



the kiwi

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

Hon. Gen. Secretary: TERRY BROCK
26 Old Cross, Hertford, SG14 1RD. Tel.: Daytime 0992-54911; Evenings 0992-56427.

Hon. Treasurer: BERNARD ATKINSON
77 Wood Lane, Osterley, Mdx. TW7 5EG. Tel.: 01-560 6119

Kiwi Editor: ALLAN P. BERRY
24 Irwin Road, Guildford, Surrey, GU2 5PP. Tel.: 0483 87185

VOLUME XXIX No.4

JULY 1980

WHOLE 162
167

THE NEXT MEETING WILL BE HELD ON WEDNESDAY, 25TH JULY, 1980,
AT THE SHAFTESBURY HOTEL, MONMOUTH STREET, LONDON, WC2H 9HD,
STARTING AT 6.30 P.M.

THE SUBJECT WILL BE NEW ZEALAND OVERSEAS AIRMAILS AND WILL BE
LED BY OUR HON. GEN. SECRETARY, TERRY BROCK.

ANY MEMBERS WITH MATERIAL ON THIS SUBJECT ARE ASKED TO BRING IT
ALONG. THIS IS OUR ONLY MIDWEEK EVENING MEETING AND IT IS HOPED
MANY OF THOSE WHO FIND DIFFICULTY IN COMING ON A SATURDAY WILL
BE ABLE TO ATTEND.

'RECOVERED BY ALLIED FORCES'

AIR MAIL PRISONER OF WAR POST
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SERVICE DES PRISONNIERS DE GUERRE

Tolson *19-10* *15* *1980*
Gilmour *A-J* *Sgt*
(SURNAME—IN BLOCK LETTERS.) (INITIALS.) (RANK.)

British Prisoner of War. *16th Squadron, The Parachute Regiment*

Prisoner of War No. *33547* *New Zealand*

RECOVERED BY ALLIED FORCES
RECOVERED BY ALLIED FORCES
Country: *Germany*

SIXPENCE

SEE PAGE 77.

EDITORIAL.

London 1980 has now passed. By the time the next issue of 'The Kiwi' is mailed to you, ZEAPEX '80 will have come and gone.

Elsewhere in this issue you will find reports of the Meetings that this Society held at London 1980. The conditions left much to be desired, but the quality of material on display, at the Saturday morning meeting in particular, was superb. Certainly, we are unlikely to see one of these displays in this country again. Those of you who could not attend, for whatever reason, missed a real treat.

Our Members who exhibited at London 1980 were not disgraced. Many Members gave a great deal of help in various capacities in the background. All in all, an Exhibition to be remembered.

ALLAN P. BERRY

MEMBERSHIP

NEW MEMBERS. We welcome

G.M.Cooper, P.O.Box N 8160, Nassau, Bahamas.

W.J.Geenty, 12, Wakelins End, Cookham, Berkshire, SL6 9TQ.

A.R.Hiles, 167, Church Street, Wolverton, Milton Keynes.

G.C.Israel, Grey Gables, Druidstone Road,

St. Mellons, Cardiff, CF3 9XE.

T.D.Latto, 18, Villiers Crescent, Eccleston,

Nr. St. Helens, Merseyside, WA10 5HN.

D.Lowe, 2, Vicarage Close, Weston Zoyland,

Bridgwater, Somerset, TA7 OLG.

Mrs. E.Platt, "Clarendon", 28, Ferrand Road,

Littleborough, Lancashire, OL15 9ED.

J.McC.Thomson, No. 1, R.D., Winton, New Zealand.

J.M.Warner, Gander Green, Lavington, Yorkshire, YO6 6TD.

DECEASED

T.H.Hopkins, Flat No. 2, High Wigsell,

35, Twickenham Road, Teddington, Middlesex.

RESIGNED

A.M.Jones, 34, Horseshoe Lane, Merrow, Guildford, Surrey.

CHANGE OF ADDRESS

D.Beech, 31, Andrula Court, Lordship Lane,

Wood Green, London, N22 5LJ.

(previously of Museum Street, Bloomsbury.)

M.J.Cranfield, 17, Pontoise Close, Sevenoaks, Kent, TN13 3ES.

(previously of Chipstead Lane, Sevenoaks.)

John Gartner, "Viewfield", Mt. Macedon Road,

Mt. Macedon, Australia 3441.

(previously of Melbourne, Australia.)

Mrs. M.Munns, 552 - Fifth Avenue, Castlegar,

British Columbia, Canada, V1N 1W2.

(previously of 550 - Seventh Avenue North.)

LONDON 1980 MEETING HELD ON WEDNESDAY, 7TH MAY, 1980

The first of our London 1980 Meetings held on the Wednesday afternoon inside the Exhibition Hall was another milestone in the success of the Society.

Meeting inside the Exhibition Hall does cause problems; these

included the size of the room allocated and the difficulty of finding directions to it. It was therefore with some apprehension that some Members of the Committee viewed the prospect of a successful Meeting when by 2.30 p.m. the room was completely crowded and more friends and visitors were finding their way through the crowd. However, Messrs. John Evans, M.Burberry, D.Hague and R.Darge managed to mount their displays and while the Committee tried to make plans for overflow into the adjoining room our President, Noel Turner, welcomed all present and asked all the visitors from overseas and members making their first visit to the Society to introduce themselves. Included amongst our visitors from New Zealand were Mr. and Mrs. Marcel Stanley, Messrs. John Bishop, R.J.Hunt, R.Thomson, G.Elliott, A.R.Burge, T.W.Gardner, D.Jarvis, Mr. and Mrs. R.Herbison, and Mr. and Mrs. Radley. Other overseas guests were Bob Odenweller from the United States of America, Graham Cooper from the Bahamas and O.R.Bowen from South Africa.

John Evans gave some background information to his display while the adjacent room was prepared and then with two rooms available those present partook of a glass of wine and viewed the displays by Members and the Society's Trophies which were also present.

The highlight of the afternoon was the visit to the Society by His Excellency the High Commissioner for New Zealand, the Hon. L.W.Gandar and Mrs. Gandar, who were welcomed by our President. To mark their visit, Noel made a presentation of a 6d. Full Face Queen Victoria stamp, and Mrs. Gandar was presented with a bouquet. In thanking the Society for their welcome and gifts, the High Commissioner revealed that he was not a stamp collector but his Chalon Head stamp would be much treasured. He did reveal that he did have some connection with Philately as he had once datestamped over one hundred covers at the South Pole and then carried these back to Christchurch for inclusion in the mail.

At the end of the Meeting all present received a small memento of the day made available by the New Zealand Post Office. It was considered by all present to have been another success for the Society.

TERRY BROCK

LONDON 1980 MEETING HELD ON SATURDAY, 10TH MAY, 1980

It was appropriate that at one of our London 1980 Meetings we should be entertained by two of our overseas members, both of whom are of International repute.

John J.Bishop gave us a display of pre-adhesive postal history material, much of which had not been shown before. It was strong in Missionary mail and ship letters. The earliest item was dated 1824. We also learned something of the material exstant in the Missionary Archives.

Marcel Stanley outlined the development of the design for the King George V postage stamp. There were early proofs and essays of H.L.Richardson and it was interesting to see so many fine ideas had been rejected. The final stamps appeared in 1915.

The vote of thanks was given by Allan P. Berry, and the Meeting closed at 4.30 p.m.

IAN FOGG

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771	1959 Scout Jamboree	1	0.15	0.15
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883	1968 Maori Bible	1	0.15	0.15
884/6	- Armed Forces	3	3.50	3.50
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893	- I.L.O.	1	0.70	0.80
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897/8	- Otago University	2	1.00	1.10
903/4	- Kerikery & Bay of Islands	2	1.50	1.50

EVERY 'KIWI' READER

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MS762c	- upright wmk	Pair	12.00	7.00	-
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MS804b	1960	Pair	20.00	10.00	22.00
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MS816a	1963	Pair	6.50	4.00	-
MS823a	1964	Pair	9.00	5.00	-
MS832b	1965	Pair	12.00	-	11.00
MS841	1966	Pair	7.00	4.00	-
MS869	1967	Pair	7.50	4.00	-
MS889	1968	Pair	7.50	4.00	-
MS902	1969	Pair	7.00	-	-
MS942	1970	Pair	7.00	-	-
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MS989	1972	Pair	7.00	-	-
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MS1057	1974	Sheet	10.00	-	10.00
MS1082	1975	Sheet	4.00	-	-

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LONDON 1980.

Congratulations to the following Members of the Society who displayed at London 1980.

R.P.Odenweller, who exhibited New Zealand 1855 - 1872 in the Class of Honour F.I.P.

G.J.Elliott, who was awarded a Gold Medal for his exhibit of New Zealand Full Face Queens.

Marcel Stanley, who was awarded a Gold Medal for his exhibit of New Zealand: 19th Century Essays, Proofs and Specimens.

J.D.Evans, who was awarded a Silver Medal for his exhibit of New Zealand, the 1864 - 1871 issues.

M.D.Jackson, who was awarded a Silver Medal in the Youth Section 16 - 18 years, for his exhibit of New Zealand: a detailed study of the Lettercards from the first issue in 1895.

J.McC.Thomson, who was awarded a Bronze Medal for his exhibit of New Zealand: 1898 - 1908 Pictorials.

S.F.Cross-Rudkin, who was awarded a Bronze Medal for his exhibit of New Zealand: King Edward VII.

In addition, certain people who are not at the time of writing members of our Society entered displays of New Zealand material which were awarded medals.

W.Dahlmann of Belgium was awarded a Silver Medal for his exhibit of New Zealand: 1855 - 1864 with pre-adhesive covers.

W.H.Miller Jun. of U.S.A. was awarded a Vermeil Medal for his exhibit of Great Barrier Island Pigeon Posts, 1897 - 1908.

J.W.T.Taylor of Canada was awarded a Bronze Medal for his exhibit in the Thematic Class of a World of Philately from New Zealand.

Although the following list may not be complete, it was also noted that the following members were also awarded medals for exhibits of material other than New Zealand.

R.P.Odenweller was awarded a Gold Medal for his exhibit of Tasmania: 1826 - 1870.

J.Firebrace was awarded a Gold Medal for his exhibit of 19th Century Campaigns of Egypt and the Sudan.

B.R.Peace was awarded a Silver Medal for his exhibit of New South Wales Pre-Stamp Postal History.

Other awards that are of interest include

D.J.Jarvis from New Zealand, who was awarded a Bronze Medal for his exhibit in the National Class of selected pages from a general collection from 1675.

A.R.Burge from New Zealand, who was awarded a Silver-Bronze Medal for his exhibit of the Early Postal History of the Cook Islands and Niue.

In the Literature Section, the following awards are also of interest.

Campbell Paterson Ltd. Catalogue of New Zealand Stamps was awarded a Silver Medal.

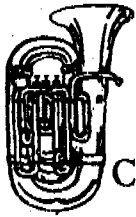
The Postage Stamps of New Zealand, Volume VI, was awarded a Silver Medal.

The New Zealand Stamp Collector was awarded a Bronze Medal.

The Early Cook Islands Post Office, by A.R.Burge, was awarded a Silver-Bronze Medal.

SPECIAL DATESTAMPS

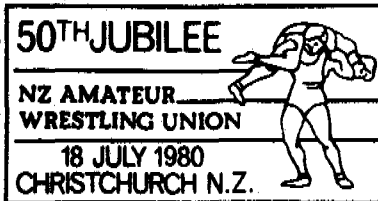
CENTENARY OF THE NEW ZEALAND BRASS BANDS' ASSOCIATION AND CONTESTING



Centenary of
Brass Bands Assn.
and Contesting
15 May 1980
Christchurch N.Z.

A special pictorial datestamp was used to cancel mail posted in a special posting box erected at the Christchurch Town Hall, on Thursday, 15th May, 1980, to mark the Centenary of the New Zealand Brass Bands' Association and Contesting.

50TH JUBILEE OF THE NEW ZEALAND AMATEUR WRESTLING UNION



A special pictorial datestamp was used at Christchurch on Friday, 18th July, 1980, to mark the 50th Jubilee of the New Zealand Amateur Wrestling Union. A special posting box was provided at the Pioneer Sports Stadium, the venue of the National Wrestling Championships.

ZEAPEX '80

On page 3 of this Volume of 'The Kiwi', there was published a letter from 'Our Man in New Zealand', concerning the Society's activities in association with Zeapex '80.

In this letter, John Watts mentioned two covers that were to be prepared for the Society.

The first will be cancelled with Pitney Bowes Meter No. 2380; the cover will have a specially printed cachet that states that this Meter No. 2380 is authorised only for use by the New Zealand Society of Great Britain at Zeapex '80, Auckland.

The second cover will have a specially designed cachet which would be franked and posted through the Zeapex '80 mail box in the normal way.

The cost of these covers will be 50p for the pair, posted by surface mail, or £1.00 the pair, posted by air mail. Members who are interested are asked to order their covers direct from John Watts, and to remit funds directly to him. British Postal Orders may be used to transmit funds, as these can be encashed in New Zealand at the prevailing rate of exchange.

In the same letter, mention was made of a book on Postage Stamp Design by P.L.Blackie, to be published in association with our member John Rabarts. Unfortunately, at the time of going to press, further details are not available. These will be published as soon as possible.

The address of John Watts, 'Our Man in New Zealand', is 45, Teal Crescent, Beachhaven, Auckland 10, New Zealand.

THE PHILYMPIA 1970 ISSUE OF 'THE KIWI'

On pages 66 and 67 of the last issue of 'The Kiwi' the special issue of 'The Kiwi' produced at the time of Philympia was



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mentioned. Unfortunately, certain inaccuracies in this article require correction.

The Philypia 1970 Edition of 'The Kiwi' was produced by an Editorial Sub-Committee, the members of which were E.N.Barton, P.E.Collins and P.L.Evans. Eric Barton guaranteed the cost of the production, but in the event was not called upon to meet one penny as, thanks to the efforts of the sub-committee as a whole, sales of the journal and the advertising which it carried covered the cost. While it must be appreciated that the guarantee that was given by Eric Barton relieved the Society of much financial worry concerning this venture, the work is not a memorial to one man but a milestone in the Society's history.

Similarly, Eric Barton was not the first member of the Society to act as Packet Secretary or as Editor of 'The Kiwi'. This does not detract from the unselfish work that he carried out in both these positions for the Society. In fact, much that he did will be long remembered and much admired, particularly if one bears in mind his tragic, crippling disabilities.

ALLAN P. BERRY

'RECOVERED BY ALLIED FORCES'

The cover illustrated on the front page of this issue of 'The Kiwi' is from the collection of our member R.J.E.JENKINS. It is a Prisoner of War Aerogramme, Samuel Type A.6, cancelled with the 'Blackball' type J-class datestamp of Mount Eden, dated 21 DE 44 2. It has been censored in New Zealand, as is witnessed by the Censor mark applied on the reverse. The single line cachet 'RECOVERED BY ALLIED FORCES' is struck twice in purple on the front. There is a further impression of the 'Blackball' type J-class datestamp of Mount Eden dated 14 NO 45 3 applied to the Aerogramme.

According to R.M.Startup's 'The Mails Went Through', the route for such Prisoner of War mail was first to the Prisoner of War section of the Office of the High Commissioner for New Zealand in London. Here the mail was included with British and other allied mails for despatch to Switzerland under the auspices of the International Red Cross Committee. This route was first to Lisbon, then by sea to Marseilles, and from there by train to Switzerland and thence into Germany.

At the time of the cover in question, these services were obviously severely disrupted. It is noted that from January until May, 1945, most of the Prisoners of War in Germany were being marched backwards and forwards across that country in an effort to avoid the advancing allied forces.

The cachet on this cover is not recorded in 'The Mails Went Through'. It would be most interesting if any member could tell us where this cachet was applied. Also, why should it be returned by sea mail. Even allowing for this means of transport, why should there be such a long lapse of time between its despatch and its return to the sender. Surely by the time the Aerogramme arrived back in New Zealand, the addressee would have been liberated and back home.

I would be glad to hear from any member who can help elucidate these points.

ALLAN P. BERRY

Maori canoes, clippers, steamers, container ships - all have plied the waters of New Zealand's large harbours.

In June the New Zealand Post Office issued a set of four stamps depicting the large harbours which serve the major cities of Auckland, Wellington, Christchurch and Dunedin.

Port activity is a feature of these harbours - reclamations with their stacks of brightly coloured containers; aggressive straight lines of jetties and cargo terminals; cranes crouched over the long ships; grey strips of road and rail arteries.

But it wasn't always like this. Paintings of the early 1800's show us these harbours as pale blue bays disturbed only by canoes or an occasional whaling boat. Bare hills in yellows and browns rise abruptly from the sea. Sometimes a small group of tents huddle on the waterfront.

In later illustrations these waterfront slopes are filled with settlers' houses and neatly laid out streets. Clippers and schooners tie up at jetties or moor in the harbour, with longboats bringing in their cargoes of people, provisions, mail and news from home....

By the turn of the century the four were bustling harbours which served growing towns and their hinterlands. Prosperity fluctuated, but the primary importance of these ports as gateways of trade was already established.

AUCKLAND HARBOUR

Auckland city is on the isthmus between two harbours - Manakau to the west and Waitemata (referred to as Auckland Harbour) to the east.

Maoris had favoured the site. They called the isthmus "Tamaki-makau-ra", the maiden contested by a hundred lovers. Indeed, its occupancy was bloodily contested by many tribes. But by 1840, when Captain Hobson chose the site as capital of the new colony, the native population had been decimated by epidemics and the area was virtually uninhabited.

Port facilities were rudimentary at first.

William Bertram White, a Native Land Court Judge visiting the city about 1850, described a scene of cart horses up to their girths in water, unloading rows of longboats laden with cargo from ships anchored out in the harbour.

The next twenty years saw a period of stagnation for Auckland until the 1870's Thames goldmining boom boosted the city's economy and set it on the road to becoming the prosperous modern city seen across the waters of Auckland Harbour on the 25c stamp.

Wharf facilities have increased and improved to keep pace with the city's needs. In the 1970's, when containerisation transformed cargo handling world-wide, Auckland quickly developed a container terminal and bought its first container crane.

A feature of Auckland Harbour is the bridge which links the central city to the North Shore.

The vision of such a link begins in mythology, far back in time when tribes of fabled fair-skinned fairies lived on the isthmus.

One peace-loving tribe longed to reach the tranquility of the North Shore, away from the constant quarrelling of its

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neighbouring tribes. One night they began to build a causeway across the harbour, aware that as soon as the sun touched their work it could not be continued. Despite frantic efforts they were unable to finish it before sunrise.

You can see the remains of their unfinished work today - a tongue of fragmented lava which runs out into the harbour not far from the southern terminal of the bridge.

Auckland had to wait until 1959 before the present 1020 metre steel structure finally spanned its harbour. One wonders what the peace-seeking fairy tribe would think if it crossed the Harbour Bridge today, only to find houses crowding the beaches and urban sprawl stretching further and further northwards.

WELLINGTON HARBOUR

Wellington is known for the beauty of its harbour as much as for the gustiness of its wind.

Charles Heaphy, artist and draughtsman, described it in 1839 as "A noble expanse of water surrounded by a country of the most picturesque character..."

Heaphy was on board the "Tory", the first ship of the New Zealand Company, which arrived in Wellington Harbour (Port Nicholson) in 1839 to prepare the way for a Company settlement.

Immigrants began arriving in Wellington in 1840. Fifteen years later the town's central position, prosperity, and excellent harbour combined to wrest from Auckland the prized status of capital city.

The harbour has been the home of many colourful characters. One of these was Dicky Barrett, a genial and shrewd whaler married to a high-born Maori woman.

In 1840, he opened a hotel on the Wellington waterfront, and during the first difficult year of settlement Barrett's Hotel became a welcoming social centre and meeting place for the immigrants.

It was Dicky Barrett who, in 1839, piloted the "Tory" into Wellington Harbour. On the way in the ship passed a reef which was promptly named "Barrett's Reef". In 1968 this treacherous reef was the site of tragedy. Violent winds and waves drove the inter-island ferry "Wahine" onto the rocks, tearing its hull. The ship foundered, with the loss of 51 lives.

Both nature and man have changed the shape of Wellington Harbour. A large earthquake in 1855 raised some of the land, but most of the work is man's.

Harbour waters once lapped several of the main streets now in the heart of the central city. Now over 150 hectares of land have been reclaimed, about 60 hectares of which are used for wharves, cargo storage, and other port facilities.

Achieving a balance between harbour beauty and port needs is difficult. The recently built Thorndon Container Terminal, shown on the 30c Wellington Harbour stamp, juts out into the inner harbour, but its two container berths and three cranes have kept Wellington in tune with international cargo handling trends.

LYTTELTON HARBOUR

Lyttelton Harbour lies tucked in the north-west side of Banks Peninsula on the east coast of the South Island. The Peninsula

itself was originally a volcanic island built up by the lava from two craters which now form the upper reaches of Lyttelton Harbour and nearby Akaroa Harbour.

In 1848 the New Zealand Company with the Canterbury Association - an Anglican colonising organisation - chose Lyttelton Harbour as a suitable port for settlement. A larger town, Christchurch, was planned for the plains beyond.

Lord Lyttelton, on a 1868 visit to his namesake, described the port as "cramped in between the shore and the hills and with a general look like some small English seaport".

Indeed Lyttelton was seriously short of flat land for housing and port development. The port was also troubled by strong sea swells. Reclamation and breakwaters were necessary, but development dragged because of lack of money. Even so, six wharves and a two-armed breakwater were built between 1855 and 1885.

Since 1950 another boom in the port's development has seen many facilities rebuilt or expanded. In the 1970's the new methods in cargo handling required major wharf developments, and the picture on the 35c Lyttelton Harbour stamp shows the extensive area reclaimed for the port's container terminal.

Lyttelton had another handicap to overcome - its 13 kilometre distance from Christchurch. The harbour is separated from the city by the volcanic rock of the Port Hills. In the early days all goods had to be carried over the hills or taken by small boats up river to Christchurch.

A rail tunnel was essential. In spite of obvious engineering problems and expense, the project got underway and was finished in 1867. On the first public holiday afterwards 2,000 people - about a third of Christchurch's population then - went by rail and boat to picnicking places around the harbour.

It was almost another 100 years before a road tunnel - New Zealand's largest - was built through the Port Hills.

PORT CHALMERS

Frozen meat. It doesn't sound very glamorous, but for New Zealand the discovery of refrigeration was more important in the long term than any gold strike.

Port Chalmers played a key role in the early development of the frozen cargo trade, supplied by the sheep farms of its hinterlands.

By 1880 New Zealand had a glut of sheep, and excess carcasses were being thrown into the sea or boiled down for tallow.

Refrigeration opened up the distant British market. William Davidson, general manager of the New Zealand and Australian Land Company, seized the opportunity. He persuaded the Albion Line to provide a ship, the "Dunedin", with on-board freezing capacity - a floating freezing chamber.

Ironically, it was the people of Dunedin who first tasted the frozen meat intended for London. The initial thousand carcasses frozen onboard at Port Chalmers had to be unloaded and sold when a breakdown in the equipment suspended all operations.

On February 15, 1882, the "Dunedin" finally sailed from Port Chalmers with the country's first cargo of frozen meat - 4311 sheep and 598 lambs. It arrived in London 98 days later with cargo intact and ready to be sold for good prices.

The 75th anniversary of this event was commemorated by the New

Zealand Post Office's issue of two stamps in 1957.

Port Chalmers is situated about halfway up the narrow channel of Otago Harbour. Over the years the Dunedin city waterfront, 13 kilometres further up at the head of Otago Harbour, has taken away some of the Port Chalmers' port and containerisation has given it a new lease of life.

Today about 70 percent of New Zealand's refrigerated cargo to Britain is containerised, and Port Chalmers has two container cranes in operation to cope with its share of the trade.

The 50c Port Chalmers stamp shows two ships working cargo at the port. In the background are St. Martin's Island and Goat Island.

St. Martin's Island has quite a colourful history. Originally it was a quarantine island, and once held 400 immigrants after a case of smallpox on the clipper "Victory" in 1863. Carpenters amongst the passengers suitably occupied their time by building a hospital on the island.

The island was also home for the 80 dogs of Byrd's 1928 Antarctic expedition. The dogs fell ill and seemed certain to die, but a locally invented new-formula dog biscuit was rushed to the island in time to save all but four of the dogs, and the expedition got safely underway.

Dozens of hulks are witnesses to Port Chalmers' strong links with the open sea. One of the most interesting is the wreck of the Don Juan, in Deborah Bay. An old Spanish log book was found which told of the ship's connection with the slave trade. Wrist and ankle shackles in the ship's hold also testified to a gruesome past.

The Port's first immigrant ships - the "John Wickliffe" and the "Philip Laing" - were commemorated in the one penny Centennial of Otago stamp issued by the New Zealand Post Office in 1948.

The designer for the Large Harbours issue was Don Hatcher, and the stamps were printed by photogravure by Heraclio Fournier, Spain. Each stamp measures 30mm x 34 mm.

BERYL PEARS

A New Zealand Post Office Feature Article.

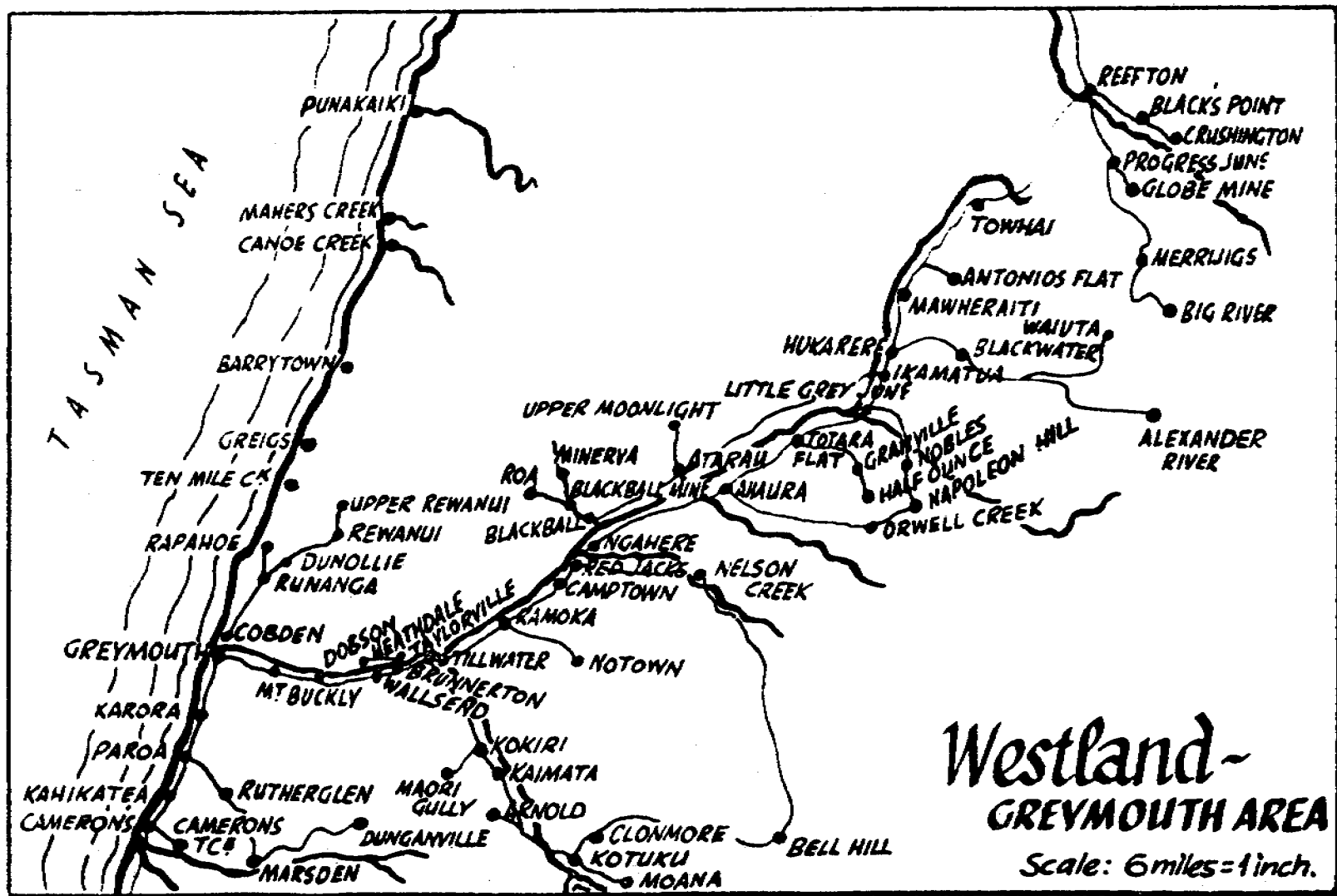
WEST COAST CANCELLATIONS WITH GOLD FIELDS ORIGINS.

Continued from Volume XXIX, page 63.

In the West Coast gold rushes there was no single find of outstanding importance. Although from the previous article it was evident that prospectors 'fanned out' in search of new gold fields it was not only in the Nelson and Westport Districts that they did so. It follows that to deal with the gold rushes in chronological order would take the reader to various fields on the West Coast. It is, I think, preferable to work as it were from north to south of the West Coast. This at least has the merit of confining the cancellations with gold fields origins to a defined area. So next I will attempt

THE GREYMOUTH AREA

Shown on the next page is a copy of the map appearing in R.M. Startup's "Westland Postal Services 1860 - 1960" published in July,



1960. Here I would like to record the very useful help which this booklet has given me in this series.

The Post Office on the Grey River was opened on 1st August, 1864, and the name was changed to Greymouth on 20th October, 1865. The obliterator used was '20' within originally eleven horizontal bars. The number of bars was reduced to nine due to wear by 1874, when the Greymouth Postal District was formed. Although a number of offices opened after the discovery of gold deposits and so have gold fields origins many were later closed. Volume 111 of the Postage Stamps of New Zealand says that numbers 1 to 24 were allotted to District Offices in the Greymouth Postal District. But Volume VI of the Postage Stamps of New Zealand, page 380, states that only five of these District Offices are shown as having obl iterators. Before mentioning such of these as had gold fields origins it would seem that where the office has not the status of a District Office either manuscript cancellations were applied which were often over stamped with the obliterator of the main office, or the defacing of the stamp by pen and ink was considered sufficient. As far as I can trace the following offices in the Greymouth Postal District had gold fields origins but no doubt there are others.

AHAURA

This office was opened about 26th October, 1867. There is reason to believe that Ahaura is a corruption of Ohaurora, - o = place of, hauroa = height. As the township is built on an elevation and the local Maoris say the name means cliff, it can be interpreted simply as place of a cliff. It is about 22 miles east of Greymouth and, according to the Pacific Stamp Journal, Volume 23, number 4, March, 1976, it was a site of gold mining activity in the gold rush period of the late 1860's. It has been established that the manuscript "a", number 227 on page 106 of Volume 111 of the Postage Stamps of New Zealand, (over stamped with the obliterator '20' within horizontal bars) hailed from this office. This discovery emerged in 1976 by reference to a cover posted to Canada on 24th January, 1872, and reported in the Pacific Stamp Journal mentioned above. It so happens that I have this on a 3d. Chalon Head lilac, perf. 12½, S.G. 117. According to Volume VI of the Postage Stamps of New Zealand, page 380, Ahaura had an obliterator 'G over 1' within horizontal bars. The Number 1 was allotted to this office as a District Office.

ANTONIO'S FLAT

This office was opened on 1st January, 1875, and was near the Greymouth - Reefton highway. One Antonio Lardi discovered gold there and the place was named after him. It was closed on 10th August, 1909. Apparently it had no obliterator of the G over a number series and so far no manuscript cancellation seems to have been discovered. As a District Office the number allotted to Antonio's Flat was 2. It may have had a date-stamp of the A-class which was introduced about 1875.

ATARAU

This office was opened on 1st August, 1892, and was 22 miles north east of Greymouth on the Grey River. The name means "Moon" or "Moonlight" and was taken from the Moonlight Creek and apparently named after an early prospector, George Fairweather Moonlight. It is recorded that two nuggets of nearly eight ounces

were found in Moonlight Gully (?Creek) in the Grey District in 1866 but this gold soon petered out. It is unlikely that Moonlight Creek was of mining importance. Probably it originally used a postal date-stamp as there appears to be no manuscript cancellation recorded, which in any case would have been unusual in 1892.

CAMERON'S TERRACE or CAMERON'S

Cameron's Terrace office was opened on 25th May, 1887, and closed on 30th June, 1893. Cameron's was opened on 1st June, 1896. These offices were about 9 and 7 miles south of Greymouth respectively. Both were named after Dan Cameron, an early gold prospector. Possibly postal datestamps were used, but I have no information.

CLIFTON or DUNGANVILLE

This office was opened on 1st January, 1880, named after the steep slopes on either side of the gold field. It was about 15 miles south west of Greymouth. The name was changed to Dunganville on 27th July, 1880, after Patrick Dungan who led the gold rush there, one would assume well before 1880. The office was closed on 31st October, 1917. It was allotted number 8 as a District Office but no obliterator 'G over 8' is known to me. It is known that there was a manuscript cancellation of Dunganville used in 1882; see number 37 on page 99 of Volume 111 of the Postage Stamps of New Zealand. Incidentally, Patrick Dungan had discovered gold in Westland as early as 1865. He was later prominent in West Coast politics.

CLONMORE

This office was opened on 1st April, 1882. It was about 20 miles east of Greymouth on the Greymouth - Otira highway on Molloy Creek. It was named Clonmore in 1877 by an early gold-miner J. Molloy after his birth-place in Eire. The office was closed on 18th December, 1912. It was allotted the number 24 as a District Office but it does not appear to have used any obliterator of that number.

COBDEN

This office was opened on a date between the 4th and about the 16th November, 1865. Cobden was on the north bank of the Grey River opposite Greymouth. It was named after Richard Cobden, the English Statesman. Cobden was allotted the number 9 as a District Office, but used a distinctive obliterator made locally COBDEN in a circular fashion with four small convex bars at foot to complete the circle. It is illustrated on page 72 of Volume 111 of the Postage Stamps of New Zealand. I have a copy of the 3d. Lilac Chalon Head, perf. 12½. S.G. 117 with manuscript "C" overstamped '20' within nine horizontal bars used at Greymouth. This manuscript is not recorded in Volume 111 of the Postage Stamps of New Zealand but was probably applied at Cobden. Most of the Greymouth District offices were originally mining camps and although I am unable to trace any direct gold fields origin the fact that this office was closed on 30th April, 1890, at a time when gold on the West Coast was no longer to be found in any quantity may be evidence of its one time gold fields origin.

FOSBERY, later BARRYTOWN

This office was opened as Fosbery on 1st July, 1880, and was about 18½ miles north of Greymouth near the coast. It replaced Canoe Creek three to four miles further north which was named after a local creek flowing into the sea. The creek was named by

early gold miners after the presence of a Maori Canoe. The Post Office at Canoe Creek was opened on 16th November, 1877, and was closed on 30th June, 1880. Fosbery was allotted the number 7 as a District Office. The name was changed to Barrytown on 1st March, 1881, named after Barry, the discoverer of gold there. There does not appear to be a manuscript cancellation applied and at present I do not know of any cancellation or obliterator used.

GREY RIVER - GREYMOUTH

As above stated, this office was opened on 1st August, 1864, the name being changed on 20th October, 1865. This office was the Chief Post Office of the Greymouth Postal District and used the obliterator '20' within horizontal bars before referred to. From about 1876, Greymouth also used a duplex with "G" within three vertical and eight horizontal bars and may also have used the obliterator "G" probably of local make. These are illustrated on page 72 of Volume 111 of the Postage Stamps of New Zealand. An example of the "G" obliterator was sold in the Robson Lowe Auction on 11th March, 1975, but I have not seen or heard of another.

There was no well established town like Dunedin in the Otago gold rushes to serve as a base and Greymouth (as did Hokitika to be mentioned later) sprang up at the river mouth full of gerry built structures in which were "jewellers and watchmakers, physicians and barbers, hotels and billiard rooms, eating and boarding houses and trades and professions of all descriptions."

Greymouth became a local centre of gold mining business and the '20' obliterator is not uncommon. I have five examples, the earliest of which is on the 6d. brown Chalon Head imperf. of 1862 - 1864, S.G. 42, and the latest on a 6d. blue Chalon Head perf. 12½, 1871, S.G. 136.

I have no examples of the Duplex on the 1874 First Side-Face issue except three on the 1878 2d. rose (2) and 6d. blue, S.G. 181 and S.G. 183. By this time Greymouth was probably changing as a centre from gold to coal. The presence of coal had been discovered by Brunner on the West Coast in 1848. In 1875 Brunnertown, named after him, was a coal mining district linked to Greymouth by rail.

JOHN D. EVANS

To be continued.

AIRMAILS ACROSS THE TASMAN SEA (13) "FAITH IN NEW ZEALAND" AND "FAITH IN AUSTRALIA" THE LAST FLIGHTS OF 1934

Public interest within Australia and New Zealand had been very much centred on the outcome of the England to Australia Air Race so when two young New Zealanders, R. Whitehead and R. Nicholl, made their first attempt at a trans-Tasman flight and failed it did not reach the headlines. It was just as well it did not. Their aircraft was an ageing DH60A Puss Moth "Faith in New Zealand" which was totally unsuitable for any sea crossing let alone the Tasman. The glare of publicity would soon have revealed the aircraft's shortcomings and officialdom would have stepped in to prevent a second attempt.

Whitehead and Nicholl made their first attempt on the 7th November setting out from Mascot aerodrome. However, within minutes, they were forced to return due to a failed magneto on the

engine. It was fourteen days before they were ready to make a further attempt starting from the beach at Gerringong.

The second attempt commenced on the 22nd November and few people were about when the little Puss Moth rose into the air at 1.55 a.m. and headed out towards New Zealand. Twenty minutes after take-off it was heard passing over the cruiser H.M.A.S. "Canberra" but was not heard or seen again that day.

Word that a trans-Tasman flight was on soon spread, and, in New Zealand, hundreds gathered at the Wellington aerodrome as the aircraft was expected to arrive there at noon. The plane's non-arrival by 4.00 p.m. gave rise to real concern and several planes were despatched westwards to look for the Puss Moth. Notable amongst these was the DH Dragon "Tainui", piloted by C.E.Kay and J.D.Hewett, which had conquered the Tasman Sea only eight days previously. These experienced flyers like everyone else could find no trace of Whitehead and Nicholl and were forced to return at dusk. By midnight there was still no news and New Zealanders prepared themselves for a repeat of the 1928 'Hood & Moncrief' tragedy.

The anxiety of the waiting crowd was in fact groundless, as, unknown to anyone, the "Faith in New Zealand" had landed on a deserted beach and the crew, fed up with walking up and down the beach looking for signs of habitation, had lit a fire by the plane and gone to sleep.

Whitehead and Nicholl had experienced a trouble free crossing in the little Puss Moth but due to winds pushing the aircraft well to the North they did not make a landfall until after 6.00 p.m. A long curving beach stretched in both directions so for thirty minutes they had flown up and down it unsuccessfully looking for any signs of life. Tiredness and the discomfort of sharing a seat (an extra fuel tank took up most of the cabin space) eventually forced them to make a landing on the beach for the night. In the morning they established that they were on the Ninety Mile Beach near Doubtless Bay and made an early take-off for Auckland reaching the Mangere aerodrome soon after 7.00 a.m. From there they phoned friends and relatives in Wellington to report their safe arrival.

There was considerable criticism about the flight from many quarters in both New Zealand and Australia. No safety devices had been carried (lifebelts, etc.), the plane had not been fitted with a radio, extra oil to the engine had been fed in from the cabin by a funnel via a tube with a piece of wood as a stopper and the one remaining seat had to be shared by the pilot and co-pilot. The airworthiness of the "Faith in New Zealand" was also suspect! It was no surprise that the two young New Zealanders were shortly afterwards relieved of their pilots licences. Many people, however, admired them for their cheek and pluck in carrying out such a daring flight and they were generally applauded for having successfully cocked a snook at the establishment. Their licences were later returned to them.

A small souvenir mail is supposed to have been carried by the pilots. I have neither seen an example nor do I know of one, so it is possible that no souvenirs now exist of this interesting flight.

"Sample" souvenir covers, however, do exist for the last two Tasman Sea flights planned for 1934 even though the flights did

First Official Air Mail



Commander
C. T. P. ULM



New Zealand—Tasmania
Per V.H. UXX "FAITH IN AUSTRALIA"

Samuel

BY AIR MAIL
PAR AVION

THE FRYER STAMP CO.
PANMURE, AUCKLAND
NEW ZEALAND

not take place. The covers were to have been used on Christmas airmail flights to and from New Zealand on the 16th and 23rd December respectively and would have been carried in Ulm's "Faith in Australia". The flight on the 16th was to have been from Sydney to New Plymouth whilst that on 23rd was to have been a first flight between Invercargill and Hobart in Tasmania.

Planning for these two flights had been finalised when the World learned that C.T.P.Ulm, together with two companions, had been lost at sea, somewhere near Hawaii, on 5th December, whilst carrying out a proving flight for Great Pacific Airways in the twin-engined Airspeed Envoy monoplane, VH-UXY "Stella Australia".

The two proposed trans-Tasman Sea flights by the "Faith in Australia" were immediately cancelled and any thoughts of a regular Australia-New Zealand air service in the near future were shelved.

A.G.MATHIESON

THE MAORI LEGEND RELATING TO THE KIWI.

In the very early days in New Zealand Tane, the God of the forest, took great pride in cultivating the friendship of the birds and convened with them from time to time to address them and teach them wisdom.

Now at that time the Kiwi could fly, but was so lazy that he became fat, and spent most of his time feasting on the ground. He became something of a laughing stock for his clumsy efforts at flying and for this reason he became shy and sensitive, and frequently hid himself.

One day, when Tane called another gathering of the feathered fraternity they all answered except the Kiwi. Tane sent scouts out in all directions calling Kiwi by name, but without success. The reason was, of course, that Kiwi was hidden under the roots of a tree, and though he heard the summons he was so scared that whenever the messengers came near, he crouched even closer.

Tane was by now really angry, and though he gave up the hunt and carried on with his meeting, he finally charged all the birds present to seek out the Kiwi wherever they went and when they found him, to tell him of his wrath and send him direct to him for an explanation.

Kiwi overheard the birds calling him and telling each other of Tane's threat of punishment so of course he did not come out in answer to their calls. So waiting until night descended and all the other birds were asleep, he slipped out and fed himself by scratching out grubs from the forest floor and ferreting out worms with his sensitive beak. So he became New Zealand's first nocturnal bird, and when later the morepork saw him, he felt so sorry for the shy night hunter, that he never told the other birds of his whereabouts. (The Morepork is a nocturnal bird similar to a little owl.)

With acknowledgements to the Otorohanga Nocturnal Kiwi House and the Otorohanga Zoological Society, Inc., P.O.Box 222, Otorohanga, New Zealand, and to our Members, A.HOWIE and A.R.MARSHALL, who first drew my attention to this legend and the leaflet on which it appears.