

CAPTAIN COOK

NEWSLETTER OF THE
CHRISTCHURCH (NZ) PHILATELIC SOCIETY, INC

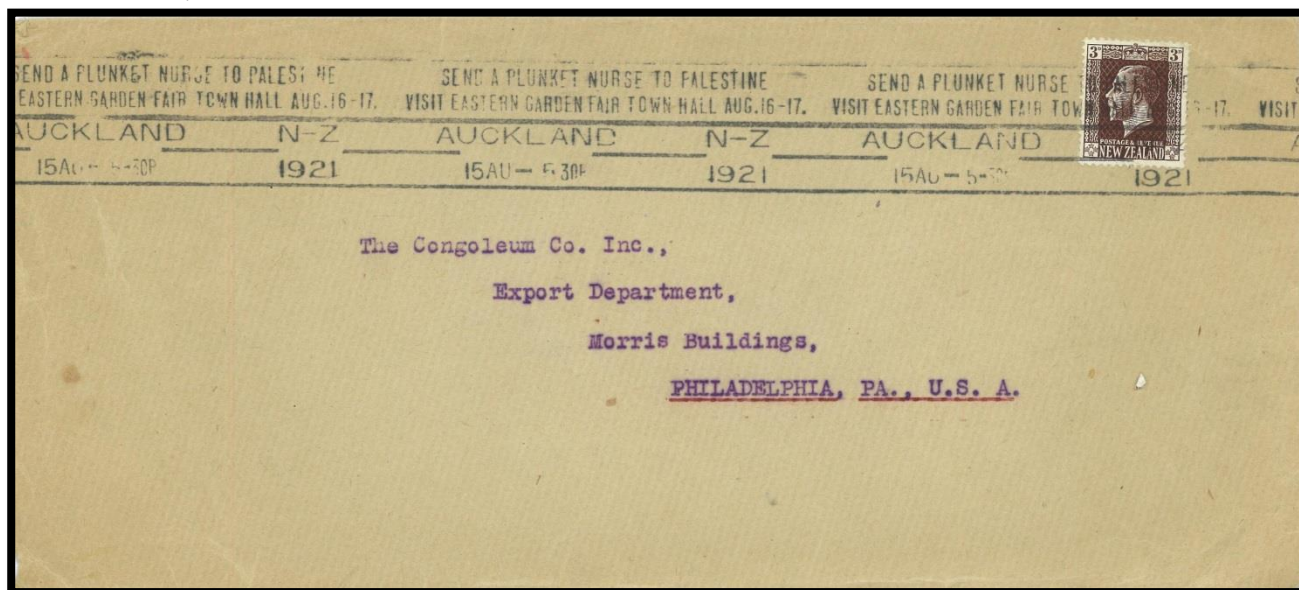
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1921 Send A Plunket Nurse To Palestine

In the early 1900's the first Zionist Societies were formed in New Zealand. They started from modest beginnings and it wasn't really until the Balfour Declaration of 1917 and the capture of Jerusalem that the movement gained some momentum. Details of the conditions Jewish settlers were living under reached New Zealand resulting in substantial funds being raised to assist with their relief. This subsequently led to the creation of the New Zealand Palestine Restoration Fund. A post war visit by Israel Cohen, an emissary of the Zionist Movement and charismatic speaker, resulted in a campaign raising over £21,500. Concurrent with Cohen's lecture tour, Mrs L Nathan of Auckland Women's Zionist Society tour undertook to raise money to train a Jewess Plunket nurse for service in Palestine.



By 1929, according to an article in the September 26 edition of the Otago Daily Times, "... New Zealand and Australian Jewish women supported three infant welfare centres and a mother craft centre in Tel Aviv, where mothers from Eastern Europe and Yemen were taught the principles of infant care."

One of the fund raising activities was a Garden Fair, held over two days in the Auckland Town Hall, in August 1921. A very short lived slogan cancel, in service for around three weeks, was used to advertise the fair. The above cover is an exceptional example of this elusive cancellation and the first I have seen thus. While most collectors tend to shun long covers, they can be a good source for better strikes of this style of cancellation.

The advertising for the event promised among other things "... 200 Girls in Gorgeous Eastern Costumes" and was described after as an unqualified success, making a profit of £2,500. Entry was 6d for children, 1/- for adults with dance tickets costing 2/6. The dance on the second night attracted over 5,500 people with 100's being turned away. Stephen Jones

15th New Zealand National Philatelic Literature Exhibition

As most members will be aware, the CPS hosted the 15th NZNPLE over the weekend of 30 September 1 October at the Philatelic Centre. We were awarded the hosting rights by the NZ Philatelic Federation for the first time to run the event which has been on the NZPF calendar as a biennial event for many years.

Now the event is over, we are organising the sending out of certificates, critiques, and so forth as well preparing a final report for the NZPF. It is also an opportunity to report to our own members.

The event was largely funded by the CPS, using our regular library budget for the acquisition of new works. In return, the entries received remain here with us in our library, available for access by any member of a NZPF affiliated society.

However, for those of our local members, there is that advantage of a monthly Library Night to come and have a more leisurely browsing of the material. From the entries that were received we trust that our membership will find something to help broaden their philatelic knowledge, or perhaps even be inspired to produce a work of your own to pull together all your own research. It is also an opportunity to thank assistance that helped make the event.



First our thanks go to the NZ Philatelic Federation for awarding us the event to run on their behalf, to the NZ Philatelic Trust for their generous grant to assist us in financing the event, and of course to the entrants, a total of 75 entries from 15 different nations, for without their participation it would not have never succeeded.

We also need to thank the NZ Stamp Dealers Association (NZSDA) for joining us over the weekend with their annual show so that we were able to stage a weekend philatelic event that hopefully catered for most people's philatelic interests. In particular we thank Paul Wales of Classic Stamps for their donation of the three prizes that were awarded for best in the classes of the exhibition.



Cont page 154

SOCIETY PAGE

PROGRAMME

NOVEMBER 6 POSTAL HISTORY GROUP

NOVEMBER 14 SOCIETY MEETING **ROBERT DUNS**
NZ Forces in SE Asia

NZ FORCES IN SOUTH EAST ASIA 1949 - 1989

The postal history of NZ troops in Malaya, Singapore, Borneo
[Sarawak] and Vietnam.

NOVEMBER 21 LIBRARY NIGHT Open for all members

NOVEMBER 28 POSTCARD GROUP

DECEMBER 4 POSTAL HISTORY GROUP

DECEMBER 12 SOCIETY MEETING Member's Night
The Letters O, P, Q, & R

DECEMBER 25 Christmas Day

JANUARY 9 SOCIETY MEETING

All meetings are held at the Philatelic Centre, 67 Mandeville St, Riccarton, and commence at 7.30 pm. (Library night closes at 10 pm)

SOCIETY ADDRESS: PO Box 9246, Tower Junction, Christchurch 8149
(website) www.cps.gen.nz
(emails) Use the "Contact" facility in the website

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Christchurch (NZ) Philatelic Society (Inc) Subscription Rates

The annual subscription to the Society is \$60.00. A \$10.00 discount may be deducted if paid by March 31st (or on application for membership) Where both husband and wife are members but require only one *CAPTAIN COQK* newsletter to be sent, a combined subscription of \$90.00 is charged, \$15.00 discount allowed. Additional postage is charged to cover the extra cost of posting to overseas addresses. Overseas postage rates are as follows: Australia & South Pacific \$13.20 Rest of the world \$18.70 (Economy rate discontinued)

The view expressed in this issue of *CAPTAIN COQK* are not necessarily those of the Christchurch (NZ) Philatelic Society (Inc) but are simply those of the respective authors

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A 1-2-3 Tale

A recent auction catalogue had as a description for a lot the following:

"....1933 2 items from Xmas flight of Fokker "Pelikaan" Amsterdam-Batavia and return, 1) P/C with stylised picture of plane for the planned flight and flown both inward & outward, various cancels incl 2 x "Pelikaan" 26.12.33; 2) envelope printed for flight addressed Amsterdam & incl "Pelikaan" cancel..."

From such a description together with a casual observation of the items involved it is easy to assume a straight forward philatelic airmail item for a special flight, however this tale is quite different and much more complex.

This tale involves a supposedly lucrative mail route, two rivals, and three aeroplanes.

The mail route was the air route from Amsterdam to Bandoeng. Flights in those days were short and in-flight service pretty basic so distances travelled was as much about getting the passengers and crew fed in airport restaurants rather how far the plane could fly before needing a refuel. On its arrival in the Netherlands Indies from the Netherlands, flights stopped at Medan, Palembang (both on Sumatra) Batavia, and terminated at Bandoeng on Java.

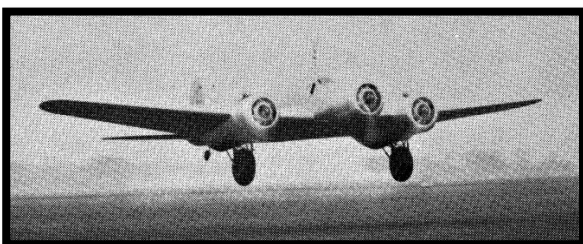
The two rivals were the Koninklijke Luchtvaart Maatschappij (*KLM Royal Dutch Airlines* as still known of today), and lobby group called "Studie Comite Snelpost Nederland - Indie" (*The Netherlands to Indies Fast Post Study Group*). KLM had pioneering the long distance route in 1927 and during 1933 complete 53 return flights (effectively weekly) from flight 111 to 163. The KLM flights carried both passengers and mail. In 1927m the mail carried on the proving flights had an additional charge of 2.50 guilders, with the postage for a card being 20c so it was a relatively expensive way to half the time for delivery.

By 1933 the cost to users had come down considerably, but the Dutch PTT (*post office*) had lost 1.5 million guilders on the route by buying aircraft space and not necessarily using it fully. In the Dutch press this started a very public debate over whether the tax payer was subsidising the KLM through the PTT and whether the airline was really viable at all. This led to the formation of the Fast Post Study Group on the initiative of Lieutenant D L Asjes who made plans to prove a fast mail only carrying aircraft was a viable proposition.

The three aircraft were all Dutch built. The first was the Fokker F XVIII, of which KLM had six, all purchased in 1932. These were therefore their newest planes and were used extensively on their main long weekly service to the Indies. The duration varied dependant on weather and aircraft but generally nine days out to the Indies and eight days back.



The second aircraft was not built by Fokker but by a gentleman named Slot of the firm H. Pander & Zonen (& Sons) in the Hague.



Like the Fokker, it had three engines but was smaller and more streamlined with a cruising speed of just over 300 km/hr. The Fokker F XVIII has a cruising speed of only 195 km/hr. The new aircraft was called the Pander Postjager (*post chaser*).

The third aircraft was once again a Fokker, but a Fokker F XX. It was also more streamlined and had a cruising speed of 250 km/hr. This was obviously an attempt to ensure that KLM and Fokker kept the market to themselves and did not have to share it with a rival.



The Dutch PTT supported both parties and ensured they had special flight status for mail. On October 19, 1933 they brought out a special flights triangular stamp in green for use on designated flights. It had a value of 30c and was to be placed on mail in addition to the normal rate if the flight was designated a special flight. They also brought out an identical stamp for the Netherlands Indies and made this also available in the Netherlands allowing collectors to prepay for the return flight.

The Fast Post Study Group were first off the mark, announcing the departure of the Pander Postjager (registered as PH-OST) would be October 31, but this would be delayed and it did not leave Amsterdam until the December 9 with some 271kg of mail. It consisted of 52,651 items in 36 mailbags. It had a three man crew, pilots Asjes and Geysendorfer and radio operator van Straten. While still flying over Europe it hit a storm. The violent shaking of the aircraft caused an oil plug in one engine to come loose and it lost all oil. By the time they made it safely to ground in Taranto, Italy, they had seized and written off the engine. A new engine had to be flown over from the United States so a delay was inevitable but the mail could not be left. The mail went by train from Taranto to Brindisi where it was put on a passing Imperial Airway flight from Brindisi to Cairo, Egypt. In Cairo it was placed on KLM service 160 for the Indies, a service being operated by a Fokker F XIII, called "Ijsvogel", registered PH-AIJ.

On September 22, KLM had announced they had purchased a new Fokker F XX named "Zilvermeeuw", and registered as PH-AIZ and it would be making a special flight to take Christmas mail to the Indies with a departure on December 18 arriving in the Indies on the December 22 or 23, from where the return flight would leave on December 27 getting back to Schiphol Airport on December 31. This announcement resulted in specially printed covers being prepared for the flight of the "Zilvermeeuw" (all these KLM aircraft were named after birds) and a special triangular orange and black label produced. Shortly before departure however, a mechanical problem with one of the motors was discovered for which there was no easy fix.

In order to move the mail and not lose too much face, KLM decided to draft the "Pelikaan", a Fokker FXVIII registered PH-AIP into duty to carry out this special designated flight as KLM service 161. The plane had a four man crew, pilots Smirnoff and Soer, engineer Grasfeld, and radio operator van Beukering. Without passengers, this crew flew day and night to ensure they made the journey in record breaking time. It left Schiphol in the Netherlands with 186kg of mail consisting of 30,933 items.

In Jodhpur (India) the "Pelikaan" flight 161 had caught up with the "Ijsvogel" flight 160. Therefore at Jodhpur the 271kg of mail from the "Postjager" and 300kg of mail originally on the "Ijsvogel" were transferred to the "Pelikan" giving a total of 757kg of mail.

The "Pelikaan" arrived in the Indies on the December 22 with the "Ijsvogel" arriving the following day, for one a duration of five days, the other ten days. The Christmas mail therefore all safely delivered and it was a record breaking flight, being a flight of 100 hours and 40 minutes.

A return journey followed with the "Pelikaan" being the first away, departing December 27 with 504kg of mail consisting of 97,294 items. On the evening of December 30, the "Pelikaan" arrived back at Schiphol, beating the outward journey route by seven minutes, meaning Indies mail arrived in the homeland in time for New Year.

The "Ijsvogel" stayed in the Indies over the holiday period and commenced the return flight on January 3, 1934 and did not arrive back in Amsterdam on the January 12. There is no record of it having mail on the return flight.

Meanwhile, the supporters of the Fast Post Study Group organised mail to be sent to Taranto in Italy. A good portion of it consisted of a special postcard depicting the plane, its crew and the problem. Meanwhile the new engine arrived and the plane was made ready to continue its journey. On December 27, as the rival "Pelikaan" was leaving Bandoeng, the "Postjager" was also in the air again with a small load of 40 kg of mail heading for the Indies where it arrived on the December 31, a total journey of 20 days. On the January 6 it commenced the return flight with some 224 kg of mail and arrived on the January 11, having overtaken the returning "Ijsvogel".

In the end the whole exercise was perhaps a bit pointless as in 1934 the first of the American made Douglas DC2's were delivered to the KLM who promptly used them on their major long haul service to the Indies. The introduction of these aircraft saw the demise of the dominance of the Fokker aircraft, the Fokker FXX was only one aircraft to KLM ("Zilvermeeuw") and it never made a journey to the Indies in the end. Pander never built another plane and the organising committee folded as KLM had shown they could fly faster and get mail to its destination when needed so their relevance became obsolete.

So with three aircraft on a route two of which were designated as special flights, what did that do to the covers that are now in various airmail and postal history collections, and turn up in auctions such as the one noted at the beginning of this article ?

(cont)

Paul van Herpt

1914 Early WWI Stamp Postcard Souvenir



An interesting stamp postcard souvenir, probably from 1914, with stamps of countries allied to Great Britain. New Zealand, along with Australia, South Africa and Canada get lumped together under the title "Colonial"

Stephen Jones

Where On Earth Is: Cheimarra (Χειμαρρα)?

During the First Balkan War Greece did not have the troops available to be strong everywhere, so concentrated most of its forces in Macedonia. Greece left only a covering force on the Epirus front. However, the Ottoman armies in Epirus took a passive stance, which enabled the Greek army, on October 21, 1912, to capture Prevesa and advance towards Ioannina.

On November 5, 1912, Major Spyros Spyromilios led a revolt in the coastal area of Himarë (Cheimarra) and easily overcame the Ottoman garrison. From western Macedonia, November 20, Greek troops entered Korçë (Korytsa). The Greek victory over the Ottoman forces at the battle of Bizani, March 4-6, 1913, opened the rest of Epirus to Greek occupation. Ioannina, the largest city in the region, was occupied on March 6. On March 16, Greek forces took Gjirokastër (Argyrokastion) and Delvinë (Delvino). By the end of the war Greek occupation stretched from the Ceraunian mountains, above Himarë (Cheimarra), on the coast to Lake Prespa to the east.



Greece 1913 issue for the new territories
Imagine the Albanian Moslems looking at the Greek cross.

The independence of Albania was recognized by the Conference of London on July 29, 1913. This also ended the First Balkans War. Delineating the border between Greece and Albania was going to be problematic, as anywhere in the Balkans. The last census, conducted in 1908, counted 128,000 Orthodox Christians and 95,000 Muslims in Northern Epirus.



Albania 1913, "Albania" and Albanian eagle hand stamped on Ottoman stamp

On September 1, 1913, an International Commission of the European Powers was convened to settle the border. The delegates split into two camps: Italy and Austro-Hungary insisted that Northern Epirus was Albanian; while the Triple Entente: Great Britain, France, and Russia, considered it Greek. Austro-Hungary and Italy were vying for control of Albania so as to dominate the Adriatic. Thus, they wanted as large an Albania as possible. In the Protocol of Florence, December 17, 1913, the Commission decided to give Northern Epirus to Albania.

On February 21, 1914, the Great Powers requested the Greek government to withdraw the Greek army from Northern Epirus. Greece acceded.



On February 22, 1914 Spyros Spyromilios, the commander at Cheimarra, refused to withdraw and declared Cheimarra's autonomy. On 23 February Spyromilios authorised the "Cheimarra" issue, inscribed "ΕΛΛ. ΑΥΤΟΝ. ΗΠΕΙΡΟΣ - ΕΛΕΥΘΕΡΙΑ Η ΘΑΝΑΤΟΣ - ΑΜΥΝΕΣΘΑΙ ΠΕΡΙ ΠΑΤΡΙΔΟΣ", Greek Autonomous Epirus - Freedom or Death - Defend our Country.

At the same time, a "Panepirotic Council" was formed with Georgios Christakis-Zografos, a former Greek foreign minister, at its head. On February 28, 1914, the Autonomous Republic of Northern Epirus was declared in Gjirokastër (Argyrókastron). A provisional government, with Zografos as president, was established.



Argyròkastron issue, "Autonomous Epirus" on Ottoman stamp

The Northern Epirotes claimed they had been totally ignored, and that the Great Powers had refused to give guarantees regarding their fundamental human rights. They quickly assembled a volunteer fighting force which included deserters from the Greek army. Spyros Spyromilios brought Himarë (Cheimarra) into the republic, and was joined by Sarandë and Përmet. However, the Greek commander at Korçë (Korytsá) refused to join and handed Korytsá to the Albanian authorities on March 1. Although the Greek government was reluctant to support the uprising, it carried out its evacuation only slowly, completing it on April 28.

Since the outbreak of the rebellion, sporadic fighting with Albanian authorities had been going on. This intensified once the Greek army had departed. Autonomist forces generally were successful against the Albanian gendarmerie and irregular Albanian units. Autonomist forces gradually pushed northwards to Korçë. On March 22, Autonomist forces with local supporters took Korçë, but on March 27, Albanian forces retook it.



Note the fighting in Greek costume

It was clear by May, that Albania was unable to suppress the revolt. They now were prepared to discuss autonomy which they had previously rejected at a ceasefire on March 11. On May 5 when the Albanian hold on Korçë was becoming untenable, Prince William of Wied of Albania asked the Commission to initiate negotiations.



Epirus 1914 Koritza issue.
The symbolism: Greek Eagle and St George Cross points to the real intent of the Epirotes

Subsequently on May 6, the Commission informed Zografos that they were willing to discuss their demands. Negotiations were carried out at Corfu, Greece. The Protocol of Corfu was signed on May 17, 1914 by Albanian and Epirote representatives.



Greece 1914 New Territories Issue overprinted "Northern Epirus"

The two provinces of Korçë and Gjirokastër that constituted Northern Epirus would acquire complete autonomous existence under the nominal Albanian sovereignty. It granted most of what the autonomists wanted. The Protocol was ratified by the Great Powers on June 18 and by the Albanian government on June 23. At an assembly in Delvinë, the Epirot's gave their approval to the terms on July 23. On July 8, Tepelenë and Korçë passed to Northern Epirus.

The start of World War 1, 28 July 1914, had a major impact on Albania. Austro-Hungary demanded Albania fight on their side. Prince Wied refused, citing Albanian neutrality. Austro-Hungary cut its funding of Albania.

This threw it into chaos as various tribal chiefs and self-styled warlords reneged on their loyalty and took control of central and northern Albania. With the agreement of the Entente, on October 27, Greece occupied Northern Epirus, and established a military administration. The provisional government of Northern Epirus ceased its existence as it appeared that in the chaos Greece would annex the territory. Thus, it had accomplished its objectives. In the Greek elections on December 19, 1915, Northern Epirus elected 16 representatives to parliament. On March 20, 1916, the region's union with Greece was officially declared.

The unopposed capture of Fort Roupel, Greece, by Bulgaria on May 28, 1916, highlighted the political instability in Greece and the rift between the King (who wanted positive neutrality towards the Central Powers) and the Venizelist government (which wanted to prosecute the war against the Central Powers). Italy, with permission of the Entente, occupied Northern Epirus on August 23, 1916 and ejected the Greek army. Fear that Greece would hand over Korçë to Bulgaria forced General Sarrail to send French troops to occupy it. The French army occupied Korçë and its surrounding areas on November 29, 1916.



Albanian Republic of Korçë
1917

The Autonomous Albanian Republic of Korçë was proclaimed on December 10, 1916, by French authorities. An Italian protectorate is established over central and southern Albania on June 23, 1917. Northern Epirus was to be returned to Greece in the Versailles Conference in 1919. However, due to Italian lobbying for Albania (which it wanted to control) and the Greek defeat in the Greco-Turkish War, the Council of Ambassadors awarded Northern Epirus to Albania on November 9, 1921.

On October 28, 1940 Italy invaded Greece, starting the Greco-Italian War. Under strength, under led and under resourced, the 140,000 strong Italian army faced the entire Greek armed forces. In two weeks of fighting: the Italians lost the battles of Elaia-Kalamas and Pindus; had gotten nowhere; and suffered heavy casualties to boot.



Map of Northern Epirus - Cheimarra circled



Northern Epirus 1940 Greece 1938
overprinted "Greek Administration"

Greece counterattacked on November 14, overrunning Northern Epirus and culminated in the Greek victory at Klisura Pass on January 11, 1941. The victory secured the Greek hold on southern Albania. Northern Epirus was again under Greek administration.

The war spluttered on until March 24 when Mussolini acknowledged the war was a failure. On April 6, 1941 Germany invaded Greece and by April 16 the Greek army in Northern Epirus had all but disintegrated. To "save the army from the Italians" the Greek army in Northern Epirus surrendered to Sepp Dietrich on April 20.

Murray Taege

Cont from page 146

Locally, we kept our Jury of Jeff Long chair, Murray Clark secretary, Steven McLachlan, David Smitham, and apprentices Mark Jurisich and Alan Tunncliffe busy reading all those entries and debating their comments to give a final result. Thanks team for your efforts.

Finally, thanks to the CPS executive team, who took on the additional work of the exhibition along with their normal routine administration of the Society. At the last Executive meeting we did agree to apply in the near future to host the 16th NZNPLE in 2 year times. In anticipation of this we are certainly interested to hear from our membership if you have any ideas on getting entrants in, or from those who are thinking of producing a work of their own, or even if you are just interested in being a volunteer to help organise such an event in the future.....,

Paul van Herpt



Night At The Museum? A Day At The Museum! (cont)

Charles Plimmer, two QVLT ultra-high-value stamps: £8,000 & £13,161. These were printed on December 2, 1930 and on February 25, 1931. Charles Plimmer was the son of businessman and early settler John Plimmer. When Charles Plimmer died in 1930 he left money in his will to the Wellington City Council to plant trees and shrubs to beautify the bays, beaches, Town Belt and reserves around Wellington. Charles Plimmer Park on the lower slopes of Mount Victoria, in Wellington, is named after him



View of Wellington City from Mt. Victoria, containing Charles Plimmer Park.

Several major beautification projects have been funded by the Plimmer Trust including Oriental Bay Beach and Otari Wilton's Bush. The Town Belt walkway, was a concept developed in England in the early 19th century as a means of combating overcrowding and poor living conditions in England's industrial cities by improving the health and well-being of citizens.

The Town Belt was shown on the first plan of Wellington drawn in 1840, labelled as 'land...reserved for the enjoyment of the public and not to be built upon' (Ref 4).on the first plan of Wellington drawn in 1840, labelled as 'land...reserved for the enjoyment of the public and not to be built upon' (Ref 4).

Robert Hannah, five QVLT ultra-high-value stamps: £3,000, £37,000, £10,000, £66,107 & £4,000. These were printed between December 23, 1930 and October 13, 1931. Robert Hannah was an Irish farm boy who pulled himself up by the bootstraps to become New Zealand's premier cobbler and one of its richest men.

Robert Hannah's surname is still synonymous with shoes today, well over 150 years after he founded the Hannahs footwear company. After serving a shoe making apprenticeship in county Antrim in Northern Ireland, 18-year-old Hannah "decided to seek new fields for the exercise of his energy and ability", *The Evening Post* said on his death in 1930.

He first moved to Queensland in Australia and then in 1866 to Charleston in the South Island, where he became "one of the last of the West Coast pioneers", selling boots to gold miners. The gold rush was over for Charleston by 1874, but not for Hannah, who moved his operations to Cuba St in Wellington. Within a decade the plant was pumping out 1500 pairs of shoes and boots a week, and Hannah was building a five-storey brick factory and warehouse on Lambton Quay. The importance of a quality boot could not be overstated in colonial days.



Advert from the Press, 1929



Hannah's shoe stores today sell such things as jandals (or flip-flops) and gumboots (or wellies) featured in a 1997 series of Kiwiana booklet stamps

"A good boot or shoe is necessary both to health and comfort, consequently the manufacturer of such an article is a benefactor to his race," the *Post* said in 1897. R Hannah & Co had "firmly established for itself a reputation for turning out an article which, for solidity and wear, is absolutely first-class", the paper said. In 1914, New Zealand soldiers marched to World War I wearing Hannah's boots. Customers were attended seated in oak arm chairs upholstered in green leather, shelves had sliding ladders in the Chicago style, and at night the plate-glass window displays were brilliantly lit by electric light, the *Post* reported.

Hannah's riches grew, and he built the grand Antrim House on Boulcott Street in 1905. By 1928 his company was worth £750,000 - \$70 million in today's money - and had 30 branches nationwide. Never miserly, Hannah paid his hundreds of staff the going wage, and secretly placed orders to keep production levels up as the Depression years approached. Hannah died in 1930 of pneumonia, but his legacy went beyond his ever-flourishing business. New Zealand arts were enriched by his granddaughter Edith Campion, the most acclaimed actress of her era and mother of filmmaker Jane (Ref 5).

Annie Townend, one QVLT ultra-high-value stamp: £190,225. This, the highest ever denomination New Zealand stamp was printed on 24 November 1915. Surprisingly, AQ Townend was a woman, and further investigations revealed a fascinating story.

Frederick Waymouth and his wife Alice, purchased four acres of land and had a homestead built in 1899-1900, designed by architect Joseph Clarkson Maddison. Waymouth, who called the homestead Karewa, was the Managing Director of Canterbury Frozen Meats. Maddison was a well-known Christchurch architect, who amongst other buildings designed the freezing works in the Christchurch suburb of Belfast. It is thought that this connection between Waymouth and Maddison led to this commission. Waymouth sold the property to Annie Quayle Townend in 1905, who renamed it to Mona Vale after her mother's house in Tasmania.



The 1906-7 Christchurch Exhibition buildings featured on a miniature sheet issued for Kiwipex 2006

She was the daughter of a wealthy Canterbury run-holder, George Moore of Glenmark Station. Annie was his only surviving daughter and he had bequeathed her one million pounds, apparently making her New Zealand's richest woman at the time. Townend added nine acres of land to the property and had a gate house built just off Fendalton Road. After the New

Zealand International Exhibition, held in Hagley Park (central Christchurch), finished in 1907, she purchased the exhibition's fernery including its plants and had it reassembled at Mona Vale.

The Avon River forms the eastern border of Mona Vale, and the gardens cover four hectares. The homestead and gate house are both listed as heritage buildings with Heritage New Zealand. The fernery and the rose garden, and pavilion with the setting of the park along the Avon River, add to the attractiveness of the property. It is one of the major tourist attractions of Christchurch.



Christchurch visitors often take a punt ride on the Avon, viewing Mona Vale on the river, as well as on land.

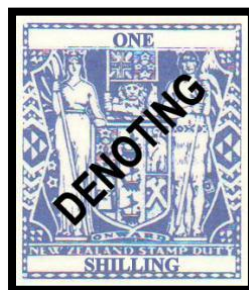
Surprises in store! Whilst viewing the stamp printing records held in the archives at Te Papa a few unexpected surprises were noted:

1 Returning to the Felix McGuire £12,260 QVLT ultra-high-value stamp for a moment: the cancellation date is three days prior to the printing date! Possibly, an error as July 31, 1916 was a Monday and July 28 was a Friday? A random check on a few other QVLT ultra-high-value stamps showed the same peculiarity; viz. a £19,252 QVLT ultra-high-value stamp was cancelled November 18, 1918 yet it was printed on November 21, 1918. Similarly £2,567 - December 2, 1918 cancel, £3,365 - February 25, 1925 cancel, £4,435 - December 2, 1923 cancel and £4,236 - March 14, 1924 cancel were printed on the following dates: December 3, 1918, February 26, 1925, December 21, 1923 and March 19, 1924 respectively. These dates indicate that the stamps were cancelled on the dates that the Stamp Office received payment from the relevant estate etc., rather than on the date of production of the stamp. One can only imagine the troubles that lawyers would make if they found that the New Zealand government was apparently earning interest on the sum paid at the expense of the estate involved if the dates of payment and cancellation did not match!

2 Four QVLT ultra-high-values of £1,384/10/- were printed on February 15, 1907 and were annotated in the printing register: *Re Gollans, Deed of Gift 183991, Four stamps same value each*. Until now, denominations expressed in complete pounds only were known. These four *special* stamps indeed are special, as they were the only such ultra-high-value stamps to be expressed in pounds and in shillings.

3 Like the earlier surprise, some other previously unrecorded revenue stamps are now known to have been printed. According to the printing register, in August 1945 there was a printing of 25 sheets of (80 stamps = 2,000) 1/- Duty stamps which were overprinted DENOTING. Also, in August 1945 there was a printing of 25 sheets of 9d Duty stamps - these were overprinted FINE PAID. At the time the Duty stamps in use would have been those featuring the New Zealand Coat of Arms succeeded the QVLT Stamp Duty stamps from 1931. They are recorded as having been distributed, but with no spoilage. No indication as to the colours of the stamps printed nor the overprints was recorded. Whether there are any left to be discovered remains to be seen, and hopefully reported. Thanks to the New Zealand Philatelic Federation for supplying images of New Zealand Coat of Arms stamps - originally with blank value panels!

The following imperforate mock-ups may be incorrect with regards to both colours of overprint and/or the stamp.



4 At various times there were stamps produced for experimental purposes, such as for coils. One presumes that some of these trials were unsuccessful and that later the stamps were destroyed. However, not all experimental printings are detailed (other than with such an annotation *experimental printing*). The end results of these may be recorded elsewhere, for other researchers to study and report on their findings. However, one such experimental printing of the yellow 2d surface King George V stamps was made using multiple shamrock watermarked paper! The complete sheet exists, but really one would have thought that perhaps the $\frac{1}{2}$ d green surface printed King George V stamp would have been more appropriate - after all shamrocks are green, aren't they?

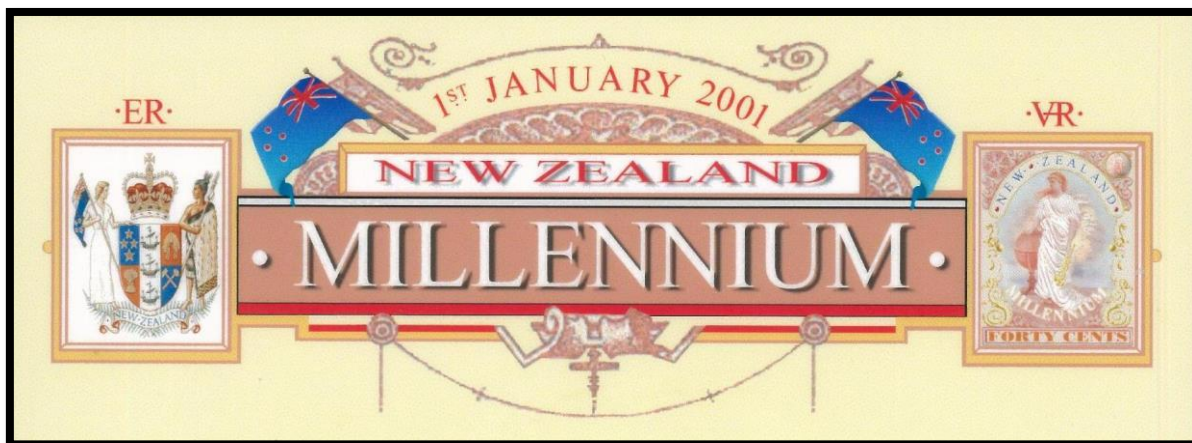
References:

- 4 <http://catto.photoshelter.com/gallery/Charles-Plimmer-Park-Mt-Victoria-Wellington/60000UyS.eaoJxBY/>
- 5 <http://www.stuff.co.nz/dominion-post/news/72022814/Robert-Hannahs-shoe-empire-marches-into-Wellington-150-years-of-news>
- 6 https://en.wikipedia.org/wiki/Mona_Vale,_Christchurch

David Smitham

2000 Millennium Postcard Essay Correspondence

My article in October's Captain Cook resulted in responses from both Tony Thackery and Brian Vincent, and provided me with the name of the person, Gordon Banfield from Opua, who put forward the proposal for the postcard.



Brian also advised that Vol IX (pgs 58-59) of the Postage Stamps of New Zealand had some further background on the postcard. Banfield suggested that 2000 cards be printed with 1500 distributed by the PM's Office and the balance sold by the Ministry of Internal Affairs with the proceeds given to charity. The design work was carried out by Arc of the Cream and Intent Studio, both from Paihia. Banfield outlined his proposal in a booklet which was accompanied by the sample card. It appears that the suggestion didn't fit in with NZ Post's plans for the occasion and it went no further than the few essays that were done.

Stephen Jones

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ROSS SMITH COVER

Cover carried on the First Aerial Mail from Great Britain to Australia (12 Nov 1919).
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