



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

Hon. Gen Secretary: MISS MARGARET COLE
13 Southey Road, Wimbledon, London, SW19 1NN. Tel.: 01-542-4959
Hon. Treasurer: I. G. FOGG
42 Oxford Road South, Chiswick, London, W4 3DH. Tel.: 01-994 1747
Kiwi Editor: ALLAN P. BERRY
24 Irwin Road, Guildford, Surrey, GU2 5PP. Tel.: 0483 67185

the kiwi

VOLUME 34 No. 2

MARCH 1985

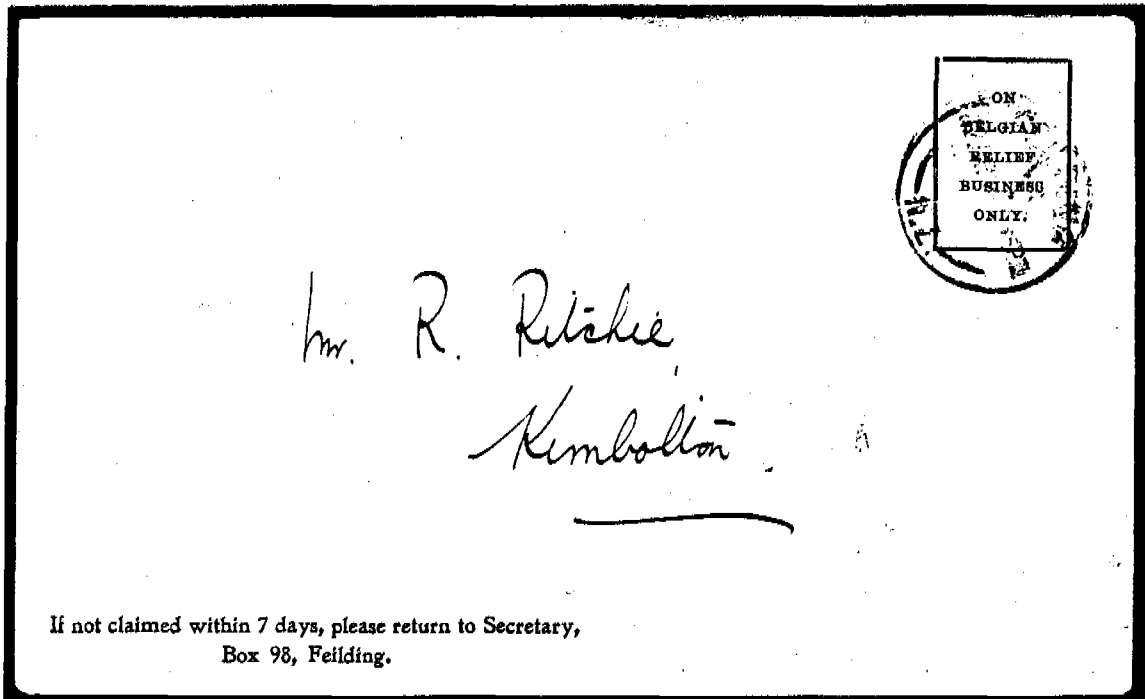
WHOLE 190

THE NEXT MEETING WILL BE HELD ON SATURDAY, 30TH MARCH, 1985,
AT THE Y.W.C.A. CENTRAL CLUB, 16 - 22, GREAT RUSSELL STREET,
LONDON, WC1B 3LR, STARTING AT 2.30 P.M.

THE ANNUAL COMPETITION WILL TAKE PLACE, DETAILS OF WHICH MAY
BE FOUND ON PAGES 10 AND 11 OF THE LAST ISSUE OF 'THE KIWI'.

DURING THE JUDGING GERALD PRATT WILL GIVE A DISPLAY OF
RETURNED LETTER BRANCH AND RURAL DELIVERY COVERS

ON BELGIAN RELIEF BUSINESS ONLY.



SEE PAGE 28.

EDITORIAL

Many thanks to all of you who took the trouble to write in with corrections and ammendments to the addresses on the envelopes in which copies of 'The Kiwi' were despatched last issue. I would still like to hear from any member whose address is incorrect, or does not show a postcode.

On a matter quite outside philately - how many members know that 1985 is Huguenot Heritage Year? The chances are that a very large number of you will have ancestors who were Huguenots. Our Member, Dr. Robin D. Gwynn, is an acknowledged expert on this subject, and his book, 'Huguenot Heritage - the History and Contribution of the Huguenots in Britain', has just been published by Routledge and Kegan Paul. Do not be put off by the long title. This is a very readable book, covering a very wide subject in a lucid manner. If you have any interest in history, then it will certainly interest you.

ALLAN P. BERRY

MEMBERSHIP

NEW MEMBERS. We welcome

A.C.Collinson, 61, Mendip Crescent, Putnoe, Bedford, MK41 9ER.

R.Good, 21, Theresa Sly Avenue, Ilanda, Bulawayo, Zimbabwe.

R.Hargreaves, 26, Heaton Road, Lostock, Bolton, Lancs., BL6 4EE.

Mrs. M.L.Maguire, 14, Atherton Heights,

Bridgewater Road, Wembley, Middlesex, HA0 17D.

M.J.Ritchie, 4, Disblair Avenue, Newmachar,

Aberdeen, Scotland, AB5 0PL.

S.D.Schumann, 2417, Cabrillo Drive,

Hayward, California 94545, U.S.A.

Miss R.Wilson, 25, Buckland Avenue, Dover, Kent, CT16 2NR.

RESIGNED

I.J.Till, 21, Hamilton Way, Acomb, York.

Rear Admiral J.D.Trythall, The Old Vicarage,

Corfe, Taunton, Somerset.

Lennart Westman, Dalkarlsgr 3, S-79172 Falun, Sweden.

LAPSED

Pierre Langlois, 98, Cours de Vincennes, Paris XII^e, France.

CHANGE OF ADDRESS

A.J.Askew, "Carmel", 2a, River Way,

West Ewell, Surrey, KT19 0HH.

(previously of Warlingham.)

M.G.Baker, 1, Portland Road, Gravesend, Kent, DA12 1DL.

(previously of 1, Sunnyside, Windmill Street, Gravesend.)

Francis Kiddle, Punch Tree House, Reading Road North,

Fleet, Hants., GU13 8HS.

(previously of 10, Lea Wood Road, Fleet.)

MEETING HELD SATURDAY, 26TH JANUARY, 1985 - DISASTER PHILATELY

The Meeting was opened by our Chairman, John Smith, at 2.45 p.m. with a very pleasing attendance of thirty-one members, including Graham Brown, Nick Leacock and David Max, members attending for the first time. Apologies for absence were received from Phil Evans and Alf Swan. Our Chairman showed to the Society three

magnificent volumes, 'New Zealand Routes and Rates to 1874', presented to the Society's Library by the Author, Gerald Elliott, being the results of many years of research. A sincere vote of thanks was given to Gerald Elliott.

The Meeting was given over to Robin Gwynn on the subject of disaster philately, for which Robin earned a large Silver-Gilt Medal at the 1984 Stampex and a Vermeil Medal at the 1984 Philakorea.

Robin divided his display into two parts, the first of which showed Maritime disasters, the earliest being dated 19th November, 1862, from the 'Colombo', wrecked in the Indian Ocean. There followed covers from the 'Wairarapa', wrecked on Great Barrier Island with the loss of 135 lives. Robin showed two mystery covers of New Zealand from the 'Labrador', wrecked en route from Newfoundland to Great Britain, dated 1899, which raised questions on the route taken by the mail from New Zealand that led them to be on board. There were covers from the collision of the 'Kapanui' and 'Claymore', two vessels which had apparently collided on a previous occasion. A cover from the 'Aeon' was of interest, as 56 persons were shipwrecked and 57 rescued, there being a birth while the stranded people were awaiting delivery! This section rounded off with two Maritime Strike covers of 1913.

The second half was devoted largely to Air Covers, the first being from the 1935 Kingsford Smith flight, from which all but seven bags of mail were jettisoned. This showed the Wellington relief datestamp of 23 MY 35, struck on the covers which survived. Examples of the flying boat crashes came next, the 'Scipio' in 1936, the 'Cygnus' in 1937 and the 'Calpurnia' in 1938. Robin then went on to show a burglary cover from the Stratford Post Office in 1897, a combined air crash and burglary cover from North Africa, Wembley Exhibition stamps charred in a safe in the fire which followed the Napier Earthquake of 1931, a 1939 cover to New Zealand from London damaged by an I.R.A. bomb placed in a letter box, 1919 Suffragette mail damaged by lighted matches thrown into letter boxes, and a cover damaged in the 1948 floods at Whakatane. Also on show were covers from the Manawatu Rail Crash and attempted rocket mail from Calais to Dover.

Allan Berry gave the vote of thanks for a most interesting and entertaining afternoon.

E.W.P.L.

THE AIR MAILS OF NEW ZEALAND - VOLUME TWO,
THE OVERSEAS FLIGHTS 1928 - 1940

The following note appeared in 'New Zealand Air Mail News', the Newsletter of the Air Mail Society of New Zealand.

"Due to the necessity for the new handbook editor to completely re-edit the text of Volume 2, publication will now be delayed until early 1985.

"We thank all those who have sent in pre-publication orders.

"We will still accept pre-publication orders at the special reduced rate of \$35-00, plus postage; in New Zealand - \$2-50; overseas - \$3-40.

"So now is the time for those who have not yet ordered to do

so and still receive a substantial discount over the post-publication price.

"Please send your order with remittances to P.O.Box 1336, Christchurch, New Zealand."

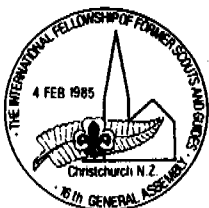
SPECIAL DATESTAMPS

150TH ANNIVERSARY OF THE KERIKERI STONE HOUSE



A special pictorial date stamp was used at the Kerikeri Post Office on Friday, 4th January, 1985, to mark the 150th Anniversary of the Kerikeri Stone Store.

16TH GENERAL ASSEMBLY OF THE INTERNATIONAL FELLOWSHIP OF FORMER SCOUTS AND GUIDES



A special pictorial date stamp was used at Christchurch on Monday, 4th February, 1985, to mark the 16th General Assembly of the International Assembly of Former Scouts and Guides.

INAUGURAL FLIGHT NEWMANS AIR



A special pictorial date stamp was used at Rotorua on Tuesday, 12th February, 1985, to date stamp mail carried on the inaugural flight of Newmans Air. The destination of the first flight was Christchurch, and air mail carried on the inaugural flight was back date stamped at that office before being released for delivery.

CENTENARY OF MANGAWEKA



A special pictorial date stamp was used at the Mangaweka Post Office on Friday, 22nd February, 1985, to mark the Centenary of Mangaweka.

REVIEW

The Image Maker - The Art of James Berry, by J.R.Tye, published by Hodder & Stoughton, P.O.Box 3858, Auckland 1, New Zealand.

The introduction to this book begins "A strong element of romance is part of the attractiveness of the little pieces of paper we call stamps...". This element is clearly shown to have run through the life of James Berry.

The author, J.R.Tye, takes us from London, where Berry was born, through his life with a facility and an enthusiasm which is infectious. Berry himself showed an enthusiasm for everything in life, a feeling which the author manages to project. His own easy style of writing is interspersed with paragraphs from articles and letters written by Berry.

Failure was a word which did not figure in Berry's vocabulary; if designs for stamps submitted were not accepted that was no more than a minor setback, certainly not failure, and a start would be made on other designs. Berry was a prolific designer of stamps, coins, medals and memorial plaques. His stamp designs cover nine countries and a span of 46 years, coins for four countries over the same period and medals for six countries including the United Kingdom. His designs were also used for Institutional Medals.

Berry also found time for many other pursuits; he was an accomplished landscape artist and organised a number of exhibitions. He was a designer of jewellery and an avid collector of clocks. The zeal with which he embraced each new pursuit is so clearly shown in this excellent volume.

In 1962, at the age of 56, a severe heart attack laid Berry low whilst travelling away from home. Extracts from his own writings show the fortitude with which he faced the curtailment of his activities, albeit for a short time only. He made short forays into the world of book selling and coin dealing but soon returned to his first love, designing, with the majority of his coin and medal designs being produced after his heart attack.

This excellent volume makes the reader feel that he knew James Berry and his quiet death in his sleep leaves one with a great sense of personal loss.

The book also contains three essays specifically on Berry's work - the first as a stamp designer, and the other two on his numismatic designs. These essays, by James Brodie, J.N.L.Searle and C.R.H.Taylor, analyse his work in more detail and show some examples of his unaccepted essays. They describe Berry's design methods and the catalogue of his accepted designs in each field shows clearly the amazing versatility and voracious appetite for work of James Berry, O.B.E.

NEW ZEALAND ROUTES AND RATES TO 1874

BY GERALD ELLOTT, F.R.P.S.L., F.R.P.S.N.Z.

The New Zealand Society of Great Britain has received a gift of a Library Edition of this monumental study by our Member Gerald Elliott, to be placed in the Society Library. The work is in three volumes, and to give some idea of its extent and scope, each book measures approximately 12 inches by 8½ inches, and is 3 inches thick. In due course, this work will be reviewed through the pages of 'The Kiwi', in itself quite a task! The Forward to this Library Edition reads as follows:-

"This completely rewritten and revised edition has been specially prepared for publication in 1985 by the Postal History Society of New Zealand to mark their Twenty-First Anniversary.

"This photocopy edition, which is limited to thirteen copies, has been printed and produced by the Author for presentation to a group of people who have been instrumental in aiding his enjoyment of our great hobby.

"A copy has been prepared for submission to PHILA KOREA 1984 in support of the nomination made by the Federation of New Zealand Philatelic Societies, of the Author's Postal History Entry entitled "N.Z. Postal Routes and Rates", for the F.I.P.

Medal for Research.

"This copy number 9 has been presented to the Library of the New Zealand Society of Great Britain, in sincere appreciation of the help and encouragement received from many members, and in particular the Editor of 'The Kiwi', Allan P. Berry."

It is most pleasing to read that Gerald Elliott was, in fact, awarded the F.I.P. Medal for outstanding research in New Zealand Postal History at Philakorea 1984. I am sure that all members will join in thanking Gerald for this magnificent gift, and offering our congratulations for the award it so richly deserved.

DISPLAYS TO LOCAL SOCIETIES.

A.E.Harrad will be giving a display to the Thurrock and District Philatelic Society on Tuesday, 16th April, 1985. This Society meets at the Scout Hut, Norman Hall Car Park, Orsett Road, Thurrock, and the meeting starts at 8.00 p.m.

All members of the New Zealand Society of Great Britain are invited to attend.

HEALTH STAMPS, CAMPS AND COVERS.

This article by ALLAN McKELLAR, published in 'The Kiwi', Volume 32, page 80, September, 1983, contains a very serious error, which has been spotted by DOUGLAS CHISHOLM, of Napier. In the article it is stated that the first Health Stamp was issued on 2nd October, 1929, whereas it was not, in fact, issued until 11th December, 1929. Culpa mea, as Editor, for not picking this up at the time the copy was prepared. Yet it is surprising that such an error had to wait over a year before it was noted.

DOUGLAS CHISHOLM also points out that there were two designers responsible for this stamp. Mr. Stanley Davis designed the frame and the vignette was designed by L.C.Mitchell.

Further information about Mrs. Kirstine Nielson can be obtained from the 'Petticoat Pioneers - Book One - North Island Women of the Colonial Era', by Miriam Macgregor, first published by Reed in 1973. The Waipawa Women's Institute are making an endeavour to have Mrs. Nielson honoured on a postage stamp in 1989, the 60th Anniversary of the introduction of Health Stamps.

ON BELGIAN RELIEF BUSINESS ONLY.

ALAN JACKSON

Following my article on First World War 'Free' covers used for patriotic purposes, published in 'The Kiwi', Volume 33, page 33, March, 1984, members may be interested in the cover illustrated on page 23, which is 'On Belgian Relief Business Only'.

This cover is datestamped FEILDING N.Z. 12.AP.16.215PM, and is backstamped N.Z KIMBOLTON 12 AP 16 4. No specific reference can be found for a Belgian Relief organisation at Feilding. If any member can provide further information, or can show similar covers for this, or any other covers produced for patriotic purposes, I would like to hear from them, through our Editor.

SPECIAL VINTAGE TRANSPORT STAMPS

DIGBY HILDRETH

New Zealand's earliest trams feature in a special vintage transport stamp issue, released on 6th March, 1985.

Designer Maurice Conly has depicted the Nelson horse-drawn tram of 1862 on the 24 cent stamp; the Graham's Town steam tram of 1871 on the 30 cent stamp; the Dunedin cable car of 1881 on the 35 cent stamp; the Auckland electric tram of 1902 on the 40 cent stamp and the Christchurch electric tram of 1905 on the 58 cent stamp.

Nelson developed New Zealand's first passenger street tramway, built by a mining company to carry chrome ore the 21km from Dun Mountain to the port. The town council insisted that the company provide a passenger service to the port from the city centre.

Pulled by a single horse, the coach-styled tram kept to a speed limit of 6.5 k.p.h.

Built in Sydney, the carriage could carry 40 passengers, some seated back-to-back along the pitch of the roof.

The first to introduce horse trams, Nelson was also the first to dispense with them, in 1901.

A goldrush at Graham's Town (now Thames) meant plenty of passengers for the country's first steam tramway, opened in 1871. The line ran from Curtis Wharf to the deep sea wharf at Tararu Point.

The little Chaplin steam locomotive with its vertical boiler made the trip hourly, towing a handsome mottled kauri carriage behind. Top speed was 13 k.p.h.

Heavy seas regularly pounded both wharf and tramway and in 1874 a large section of the track was washed away. By then the goldrush was over and the line was closed in November that year.

Dunedin's Rattray Street cable tramway was the first to operate outside the United States and was based on the design of cars used in San Francisco.

Its traction method involved running an endless cable in a tunnel under the road from an engine house at the end of the line. The gripman controlled an arm that projected underneath each car, to grip or release the moving wire rope.

George Duncan invented the 'pull curve' to overcome the problems at the St. Joseph's Cathedral corner, where the grade was 1 in 7.5. His design - a series of small pulleys that guided the wire rope around the curve - was later adopted by cable engineers overseas.

The original cars were tiny - about three metres long with seats for 16 passengers. The car depicted on the 35 cent stamp is a later, larger version, with closed-in compartments at each end.

Auckland had the first complete electric system and the novelty of the horseless carriages attracted thousands when the service began in 1902.

Ten cars - eight small four-wheelers and two bogie type 'combinations' - carried 15,000 the first day. That week 70,000 paid their twopence and rode between Queen Street and Ponsonby in the brightly-painted cars.

Wellington's first electric tram introduced the service from the Newtown sheds to Kent Terrace in 1904. It was a single truck double decker, which could carry 64 passengers. All the main

centres, except Dunedin, had electric trams with open top decks, but the most common design came to be the bogie single decker.

The total length of the line made up a penny section and a horse tram provided a connecting service to Wellington's commercial centre until the service was extended.

The 58 cent stamp shows a 1905 Christchurch electric tram towing a trailer from Cathedral Square. These trams had large spring loaded steel fenders mounted front and rear to protect cyclists and pedestrians.

Many cars were built locally and featured interior panels of mottled kauri, while the imported cars had maple panels. Heaters under the wooden seats provided additional comfort to passengers. Various types of trailers were used, both single and double deck.

The vintage transport stamps are of horizontal format and were printed in sheets of 100 by Cambec Press Pty. Ltd., Melbourne.

A New Zealand Post Office Feature Article.

TEMUKA - ITS STAR AND OTHER OBLITERATORS

JOHN D. EVANS

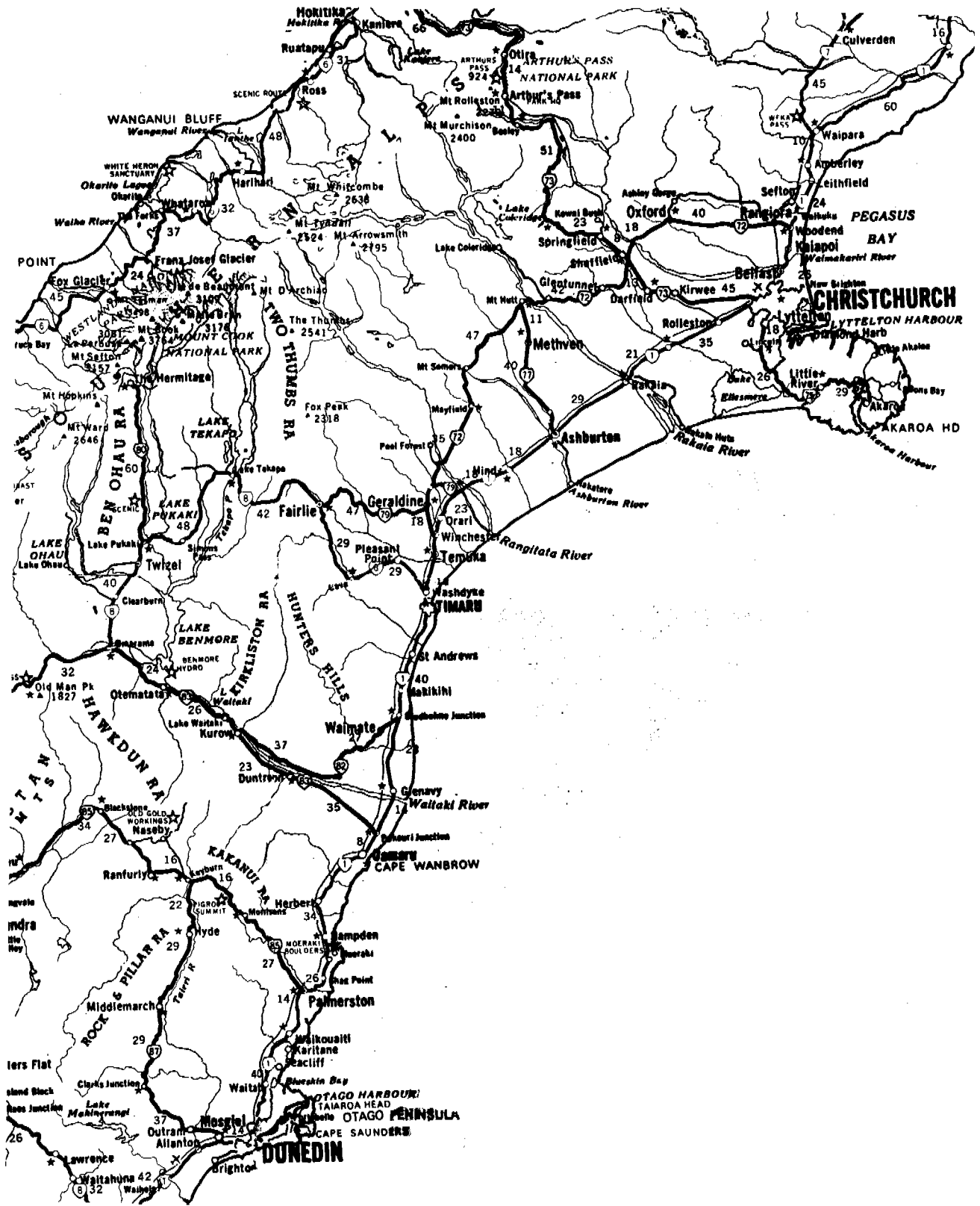
The Temuka Star is a curious mark. Dr. K.J.L.Scott so described it in his 'Notes on the Early Cancellations of New Zealand', which was published by the Regent Stamp Co. Ltd. in 1950 or thereabouts. Dr. Scott of Woking compiled a detailed collection of re-entries and plate flaws on New Zealand stamps ranging from 1855 to 1915, based on the study formed by the late Benjamin Goodfellow which itself incorporated selected items from earlier students, M.P. Castle, W.W.Mann and D.G.Collins. This collection was sold by Robson Lowe Ltd. on 28th April, 1954, and this 'pedigree' has given to me a great respect for 'Notes on the Early Cancellations of New Zealand', which is included in the acknowledgements on cancellations in Volume 111 of the Postage Stamps of New Zealand.

Temuka, according to Dr. Scott, was a place of some importance on the Christchurch - Dunedin Highway. It originally had a manuscript cancellation recorded as being used in 1866 as illustrated, number 248 on page 106 of Volume 111 of the Postage Stamps of New Zealand, although the Post Office was opened on 1st September, 1863, and in 1864 was described as Temukaka.

The Temuka Star, again according to Dr. Scott, is found on the later Full Face Queens, or Chalon Heads. This, plus three other obliteratedors, appears on page 70 of Volume 111 of the Postage Stamps of New Zealand, and are illustrated below as numbers 4, 5, 6 and 7 from that page. The Temuka Star is number 4.



As far as I have been able to discover, the later Full Face Queens means stamps on issue from 1871. A very fine Temuka Star is illustrated as a colour print from the Catalogue of the R.C.



Agabeg Gold Medal Classic New Zealand, sold by Robson Lowe Ltd. on 26th October, 1971; it was on a 1d. Chalon Head in the pale orange-vermilion shade of 1871. In the same collection, a 1d. brown with a Temuka Star was sold; the colour change to brown being from 1st July, 1871. In the C.W.Meredith collection, also sold by Robson Lowe Ltd. on 16th March, 1960, three Temuka Stars were sold, on the 1d. brown, 2d. vermilion and 6d. blue Chalon Heads, being the printings in the altered colours, which, it will be remembered, were issued until the arrival of the First Sideface Queen Victoria definitives on 2nd January, 1874. I rather suspect that the 2d. vermilion is one of my four examples of the Temuka Star, another being on the 1872 no watermark printing.

Dr. Scott illustrates part of a cover with a Temuka Star on a 2d. Chalon Head, with a Temuka circular datestamp of 31st May, 1873, which appears to me to be number 29 on page 113 of Volume 111 of the Postage Stamps of New Zealand. This cover also shows a Christchurch datestamp of 2nd June, 1873, and the Bath, Somerset, circular datestamp of 13th August, 1873.

The Temuka Star was almost certainly replaced in 1874 by 'C over 55', an example of which I have on the 4d. of 1878, S.G. 181. This obliterator was not unlike the 'C over 25' mentioned below. It appears from part of Prime Minister Vogel's Public Works Policy of about 1870 that an 'interior main railway line' would run along

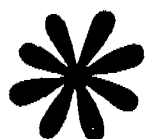


27

the base of the Southern Alps from Oxford, which used the obliterator illustrated as number 27, to join the South Island Main Trunk at Temuka, but this interior main railway line did not materialise. However, the proposal illustrates the importance of Temuka in those days. The map will show the reader the present Provincial State Highway route from Oxford to Temuka and the present railway route from Christchurch to Dunedin via Temuka.

The Temuka obliterations illustrated above - number 5, T within nine horizontal bars; number 6, TK; and number 7, TK within seven horizontal bars - I have never seen, and so far as I can see from Auction Sales over the last 25 years or so, as none of them have been referred to, each of them must be extremely rare, in fact, more so than the Temuka Star.

Geraldine is not far from Temuka to the north and a Post Office was opened there on 1st January, 1868.



8



9

It is now on the Provincial State Highway from Oxford. Its first obliterator was similar to the Temuka Star, but much better executed, as in the illustration number 8. I have never seen this obliterator, which was

superceded by the obliterator 'C over 25' within eight horizontal bars, illustration number 9 above. I have this on the 4d. of 1878, perf. 12 x 11½, S.G. 182. Just as the Temuka Star was replaced by 'C over 55', so it seems that the Geraldine 'star', if it may so be called, was replaced by 'C over 25'.

The above notes will show the scarcity of the Temuka Star and illustrate the rarity of the contemporary obliterations used at Temuka and Geraldine. We would appreciate reports of any of these, with details of the stamps or covers to which they were applied.

FINDINGS FROM FILES.

THE 'ROYLE' PENNY UNIVERSAL.

ALLAN P. BERRY

This particular story starts with a letter from the New Zealand High Commission, dated 22nd January, 1952, addressed to the Post Office Supplies Department, Stamp Section. It reads:-

"We have recently been requested by the General Post Office in Wellington to make enquiries from certain firms regarding the printing of the 1d. Universal stamp of New Zealand, 1901-9.

"During the course of these enquiries Messrs. W.R.Royle & Son Ltd. stated that they had a die of this value in their possession and that it was the reverse of the engraving. I asked them if they would forward the die in question to me for transmission to New Zealand, and they state as follows:-

'We would point out that the plate which we hold was one made up incidentally to the process of making up the actual plates sold to the New Zealand Government. It is therefore our property and for sentimental reasons we regret that we are unable to agree to it being sent to the Director General in New Zealand. We have no other dies, rolls or plates in our possession.'

"Unfortunately we have no records here of the issue in question and I am therefore unable to say what were the terms of contract. However, I should be glad to have your advice as to how we can act in this matter."

The reply is dated 29th January, 1952, and states:-

"I have been unable to trace a copy of the contract conditions relating to the 1d. Universal Stamp of New Zealand, 1901-9 which you refer to in your letter of 22nd January.

"In all Government contracts for security printing, it is an invariable condition that all drawings, dies, printing plates and other materials and things bearing any reproduction of the stamps or any part thereof, shall become the property of the Government department concerned and shall be delivered by the contractor on termination of the contract."

"This is a fundamental security measure designed to prevent the possibility of any unauthorised printing and should obviously be strictly enforced. It is unfortunate that the die was not withdrawn from Messrs. W.R.Royle & Sons on completion of their contract but nevertheless, I should take the line that the die is the property of the New Zealand Government and must be handed over. There would be no security in withdrawing printing plates if a transfer die, from which further printing plates could be made, were left with the contractors."

The next letter on the file is also from the New Zealand High Commission to the Post Office Supplies Department, and it is dated 24th March, 1952. This reads:-

"I have to refer to your letter of 29th January regarding the die held by Messrs. W.R.Royle & Sons of the 1d. Universal Stamp of New Zealand 1901-9. Your remarks were passed on to the firm,

who replied as follows:-

'...with further reference to the transfer plate which we hold. We do not think that at this date any question of security arises as, of course, the stamps in question are obsolete. In any case, we have been established over 100 years and whilst the plate is in our possession you can rest assured that it is in good keeping. Our sole reason for wishing to keep it is that it is of great historical interest to us as the printers of these stamps and we feel sure that you will sympathise with this viewpoint.'

"The matter was fully reported to New Zealand, and in accordance with their request I wrote to Messrs. Royle & Sons on 12 March as per copy of letter attached.

"A copy of Messrs. Royle's reply of 13 March is also attached. I should be glad to have your advice as to what action I should now take."

The copy of the letter which the New Zealand High Commission wrote to the firm Messrs. W.R.Royle & Sons, Ltd., referred to in the above letter, is on the file. It reads:-

"I have to refer to our previous correspondence, and to say that the Director-General of the General Post Office in Wellington was advised of the information which you supplied and a copy of your letter of 16 January was sent to him.

"The Director-General has asked me to express his appreciation for your help in connection with the supply of the historical data, and also states that due acknowledgement will be made in the Royal (New Zealand) Philatelic Society's book when it is published.

"However, as I anticipated, the Department is worried about the printing instruments which you still hold. In your letter of 16 January, paragraph 6, you refer to a die, and in paragraph 8 of the same letter you mention an original plate. In this connection the Department states:-

'It is not clear whether Messrs. W.R.Royle & Sons, Ltd., have a die of the 1d. Universal on hand but if they have it is really the property of the New Zealand Government and should therefore be surrendered.

'With regard to the plate referred to, there is no objection to the firm retaining this provided that it is suitably defaced by fine hair lines. However, as it is described as a transfer plate we should like a photograph of it before it is defaced.'

"I should be glad to be advised whether you will be able to concur with the request of the Director-General."

A copy of the reply from Messrs. W.R.Royle & Sons, Ltd., dated 13th March, 1952, and referred to above, is also on the files. It states:-

"...we mentioned in our previous letter that we hold a proof from the original printing plate, but we do not hold the original plate itself.

"What we have got is a small 1-up steel transfer plate of the

design in reverse. We have already sent you a rough proof from this plate and it seems to us that this is very much better than any photograph. We do not wish to deface this plate and, in our opinion, it is quite unnecessary to do so, as, being in reverse, it could not be used for printing purposes."

Having read these three letters, quoted above, the Post Office Supplies Department wrote to the New Zealand High Commission on 31st March, 1952, as follows:-

"The 1 up steel transfer plate held by the firm was obviously taken from the original die to make the printing plates and could be used again for the same purpose. If by some means stamps were produced, there would be no loss of revenue to the New Zealand Government as the stamps are obsolete. Philatelically production would not be worth while at present as the catalogue price of the stamps is only 2d. each.

"In spite of the apparent small risk you may feel insecure with this plate in existence, especially in view of leakages of other proofs etc., and in any case you should insist on it being made unfit for use."

There is no further correspondence relating to this matter on the files, and the final outcome cannot therefore be deduced.

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

NEW ZEALAND POST OFFICE TELEGRAPHS CHRISTMAS GREETINGS CARDS

ALAN JACKSON

I was interested to read the request for information about these cards from NORMAN COLLINS published in 'The Kiwi', Volume 33, page 108, November, 1984. In fact, they have been mentioned on a number of occasions in 'The Mail Coach', the journal of the Postal History Society of New Zealand. For those who are interested, the references are as follows:-

- Volume 5, page 75, December, 1968.
- Volume 7, page 196, June, 1971.
- Volume 12, page 109, February, 1976.
- Volume 15, page 163, May, 1979.
- Volume 16, page 6, September, 1979.

These cards are often found in old collections of post cards, and for this reason, I have mentioned them in my book 'New Zealand Postcards - Rates and Regulations to 1939'. I can do no better than quote what appears in that publication.

POST OFFICE CIRCULAR, 2nd DECEMBER, 1907 & SUPPLEMENT No. 60,
10th DECEMBER, 1907.

TELEGRAPH GREETING CARDS

These special pictorial telegram cards were introduced for the first time.

"CHRISTMAS-GREETINGS TELEGRAMS - Christmas greetings may be sent at a uniform charge of 6d., provided the address and signature do not together contain more than 11 words. The message

that will be delivered will be in print, on pictorial cards at the more important telegraph offices, and will read "Wishing You A Merry Christmas And A Happy New Year". At other offices, this message will be in print on an ordinary "received" form, or will be transcribed and delivered on the ordinary "received" form. If the text be altered or added to, the whole message will be treated as an ordinary one, and charged for accordingly."

The above rates were only fractionally cheaper than those ruling for ordinary telegrams (6d. for 12 words, including address and signature, plus $\frac{1}{2}$ d. for each extra word), though of course the addressee, if resident near a larger telegraph office, had the bonus of receiving a specially printed pictorial card. This explains, incidentally, why these cards are never seen with rural telegraph office cancellations.

The above notice regarding Christmas-Greetings Telegrams was repeated in the SUPPLEMENTS issued in DECEMBER, 1908, DECEMBER, 1909 and DECEMBER, 1910, with the following alteration after the first sentence - "Any excess over 11 words will be paid for at the rate of $\frac{1}{2}$ d. per word."

In the CIRCULAR of 1st MARCH, 1910, appeared the following:-

"Officers in Charge and Postmasters are requested to return all Christmas greetings telegram cards and forms now on hand to the Controller of Stores. The cards should be securely parcelled, to prevent them being crushed or otherwise defaced. Application for supplies of the cards and forms for Christmas business is to be made, in future, on the 1st November in each year. Such applications to be sent direct to the Controller of Stores."

In December, 1911, and in subsequent years, only special telegram forms were mentioned in the Supplements, which indicates that the greeting card facility was withdrawn after the 1910 season. The views which appeared on the cards were so poorly printed that they may not have been very popular with the public.

So far, I have recorded 33 different views on these cards. Three separate colours of the view sides are known - black, violet and blue - but intermediate shades exist between the two latter colours, so it is possible that it was originally intended to produce only two colours. In the list of views given below, all are in horizontal format unless otherwise stated, and all the titles are in capital letters as shown, except for part of number 31, as indicated.

From the available evidence, it seems that the same views were used each year from 1907 to 1910, and that new views were not issued each year. Cards printed in each of the recorded colours are known from all years. The dates of use seen are all in December, of course, and range from 21st, 22nd, 23rd, 24th and 31st, with most being dated 24th. The sender was not able to choose the view on the card despatched to the addressee.

- | | |
|----------------------------------------|--------------------------|
| 1. A NORTH AUCKLAND WATERFALL (Vert.) | - Black |
| 2. BANKS OF THE AVON, CHRISTCHURCH | - Black, Violet and Blue |
| 3. BIRD'S EYE VIEW OF WELLINGTON QUAYS | - Violet |
| 4. CHELTENHAM BEACH, AUCKLAND, N.Z. | - Black, Violet and Blue |
| 5. COACHING IN BULLER GORGE | - Black |

- | | |
|----------------------------------------------------|-----------------------------|
| 6. COOKING DINNER, WHAKAREWAREWA | - Violet |
| 7. DEVON STREET, NEW PLYMOUTH | - Black, Blue |
| 8. GLIMPSE OF NELSON, N.Z. | - Black, Blue |
| 9. HAWKE'S CRAG, BULLER GORGE, N.Z. | - Blue |
| 10. JERUSALEM, ON WANGANUI RIVER, N.Z. | - Black, Violet
and Blue |
| 11. LOOKING DOWN FRANCIS JOSEPH GLACIER | - Black, Violet |
| 12. MAHUTA TE TOKO, MAORI CHIEF (Vert.) | - Black |
| 13. MAORI CANOE HURDLING RACE ON WAIKATO RIVER | - Violet, Blue |
| 14. MAORI COURT, AUCKLAND MUSEUM | - Black |
| 15. MAORIS WASHING, WHAKAREWAREWA | - Black |
| 16. MITRE PEAK, MILFORD SOUND, BY MOONLIGHT | - Violet, Blue |
| 17. MOONLIGHT EFFECT ON LAKE WAIKAREMOANA | - Black, Violet |
| 18. NAPIER BREAKWATER | - Black, Violet |
| 19. NATIVE DANCING, RAROTONGA | - Black, Violet |
| 20. NATIVE VILLAGE, RAROTONGA | - Black, Violet |
| 21. PANEL FROM MAORI CARVED HOUSE, AUCKLAND MUSEUM | - Violet |
| 22. PARLIAMENT BUILDINGS | - Blue |
| 23. PELORUS SOUND, MARLBOROUGH, N.Z. | - Violet, Blue |
| 24. POI DANCERS AT MAKETU | - Black, Violet |
| 25. PULPIT IN CHRISTCHURCH CATHEDRAL | - Black, Violet |
| 26. QUEENSTOWN, LAKE WAKATIPU, N.Z. | - Black, Violet
and Blue |
| 27. ROMAN CATHOLIC CATHEDRAL, CHRISTCHURCH | - Black |
| 28. SUMMIT OF MOUNT HART (Vert.) | - Violet |
| 29. THE CLINTON RIVER, NEAR GLADE HOUSE (Vert.) | - Black, Blue |
| 30. THE ESPLANADE, NAPIER | - Blue |
| 31. THE FRANCIS JOSEPH GLACIER, from Sentinel Rock | - Black |
| 32. "THE LION", MILFORD SOUND | - Black, Blue |
| 33. THE RUNANGA HOUSE, RUATOKI | - Black |

On the view side, within the picture, one finds the imprint of the printer, "Brett Co.". This refers to the Brett Printing and Publishing Company of Auckland, which was owned by Henry Brett, who was also proprietor of the "Auckland Star" daily newspaper and the weekly illustrated "New Zealand Graphic". His famous book on sailing ships to New Zealand, "White Wings", has just been revised and republished by Reed Methuen in New Zealand.

Some of the cards, such as numbers 9. and 11. in the list, also have the imprint "N.Z. Tourist Dept.". From the time it was established in 1900, this Department employed its own landscape photographer, and retained the copyright on any photographs taken. However, for publicity purposes, scenic photographs were made available (free, as far as I know) to any entrepreneur who wanted to use them, provided acknowledgement was made to the Department. Photographs with "N.Z. Tourist Dept." credits are therefore quite often seen on privately-produced picture postcards of the period.

The number of views that I have recorded seems to be 'odd', and I feel certain that there are more. I would like to hear from any member, through our Editor, who has examples of these cards, giving the view, the colour, and the date and place of use. So far, I have recorded examples of numbers 4., 6. and 15. unused, and I would also like to hear from any member who has examples that are unused. In view of the fact that the message part was completed by the telegraphist, it seems strange that they can be

found thus. However, there is no record that I can trace which gives details of how any remainders were disposed of, after their withdrawal following Christmas, 1910.

A NEW POSTAL STATIONERY FIND ON THE $\frac{1}{2}$ d. ON 1d. DOMINION POSTCARD
MARTYN JACKSON

AC.8a With border around vignette.



INLAND POST-CARD.

AC.7a Without border around vignette.



INLAND POST-CARD.

Captain Coqk, Volume 6, page 117, July, 1978, gives some interesting facts on this provisional issue, and for those members who have not read the article, it is worth repeating:-

"Postcards stamped with the 1d. Dominion design were issued in November, 1915. Four years later, in 1919, the design of the stamp was slightly modified. Whereas the stamp printed on the earlier postcards had the background shading lines of the

vignette extending very close to the border, the 1919 postcards had a distinctive white border where the shading lines had been shortened.

"The rate of postage was increased from 1d. to 1½d. in 1920, reduced back to 1d. in February, 1923, and reduced still further to ½d. as from 1st October, 1923. These changes resulted in a most interesting series of provisional items of postal stationery.

"One of the provisionals placed on sale was the 1d. Dominion postcard with the stamp overprinted '½d' in green."

The article then goes on to say that the normal provisional with the '½d.' overprint in green is on the later 1919 Issued Card with the white border surrounding the vignette - Samuel AC.8a - and that at the time of publication of Part 1 of the New Zealand Postal Stationery Catalogue in 1976, that even though listed, the overprint on the original 1915 Issued Card had not been seen by the Catalogue Editor. This has recently been updated, in that our member WAYNE MENUZ has recently shown a used copy of the rare overprint - AC.7a - postmarked HIKURANGI 28 NO 24.

This was believed to have been the only recorded copy of AC.7a, and as recently as February, 1983, when Robert Samuel published his excellent New Zealand Postal Stationery Catalogue, the unused column indicates that this item had not been seen or reported to the Editor.

On the odd occasion, I have come across auction catalogues describing items as the rare AC.7a, but upon investigation at the viewing stage, they have been found to be incorrectly described. That is until a recent auction when a mint example was on offer - not previously recorded - and once again, I requested postal viewing. On this occasion, I was delighted to see the genuine item. Postal viewing and obtaining the item are two different things, and I was eventually relieved to find that this scarce item must have been overlooked by many other collectors.

STILL MORE MUSINGS - A POSTSCRIPT.

BILL SIMPSON

I was interested to read TOM HETHERINGTON's notes on places in Britain with the name of New Zealand. There is one more that I can add to the list - New Zealand Farm. This was the name of a Royal Air Force airfield during the Second World War situated about midway between Warminster and Devizes. I recall it because the name intrigued me at the time and I landed on it at some stage in about 1943 because there is an entry to this effect in my logbook.

I do not remember much about it but I think it was a grass airfield with only limited facilities and was probably used as a satellite field to one of the major training stations in the area.

Anyway, it does appear on the flying maps of the period and as far as I know it will still also appear on ordnance survey maps. It was a real place, albeit a farm, possibly dating from the First World War when New Zealand troops were in the area prior to going to France, or may be named by a New Zealander who bought the farm and decided to remember his homeland.

JOHN D. EVANS

Since the article on Lake Wakatipu was written and before its publication in 'The Kiwi', Volume 33, page 103, November, 1984, the 24 cent value of the Vintage Transport issue appeared on 4th April, 1984. This stamp was printed by Cambec Press of Melbourne in sheets of ten rows of ten stamps, and shows 'The Mountaineer' on the Lake.

Water transport on the Lake started with the wooden paddle steamer 'Antrim' which was launched on 26th October, 1868, on the edge of the Lake, two miles below Kinloch and she proceeded from there under sail to Kingston loaded with timber and there her engines and locomotive boiler were installed. For some ten years or more this paddle steamer carried grain, mining timber and commercial cargo and she carried passenger traffic in the latter part of that period. She was originally fuelled with totara wood but was later a coal burner. All that was left of her in modern times was her engines which were used as landing gear on a slip at Frankton - on the Lake. There were a number of other small steamers on the Lake in the early days.

The successor to the 'Antrim' was the paddle steamer 'The Mountaineer'. She was built by Kincaid and McQueen of Dunedin and was launched at Kingston on the Lake on 11th February, 1879. She connected the railhead at Kingston with Queenstown and its goldfields and remained on the run from Queenstown to Kingston, a three hour 'paddle', designed to enable passenger traffic to catch the 8.00 a.m. train. She was owned by the Wakatipu Steam Ship Company but was later sold to the Mackenzie family at Walter Peak in 1932. She had been a very popular vessel on the Lake for passenger traffic and a feature was her splendid saloon. 'The Mountaineer' was used as a houseboat for the next seven years but on the outbreak of war in 1939 she was broken up and parts of her were sold to the Navy Department for use on minesweepers, while her plates were used for Bren Gun Carriers. The 24 cent stamp shows many passengers, not only amidships, but also under the awnings fore and aft, and obviously depicts her popularity in her day.

The steamer services on the Lake were in private hands but the quality of the service fell and the old steam ship company was forced to sell its assets to the Government in 1902 for £15,000. In November, 1912, the Government placed the T.S.S. 'Earnslaw' on the Lake at a further cost of £15,000. The 'Earnslaw' is today giving fine service carrying not only passengers but wool, timber, sheep, cattle and horses, and all kinds of general cargo from one end of the Lake to the other. I understand that a cachet is used on mail posted on board her.

I think the Vintage Transport issue are pleasing stamps and readers will, I hope, think after reading these notes that it is worth while knowing a bit more about 'The Mountaineer' as, after all, she was on the Lake in 1879 before the Lake was on the stamp in 1898!

Reference - Golden Days of Lake County, by F.W.G. Miller.