road, Bognor, Sussex, PO21 2SG.
(previously of 74, Linden Road, Bognor.)
E.G.Ward, 76, Newells, Letchworth, Hertfordshire, SG6 2PW.
(previously of 86, Newells.)
N.H.Willis, The Elms, 72, Brownstone Road, Portadown, Armagh.
(previously of Gilford Road, Portadown.)
G.H.Wood, 22, Eastbury Road, Petts Wood, Kent.
(previously of Orpington, Kent.)

MEETING HELD SATURDAY, 20TH MAY, 1978 - THE MAORI WARS

As usual, Phil Evans got our gathering off to a prompt start. One member, B.Watters, attending his first meeting, was made welcome. Apologies for absence were presented on behalf of R.Odenweller. Dr. Ken McNaught and his wife, visiting this country from New Zealand, were introduced. We are always pleased to see old friends and we were gratified they could fit our Meeting into their busy schedule.

Mrs. Gordon Kaye entertained us with a comprehensive coverage of The Maori Wars. This included copies of original military maps, and letters concerning the troubles of this period. Etchings of several Maori Chiefs were of particular interest. The letters of the settlers created a very realistic picture of the politics and social conditions of the period.

The vote of thanks was proposed by Dr. McNaught, who said that it was the finest display of its kind that it had ever been his privilege to see.

I.G.FOGG

THE ROLL OF DISTINGUISHED PHILATELISTS

This year, the 60th British Philatelic Federation Congress was held at Worthing from 30th May to 2nd June. On the final day, our member, Dr. K.J.McNAUGHT signed the Roll of Distinguished Philatelists. The sponsoring speech was given by Allan P. Berry. Mention was made of the many and varied contributions that Ken has made over many years to Philately and Postal History in general, and that of New Zealand and its Dependancies in particular.

This solemn ceremony was witnessed by a distinguished gathering of delegates and visitors, including other Signatories of the Roll, members of our Society, and visitors from New Zealand.

REVIEW

All the Stamps of New Zealand - Collecting for Profit and Pleasure, by Laurie Franks, published by A.H. & A.W.Reed, P.O.Box 6454, Wellington, New Zealand.

This hard backed 145 page book (with 8 colour plates and many black and white illustrations), contains a comprehensive chapter covering all New Zealand stamp issues to 1976 with additional chapters on "Stamp Collecting for Pleasure and Profit" ('interesting' hints on buying/selling/mounting/new issues), "Highways and Byways of Stamp Collecting" (basic notes on postal stationery and postal history) and "Cinderella Stamps" (oddities connected with philately). The chapter dealing with the stamp issues includes notes on the stamp designs, states the quantities sold if known (alternatively numbers ordered or printed) and attempts to indicate why certain issues (or aspects of an issue) are scarce, and therefore likely to rise in value. Overall it seems to be a commendable attempt at a difficult subject.

The book states that it draws heavily on the information contained in the Postage Stamps of New Zealand, Volumes 1 to V, also that the Campbell Paterson Catalogue is a necessity for the



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advanced collector. There is no doubt that this book falls far short of both these publications for philatelic information. However, a degree of background information is given on many issues which should prove useful to the more simplified collector.

Two criticisms. Firstly, the colour illustrations are stated to "demonstrate the rarest and most beautiful of the country's stamps". None of the stamps illustrated in colour can be said to be rare and whether they are amongst the most beautiful is a matter for the reader. Secondly, and more important, there is no warning on the undoubted pitfalls in buying less than top grade stamps. As the book is slanted towards profit making, it seems logical to mention that stamps with defects are unlikely to appreciate to the same extent as perfect stamps - if indeed they will ever be saleable, let alone at a profit!

SPECIAL DATESTAMPS

NATIONAL JUNIOR STAMP EXHIBITION "STAMPEX '78"



A special pictorial datestamp was used at the Town Hall, Auckland, to cancel mail posted in a special posting box provided for the National Junior Stamp Exhibition, "Stampex '78", during the period 9th to 11th May, 1978. A temporary post office was also established for this period at the Exhibition.

CENTENNIAL OF THE GROUNDING OF THE HYDRABAD



A special pictorial date stamp was used at Waitarere Beach Post Office, on Saturday, 24th June, 1978, to mark the centennial of the grounding of the Hyderabad. The date stamp design features an artist's impression of the Hyderabad.

A FISCAL PROBLEM



The Item illustrated was one of two found with a considerable batch of Queen Victoria Fiscals.

The embossed crest is similar to that in the top left photo,

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number 21, on page 528 of Volume 111 of the Postage Stamps of New Zealand, but with value in centre instead of the place name. The circular rubber stamp is similar to Fiscal 1 design on page 526 of Volume 111 of the Postage Stamps of New Zealand, but with NEW ZEALAND at the top instead of the place name. The paper on which the item is embossed appears to be of a cartridge type of the sort used for legal documents etc., and appears to have been cut from some such document.

Was there a license payable yearly by Officers authorised to collect stamp duty? If so, how much? The other piece I have is of one crest only, with circular rubber stamp dated 2.4.96, the amount shown being £5.

I would be grateful if any member who has information at all about this item would let me know through the Editor.

DAVID CHURCHILL

Editor's Note. David Churchill writes that the item has been shown to our members Colin Hamilton and Dr. K.J.McNaught, neither of whom are able to help. Over to you.

USE OF CANCELLERS AFTER NAME CHANGES

There have been one or two remarks on this topic in past issues of 'The Kiwi'. I would like to add the following examples to the list.

SHAG POINT JUNCTION. This name was officially changed to SHAG POINT in 1892. I have an A-class date stamp, SHAG POINT JN dated October, 1898. Unfortunately, the strike is not complete, the day being missing. I also have a strike of SHAG POINT dated 12 JE 99. It is possible in this case that the date stamp was not altered until the 1898/99 period, since the name change is rather trivial.

NEWTOWN-W. This name was officially changed to WELLINGTON SOUTH in 1891. I have an A-class date stamp of NEWTOWN-W dated September 1899, mail code number 4. Unfortunately, the strike is not complete, the day being missing. Presumably the old date stamp was kept in reserve.

DANNEVIRKE post office. This office underwent a number of changes in the spelling of its name. The office opened as DANEVIRK in 1875. This was changed to DANEVIRKE in 1886, and to DANNEVIRKE in 1896. I have three early strikes of A-class date stamps.

DANEVIRKE 19 OC 94. Correct for the time.

DANEVIRK 22 FE 95. This is the obsolete spelling, and it must have been kept in reserve. It is on a 2½d. stamp, which represents the overseas mail rate, and it is possible that it was brought into use to meet a peak load for a mail boat despatch.

DANNEVIRKE 26 SE 96. A quick change to the new spelling.

All three date stamps are physically different. DANEVIRK has the letters N.Z. large (these are permanently engraved); DANEVIRKE has an unusually thick outer ring; DANNEVIRKE has a normal outer ring.

One of the advantages of the A-class date stamps is that the name can be changed very easily, simply by cutting a new blank. One wonders why this was not done in the cases mentioned above.

JOHN ROBBINS

BOURNEMOUTH

STAMP AUCTIONS

Several fine collections of NEW ZEALAND are to be broken and offered in the New Season's sales: Note the dates:

7th September

5th October

2nd November

30th November

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"AIRMAILS ACROSS THE TASMAN"
(8) THE FIRST OFFICIAL AUSTRALIA-NEW ZEALAND AIRMAIL

C.T.P.Ulm, after his successful New Zealand-Australia Tasman Sea flight of February, 1934, made an approach to the Australian Postal Authorities, suggesting that they allow him to carry an official Australia-New Zealand airmail on his next flight to the Dominion. This was to be in early April and he added that on his return, three or four days later, another official airmail would be carried from New Zealand.

The fact that the New Zealand Posts and Telegraph Departments had entrusted an official airmail to Ulm in February and were prepared to do so again, meant that the Australian authorities had little option but to agree. Ulm was therefore told to go ahead with his arrangements on the basis the flight was officially approved but warned it was in the nature of an experiment only. Its success would not guarantee their support for any future ventures. Consideration had been given to Ulm's request regarding the issue of a suitable stamp to mark the occasion but this could not be acceded to. There was not sufficient time to prepare a design let alone to arrange for the printing and distribution. However, an appropriate cachet would be prepared for use on the mail.

Early in March firm details were released to the Press. A formal notice was published indicating that official mails would be carried in the "Faith in Australia" on its flight to New Zealand on the 10th April, though the flight might be delayed from day to day, for safety reasons, on account of the weather. Departure would be from Richmond R.A.A.F. base with a landfall in New Zealand at the Bell Block aerodrome, New Plymouth. Mail matter for New Zealand was to be charged at 5d. per half ounce in addition to ordinary postage whilst items for return would require a 1d. New Zealand stamp to avoid a surcharge of 2d.(1) Acceptance of mails in Sydney would be up to mid-day on the anticipated date of departure. Details were also given in respect of the cachet to be applied to the envelopes. This was rectangular and inscribed "APR 1934" in the centre flanked by wings, with the words "FIRST OFFICIAL AIR MAIL" above, and in a panel below "AUSTRALIA-NEW ZEALAND".

Ulm and his associates had been much impressed with the success of the souvenir envelopes provided for the earlier flight and thought a wider variety of designs would attract an increased airmail. It would appear that four different designs were produced and prints in black run off on both blue/grey and buff envelopes. (2) All bear the inscription "Per VH-UXX 'FAITH IN AUSTRALIA'/ C.T.P.ULM, Commander" and "FIRST OFFICIAL AIR MAIL...AUSTRALIA to NEW ZEALAND" and differed only in the ornamentation at the bottom to the left and the right. These were (a) a Kookaburra and a Kiwi, (b) a map of Australia with a black arrow pointing to a map of New Zealand, (c) a map of Australia with boomerang and a map of New Zealand with a Maori idol, and (d) a map of Australia with a Kookaburra and black arrow pointing to map of New Zealand with Kiwi. The last was printed on a numbered large format envelope which also bore spaces for the application of the Australian and New Zealand cachets. All of the envelopes bore

BY AIR MAIL
PAR AVION



per **VH-UXX 'FAITH IN AUSTRALIA'**
C. T. P. ULM, Commander

*Mrs R. D. Tossell
9 Oakland Avenue
Wanganui
New Zealand*



FIRST OFFICIAL AIR MAIL ... AUSTRALIA TO NEW ZEALAND.

BY AIR MAIL
PAR AVION



per **VH-UXX 'FAITH IN AUSTRALIA'**
C. T. P. ULM, Commander

*Mr H. B. Robertson
47 Ingestre St
Wanganui*



FIRST OFFICIAL AIR MAIL ... AUSTRALIA TO NEW ZEALAND

New Zealand



instructions regarding the stamps to be placed on them.

Weather conditions over the Tasman Sea and at Richmond during the first week in April were extremely bad and the forecast for the 10th predicted adverse winds with heavy rain for much of the crossing. Ulm wisely postponed departure until the following day hoping there would be some improvement. Unfortunately it was no better on the morning of the 11th as the sky was overcast at Richmond and there were frequent squally showers. The weather Bureau's forecast was equally dismal advising Ulm that dense cloud formations could be expected over the Tasman together with strong headwinds. Ulm was in a predicament as he was only too well aware that a further postponement, despite the weather, was unthinkable. The tenet "the mails must get through" was an overriding factor and to secure a regular contract it must be shown that a service could be maintained despite the weather. The decision was therefore made to go.

At noon the mails were brought out by car to the "Faith in Australia" and twelve sacks weighing 546 lbs. were checked and loaded aboard the plane. Official figures later released showed that there were 35,709 ordinary letters (29,789 from New South Wales, 4,447 from Victoria, 1,216 from Queensland, 135 from South Australia, 93 from Tasmania and 29 from Western Australia) plus 1,397 registered items. A large proportion of the mail was contained in the special envelopes.

Departure was scheduled for 4.00 p.m. with the engines to be started up one hour earlier but the starboard engine refused to function and an hours delay ensued before the run-up sequence

could be recommenced. The crew of Ulm, G.U.Allan (Co-Pilot, Navigator and Radio Operator) and R.N.Boulton (Flight Engineer) were now all aboard and Ulm, asked by reporters what he thought of the flight's chances, said "It looks like a long, hard fight. We may have to turn back but we will not be far over the Tasman if such a decision is necessary. Arrangements have been made for us to land at Richmond by flares."

Take-off was at 5.07 p.m. and according to a United Press Association report the "Faith in Australia" rose gracefully despite the rain sodden aerodrome and an overload of petrol. 700 gallons had been put aboard VH-UXX, sufficient for 23 hours flying, though it was hoped the journey to New Plymouth would take no more than 16 to 18 hours.

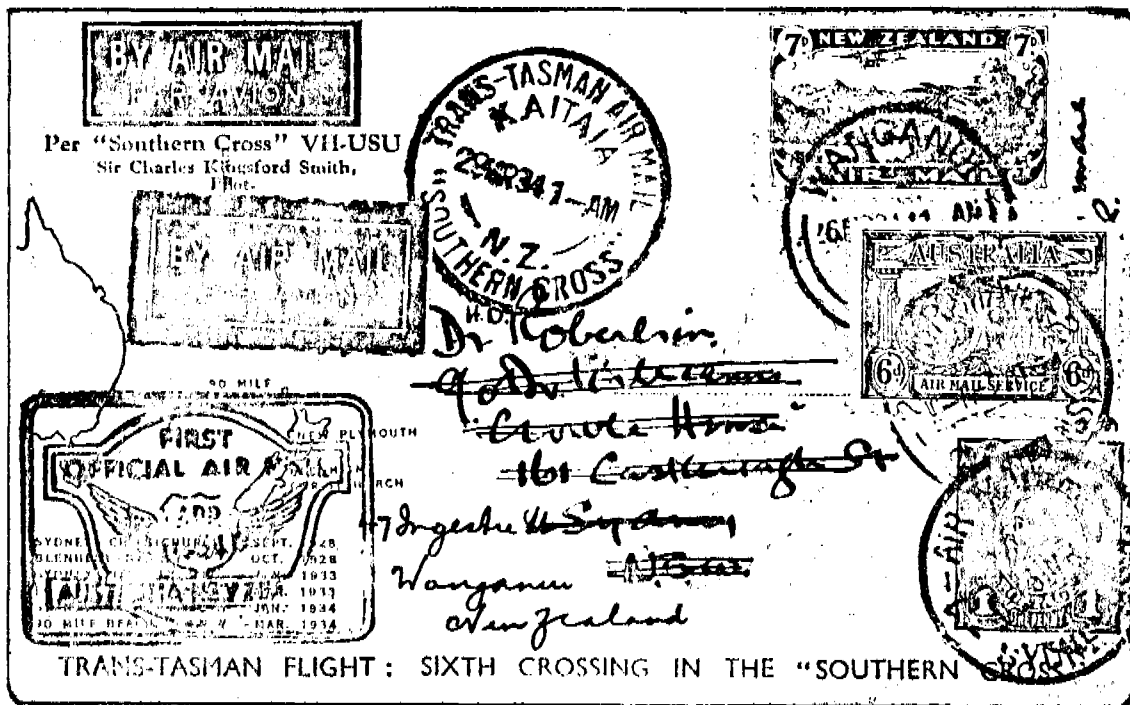
The flight as forecast turned into a stiff battle against the strong headwinds but there was no turning back and a radio message to Mrs. Ulm at 9.28 confirmed that all was well and the "Faith" was still on course for New Zealand. Severe turbulence was encountered during the night and in one incident the aeroplane fell over 2,000 feet. Ulm who was asleep bumped his head on the fuselage roof and the plane's lighting failed as the batteries were thrown out of their boxes and the connections broken. One of the cabin fuel tanks sprang a leak and Boulton was forced to scabble in the dark to find and plug it with his fingers whilst the lighting was restored.

G.U.Allan's navigation was again faultless but is was a very fatigued crew that after nearly sixteen and a half hours prepared to land the big Avro Ten at the Bell Block aerodrome outside New Plymouth. Visibility was poor as they came in over the end of the runway and they were lucky to avoid a crash when the tail skid caught the boundary fence taking away some wire. Nevertheless, the subsequent landing was a smooth one and as the plane taxied up to the small terminal building a large crowd of onlookers converged on the aircraft.

Soon after Ulm climbed down from the cockpit a host of well-wishers and reporters plied him with questions regarding the flight. Not one to dwell on the difficulties he simply replied "Uneventful". G.U.Allan was later much more forthcoming and subsequent reports laid some stress on the difficulties and unpleasantness of the crossing which was timed at 16 hours and 40 minutes.

At Bell Block three aircraft of the New Zealand Permanent Air Force had awaited the "Faith's" arrival and within 19 minutes the mails had been transferred to them and they were on their way to three main centres, namely, Wellington, Auckland and Christchurch. Much of this mail was delivered the same afternoon. All of the items destined for the return flight were in separate bags and these were taken to Auckland reaching the main G.P.O. building at 2.00 p.m.

Notable items carried by the "Faith" on this crossing were some letters previously flown over the Tasman Sea on the 29th March in the "Southern Cross" - the majority of the return mail from that flight had already been returned by sea. Other interesting covers are those that bear the Australian cachet impressed in either Black or Pink as the marking was usually applied in Purple ink. A considerable number of the covers were signed by the whole crew.



- (1) Sale of New Zealand postage stamps. These could not be procured at Australian Post Offices but the staff officially assisted senders by directing them to New Zealand banks and Government offices where the stamps could be obtained.
 - (2) The Australian Stamp Monthly for May, 1934, includes (a) to (c) in its list of envelopes but not (d). It does however, list a fourth design describing it as being, maps of Australia and New Zealand with a Kookaburra and a plane. I have not seen an example of this though a similar envelope without the Kookaburra certainly exists for the return flight on April 14th, 1934.
- A.G.MATHIESON

THE LATER NUMBERED OBLITERATORS, 19 - 25

The two articles on these obliterations, the first published in 'The Kiwi', Volume XXVII, page 18, by John Robbins, the second by Dr. K.J.McNaught on page 33 of the same Volume, have caused some interest. In the latter article, Ken McNaught says "Ray Collins towers above all other students of New Zealand Stamps and Postal History". Volume 1 of the Postage Stamps of New Zealand, published in 1938 and which collated all previous publications, was edited by R.J.G.Collins, R.D.P., and H.T.M.Fathers, B.A., B.Sc., then Vice-President of The Philatelic Society of New Zealand. Although as Ken McNaught says, no one is infallible, it would take convincing evidence to disprove clear statements which have been made at times almost when "the memory of man knoweth not the contrary". Contradictions based on speculative theories, whilst perhaps making entertaining reading, are not generally acceptable to the Specialist.

Looking at the two articles it seems that the following questions can be safely said to arise and having been on the side-

lines for some time, I venture the following answers with information from surrounding circumstances known to me, apart from my own collection. All references to Sales or Lots are Robson Lowe's Auctions.

1. Are there any covers to show the '19' Obliterator was ever used at Oamaru?

Volume 1 of the Postage Stamps of New Zealand, page 656, says '19' was not introduced until the early 1860's and that it was used at Oamaru. Dr. K.J.L.Scott, basing his booklet "Notes on the Early Cancellations of New Zealand" on "The Cancellations of New Zealand", by R.J.G.Collins, published in 1926, and material of his own, says "19 Oamaru. Proving covers from 1865 to 1870". The first article in 'The Kiwi', referred to above, says that the use at Oamaru is unproven. Dr. Scott's Postal History, though it admits (as volume 111 of the Postage Stamps of New Zealand, published in 1955, says) that the obliterator was used at Oamaru and later transferred to Waimate: "the hitherto accepted picture" says the first article in 'The Kiwi'. Dr. Scott's collection of New Zealand Postal History was sold and so the proving covers from 1865 to 1870 fell into other hands. Doubt has been cast on the proving covers and the first article in 'The Kiwi' refers to proving covers at Waimate. I have a pair of the 1d. Chalon Head, perf. 12½, 1864, with a full '19' strike; this would be of the first supplies of this value issued in August, 1864, but it does not prove use at either office.

The first article in 'The Kiwi' says that the use of '19' at Oamaru "is unproven". Is it not more correct to say that it cannot be disproved that '19' was not used at Oamaru? Quite clearly further enquiries are needed before it can be established that the "old Evidence" in Volume 1 of the Postage Stamps of New Zealand is wrong.

2. Are there any covers to show the '20' Obliterator was ever used at Queenstown?

Volume 1 of the Postage Stamps of New Zealand says '20' was used at Queenstown in 1864-65 but was then transferred to Greymouth. Dr. Scott repeats this but says "I have not seen it". Volume 111 of the Postage Stamps of New Zealand says '20' was transferred from Queenstown and by the time it was placed in service at Grey River (Greymouth) it was showing some signs of wear. The office at Grey River was opened on 1st August, 1864, and the name changed to Greymouth on 20th October, 1865. The Grey River c.d.s. dated 11th October, 1865, was used with '20' in an oval with 10 horizontal bars and this example was included in the Marcel Stanley collection, Lot 613, sold on 8th November, 1977. Dr. Scott says there are proving covers of 1866 and 1869 of the use of '20' at Greymouth. The office at Queenstown was opened on 1st April, 1863. I have the 6d. Red-Brown imperf. Chalon Head, S.G. 43, with '20' obliterator cancel, and from the shade this is probably late 1863, but this does not prove use at Queenstown.

From the above, one can narrow down the question whether the '20' obliterator was used at Queenstown to between 1st April, 1863, and 11th October, 1865. The first article in 'The Kiwi' says all the evidence indicates that the '20' obliterator was used only at

Greymouth. This conflicts with the statements in Volumes 1 and 111 of the Postage Stamps of New Zealand, and Dr. Scott wisely does not contradict the statement in Volume 1. Publication to encourage disclosure of any covers between 1st April, 1863, and 11th October, 1865, with the '20' obliterator is necessary before any conclusion can be reached to disprove the statements in Volume 1 and Volume 111 of the Postage Stamps of New Zealand.

3. Are there any covers to show the '21' Obliterator was ever used at Invercargill?

Volume 1 of the Postage Stamps of New Zealand states that '21' was employed for a short period at Invercargill. Dr. Scott makes no reference to '21' being used at Invercargill but gives a note "Proving covers 1869 and 1872 Hokitika", the former being illustrated with c.d.s. dated JA.14.69. Volume 111 of the Postage Stamps of New Zealand states Hokitika procured the '21' obliterator from Invercargill. This was therefore considered to be the position in 1955 when Volume 111 was published. The office at Invercargill was opened early in 1856 and there are at least three manuscript cancellations attributed to Invercargill District. These are numbers 242, 243 and 266 referred to on page 110 of Volume 111 of the Postage Stamps of New Zealand, but the dates of use are not recorded. Lot 1425 of the "Chalon" collection sold on 11th June, 1969, states as follows:-

"1864 Wmk NZ 1/- perf. 13 (defective) and 1864-67 perf. 12½ 1d. (2) 2d. pair and 4d. Deep Rose all with scarce '21' in oval of bars cancellation, in use for less than a year."

This description implies a very short use and may be inaccurate. The office at Hokitika was opened on 27th April, 1865. The 1/- Wmk. NZ in Lot 1425 could have been used there. I have a 1/- perf. 13 (incidentally with double perfs.) with Dunedin c.d.s. dated 18th April, 1865, which shows that this stamp with this perforation was still being used in April, 1865, so that it cannot be said the Lot 1425 with '21' obliterator was used before the office at Hokitika was opened.

I have a 1d. Orange-Vermilion perf. 12½ cancelled with the '21' obliterator, but from the shade this would probably have been used in about 1871, and so does not help.

As the '21' obliterator was issued in the early 1860's according to Dr. Scott and was in use early in 1865 at Hokitika according to the cover owned by Ken McNaught (first article in 'The Kiwi') it follows that the evidence supporting the statements in Volumes 1 and 111 of the Postage Stamps of New Zealand that '21' was used for a short time at Invercargill has been lost or destroyed. It might have been part of the Notes of Messers Collins and Watts and so perhaps all members should be asked to report after viewing their collections, all stamps or covers on which '21' was used.

4. Is there any example of an Obliterator numbered '22'?

Volume 1 of the Postage Stamps of New Zealand states that '22' was allocated to Matura which was one of the important offices in the 1860's during the Gold Rush in Otago and Southland. Dr. Scott says he has not seen this type. Volume 111 of the Postage Stamps of New Zealand states that '22' was employed at Matura and also showed a thickening and consolidation of bars as a result of

wearing. The first article in 'The Kiwi' states it is not certain whether the '22' obliterator even exists. In the second article in 'The Kiwi', Ken McNaught states he would like to see a photostat copy of '22'. With regard to the statement in Volume 1 of the Postage Stamps of New Zealand it will be noted that there is no statement that an obliterator '22' was ever used; Volume 111 of the Postage Stamps of New Zealand states that it was, but John Robbins in face of this statement says it is doubtful whether '22' even exists. Why? I think in passing there may be an inaccuracy in the statement in Volume 1 of the Postage Stamps of New Zealand that Mataura was an important office in the 1860's during the gold rush. In fact, Gabriel Read, a prospector and explorer from Victoria, was attracted by reports of gold at Mataura but satisfied himself that it was useless to go there for gold and at Tokomariro heard that Black Peter had found some gold at Woolshed Creek and Tuapeka. He found gold at Gabriel's Gully not long afterwards. Mataura never figured as an important office in the gold rush. The office was opened on 6th January, 1859. It used '022' which was allocated when Mataura was in Dunedin District. I have a pair of the 1d. perf. 12½ 1864-67 issue in pale orange-vermilion cancelled '022' but the shade indicates use in about 1871 and so this is not of much assistance. I have no record of any stamp or cover used with '22' so that here again members should be asked to search their collections and report.

5. Is there any example of an obliterator '23' used at Dunstan?

Volume 1 of the Postage Stamps of New Zealand states that '23' was allocated to Dunstan (Clyde) which was an important office in the 1860's during the gold rush in Otago. Dr. Scott says he has not seen this type. The office was opened on 10th October, 1862, and the name changed to Clyde on 22nd May, 1865. The Dunstan gold rush started in about August, 1862, and by 3rd October the first gold escort from Dunstan consisting of 6031 ounces was despatched to Dunedin. The gold was carried on pack horses and was under the protection of Sergeant Major Bracken and three Troopers. In relation to '23' Volume 111 of the Postage Stamps of New Zealand states that it was used at Dunstan, a District Office. Dunstan also used '023' as the number allocated to it as a Dunedin District Office and I have this cancellation on a 1d. Brown perf. 12½ of 1871, but this does not help.

Volume 111 of the Postage Stamps of New Zealand seems to be the only evidence of the existence of '23' which although illustrated on page 78 is not otherwise specifically mentioned. I have no stamp or record of any stamp or cover used with '23' but as 5,000 diggers had left Tuapeka for the Dunstan in a month and a further 9,000 had arrived from Victoria by October, 1862, it is perhaps not surprising that '23' was allocated to Dunstan but it is perhaps surprising that beyond the statement in Volume 111 of the Postage Stamps of New Zealand the use of '23' has not been established.

6. Is there any example of an obliterator '24' being used at Manuherikia?

Volume 1 of the Postage Stamps of New Zealand states that '24' was allocated to Manuherikia which was an important office in the

1860's during the Gold Rush in Otago. Dr. Scott says he has not seen it. Volume 111 of the Postage Stamps of New Zealand says it was used at Manuherikia and illustrates the obliterator on page 78. The first article in 'The Kiwi' says it does exist. I have a recollection that I have seen this obliterator within the last ten years in an Auction Catalogue, but I do not now possess it.

Assuming '24' does exist it is likely that its use with '024', the number allocated as a Dunedin District Office, overlapped. I have the 1/- Green imperf. on pelure paper with clear obliterator '024', type 25 on page 78 of Volume 111 of the Postage Stamps of New Zealand. From Volume 1 of the Postage Stamps of New Zealand there is reason to believe that the pelure paper was used by Davies the Printer only in 1862 "because of discovery of gold in the Province of Otago"; the office at Manuherikia Junction was opened on 1st December, 1862, and the name changed to Alexandra on 22nd May, 1865. The 4,7760 1/- stamps printed in 1862 must have been exhausted because 90,720 1/- were printed in 1863.

There was a gold rush on the Manuherikia River in June, 1862, and by the November there were some 4,000 miners under canvas in the area. The use of '24' according to Volume 111 of the Postage Stamps of New Zealand and the use of '024' on the 1/- pelure paper both relate to late 1862, because the office was opened on 1st December, 1862, and the pelure paper was only used in 1862.

Incidentally, there was a second obliterator '024', type 26, which I have on the 1d. Brown, perf. 12½ of 1871 - S.G. 131. As Volume 111 of the Postage Stamps of New Zealand states on page 75, the Post Office followed the miners and this may account for an office being opened at Manuherikia on 1st October, 1867, which was changed to Alexandra South on 1st September, 1881, well outside the period discussed in the first article in 'The Kiwi'. A further search for evidence of the '24' obliterator is clearly desirable.

7. Is there an Obliterator '025' and if so was it used at the same time as Obliterator '25'?

The office at Queenstown was opened on 1st April, 1863. Historically there were around the Rees's home and woolshed some 80 acres of land, and Rees applied in the early 1860's to the Provincial Council to purchase the acres, but was unsuccessful as that land was required for the site of a Town. Queenstown is that town. It must have developed very quickly as in a photograph of the great floods of 1864 substantial buildings were already shown.

In passing, perhaps, mention may be made of the practice of employing dancing girls in Saloons attached to Hotels spreading to Queenstown, and we read of a case decided in May, 1863, where a hotelkeeper had at the All Nations Hotel tried to force a girl to dance with everyone against her will after she had sung. The practice of hiring dancing girls was declared illegal under the Licensing Acts. This diversion gives us the date of May, 1863, shortly after the post office was opened.

According to Volume 1 of the Postage Stamps of New Zealand, page 614, the earliest and most reliable date of use of perf. 13 applied locally at Dunedin to Chalon Heads is 13th June, 1863. There are also several examples, of which I possess a copy, of the 1d. Orange-Vermilion perf. 13, with the early Dunedin "figure 18" cancellation. After the use of the pelure paper in late 1862 the

2d. value was printed on Star paper in three shades of Slate-Blue and this must have been issued before late 1863 when small patches of white began to appear in the engine-turning on the stamp to the right of the Queen's head. I mention this as I have a 2d. Slate-Blue cancelled with '25' obliterator used at Queenstown (not '025') and I conclude that this stamp must have been issued and used in 1863. Dr. Scott says "proving covers 1863 and 1872" and records that Collins' List of Otago District Cancellation Numbers includes '025' as allocated to Otautau. No example of this cancellation has been found so far as I know. Volume 1 of the Postage Stamps of New Zealand says that obliterator '25' was used at Queenstown "superceding '20'".

From the above, the likely answer is that no obliterator '025' was used at Queenstown but that '25' obliterator was in use there in 1863, and possibly as early as June, 1863.

From the above one hopes that there are sufficient interesting features to induce members in New Zealand to write to Ken McNaught with any further details of obliterations '19' to '25' and members elsewhere to write to our Editor after consulting their collections.

I do not think there is anything in Volume VI of the Postage Stamps of New Zealand which throws light on these problems.

JOHN D. EVANS

References.

1. Early Days in Central Otago, by Robert Gilkison.
Published 1930, re-printed 1961.
2. A History of New Zealand Life, by W.P.Morrell and D.O.W.Hall.
Published 1957, re-printed 1958.

Mrs. GRACE GORDON KAYE, who has read the article by John Evans, makes the following comments.

John Evans is of course our leading expert in the United Kingdom on the early cancellations of New Zealand and over the years he has built up an impressive collection of material on which to base his conclusions.

Mr. Benjamin Goodfellow wrote an authoritative article entitled 'New Zealand First Type. Notes on Postal Cancellations', published in The London Philatelist, Volume XXXII, 1923. This article is referred to in Volume 1 and will have been incorporated in Volume III of the Postage Stamps of New Zealand.

Mr. Goodfellow had no examples of '22' and '23' but as these numbers were tabled in the official records at the time, they cannot be disregarded without positive proof.

The use of '21' during 1865-66 at Invercargill was confirmed by Mr. R.J.G.Collins.

I myself have made an intensive study of '21' and from material in my collection I consider it to have been used at Popotunoa (Clutha) in 1862. This number then appears to have been transferred to Clinton some eleven miles south. Clinton was the name originally chosen for Invercargill and this may account for the appearance there for a short time of the same '21', as confirmed by Mr. Collins.

Invercargill was ultimately named after Captain William Cargill, the first Superintendent of Otago.

Our member, ROBIN STARTUP, has written as follows:-

With reference to earlier remarks by John Robbins and Dr. McNaught in 'The Kiwi' I would strongly endorse Dr. McNaught's plea for anyone with examples of the queried obliterators to let us have details, even in confidence.

Through the unfortunate destruction of official archives the only surviving official evidence of the use of obliterators is

1. the numbers recorded in the several G.P.O. staff establishment registers of the 1870's to 1890's,
2. an Otago list of seals of 1865 that included obliterator allocations that I unearthed some years ago.

This Otago list is the only provincial or district list so far located but from it, and a study of contemporary postal history, we were able to suggest the allocation of the missing numbers. The list in Volume VI of the Postage Stamps of New Zealand is based on this.

Mataura (0.22) was not on the 1865 list but a study of the allocation of this particular sub-type obliterator shows numbers 0.8 to 0.22 were allocated on a geographical basis, on the South Trunk Mail and branches. The actual 0.22 appliance was still in post office custody in 1972!

At least two other actual obliterator appliances have survived - I hold 0.40 obliterator (Port Molyneux) plus the associated Molyneux Township mailbag seal of 1863 on behalf of the Postal History Society of New Zealand.

But despite the research that has been undertaken there is much we still have to piece together from these early days.

THE SECOND SIDE-FACE ISSUE THE 4D. VALUE AND COLOUR CHANGELINGS

The 4d. Value was issued in 1882 and in the course of embarking on a study of it with its various perforations and papers I wrote to Mr. Stephen of Rowland Hill Stamps, Kidderminster, for a pale green specimen perf. 10 x 11 to supplement my own copies. This printing was issued in 1896 and was a small one. Mr. Stephen sent me a 4d. in pale green and a further copy but with perf. 10 x 11 in bright blue. What offers for this, said he, and clearly he did not realise what it was and neither did I. Thus started the research.

As the earliest printings of this value perf. 12 x 11½ were issued in a greenish blue with a definite tendency towards blue rather than green I thought at first that the bright blue might possibly be a variety of colour shade but as I found by 1889 the stamp was issued in a definite green colour with very little blue, the idea of a new variety receded. But then there was a small printing in blue-green with a strong blue content in 1893: moreover the issue with perf. 11 in 1898 included a printing in blue-green.

What then was the explanation? Blue-green with strong blue content in 1893, bright blue in 1896 perf. 10 x 11 and blue-green in 1898 or later.

It appears that some years before 1938 when Volume 1 of the Postage Stamps of New Zealand was published a special committee of the Christchurch Philatelic Society conducted experiments to

ascertain the effect of certain chemicals upon the pigments that had been used for various issues, and the colour of the 4d. changed from green to bright blue - see page 676. This was done, according, I presume, to the Committee, to produce a shade variety for the purpose of duping collectors. Possibly, though less likely, the bright blue had some semblance to the 8d. value which was issued in blue but the shade of the 8d. value is palish and cannot be matched with the bright blue of the colour changeling.

From these researches I conclude that the 4d. bright blue is a "deliberate" colour changeling. Mr. Stephen kindly sold it to me for a small sum.

As far as the Second Side-Face issue is concerned the other variety of colour changeling falls under the category of Sun Faded Stamps and the colour of the 2d. value will almost disappear if the stamp is exposed for any length of time to sunlight. See page 677. Pale shades of this value should for this reason be treated with suspicion due to sun fading and not be accepted as varieties of normal shades.

Mr. Stephen later sent me a copy of the 2/- First Pictorial Issue, 1906, perf. 14, watermark NZ and star and this shade was pale blue as distinct from grey-green or blue-green. There is, I think, no explanation for this except a Colour Changeling. Volume 11 of the Postage Stamps of New Zealand issued in 1949 mentions that various colour changelings have been reported, these being caused either by the effect of sunlight or of chemical action. No details are given.

I do not recall any publication in 'The Kiwi' on Colour Changelings over the last twenty years and as there is a known element of "deliberate" production to dupe collectors the publication of an up-to-date list of colour changelings may not be out of place.

JOHN D. EVANS

Editor's note:- The knowledge and experience of some of our members may be quite valuable and I would like to have any contribution any member may care to send me.

THE NEW 10 CENT POSTAFIX STAMP

The illustration of the cover on the front page of this issue of 'The Kiwi' was provided by Our Man in New Zealand, JOHN WATTS. In a letter to the Editor, he writes:-

"The stamps were issued from the Auckland Philatelic Bureau on 3rd May, 1978, when I purchased the first roll issued. The cover shows the actual leader.

"Rolls are made up with a cerise leader and end, and contain 400 stamps in a continuous roll. It could be the case that the postmark is the First Day of Issue for New Zealand, but this will have to be confirmed by people reporting finds. This is always a difficult fact to determine when the New Zealand Post Office do not make an official First Day of Issue."

The cover in which John Watts sent this information was franked with a strip of nine of these new Postafix stamps. The colour is a uniform Royal blue on a white background, according to the Editor's wife.