

King George VI – New Zealand The Half Penny Issues & Postal Rates

A Study Paper

Section 6 Half Penny Stamps used in Combination



by

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Section 6 Half Penny Stamps used in Combination

The number of combinations where a half penny stamp might be used with other adhesive stamps is vast as, in many cases, these combinations may well be a result of the sender's disposition of the moment as opposed to any identifiable need to combine stamps to make up a required postal rate. That being said, there are a number of circumstances where the combined use of a half penny and other postage stamps was required to arrive at a specific postal rate. This section explores a few of these categories, in particular:

- Section 6.1 Combinations to meet 1½d. and 2½d. rate categories
- Section 6.2 Combinations with 2½d. Stamps to meet the 3d. Registration Fee
- Section 6.3 Half Penny Postal Stationery sent via International Air Mail
- Section 6.4 Combinations with 2½d. Stamps to meet the 3d. Overseas Letter Rate
- Section 6.5 Overweight Mail

6.1 Combinations to meet the 1½d. and 2½d. Rate Categories

6.1.1 The 2½d. Overseas Letter (Surface) Rate (December 11, 1936 - September 30, 1939)

The rate for letters sent to Overseas destinations via surface means was 2½d. during this period. Similar to the situation described in Section 5.2, One Penny Lettercards and Envelopes would need to have additional postage affixed to pay the higher Overseas rate but in this case 1½d. as opposed to ½d. In the present case this could be achieved by adding a single 1½d. stamp or a combination of a ½d. and 1d. stamp. Fig. 6.1 illustrates an example where the latter combination was employed on a 1938 1d. George VI Envelope. The further additional 1d. affixed on the envelope paid the fee for Inland Air Mail transport.



*Fig. 6.1 1938 One Penny George VI Envelope uprated with a 1938 ½d. George VI Green and a 1938 1d. George VI Red to pay the 2½d. Overseas (surface) letter rate
Posted from Paekakariki to Cortina D'Ampezzo, Italy February 21, 1939
The additional 1d. George VI Red pays the Inland Air Mail Fee*

6.1.2 The 4½d. Registered Empire Air Mail Service (July 26, 1938 - September 30, 1939)

Section 5.2 describes how the introduction of the 1½d. each ½ ounce "All-up" Empire Air Mail Service rate resulted in a requirement that one penny postal stationery be uprated with a half penny stamp to meet this rate. Prior to July 26, 1938, a registered letter sent to an Empire destination would require 4d. in postage, 1d. for the letter rate and 3d. for the Registration Fee. With the introduction of the EAMS, the minimum rate for a registered letter to EAMS destinations became 4½d.

6.1.2 The 4½d. Registered Empire Air Mail Service (cont'd)

It was quite common for postal users to affix a single 1935 Pictorial Issue 4d. "Mitre Peak" to meet the former 4d. rate. With the change in the Empire letter rate to 1½d., an additional half penny stamp was affixed to letters forwarded to Empire destinations as illustrated in the example shown in Fig. 6.2. The 1938 ½d. GVI Green was the only half penny stamp in current issue during the July 28, 1938 to September 30, 1939 EAMS period.

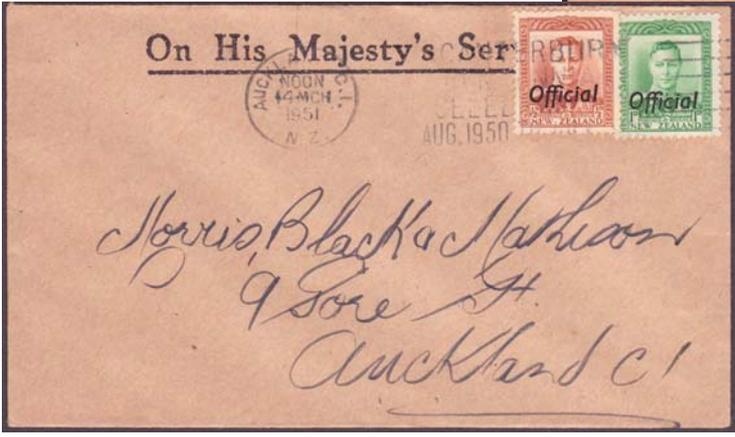


*Fig. 6.2 The 1938 ½d. George VI Green and 1935 Pictorial Issue 4d. "Mitre Peak" stamps pay the 4½d. Empire Registered letter rate
Posted from Christchurch to Ottawa, Canada
June 13, 1939*

6.1.3 The 1½d. Inland Commercial Papers Rate (July 8, 1950 - December 30, 1952)

The Inland Commercial Papers rate was increased to 1½d. on July 8, 1950. At that time the only stamps overprinted for Official use by government departments were the 1941 ½d. GVI Brown and 1941 1d. GVI Green. The 1944 1½d GVI Red "Official" stamp was only issued in April 1951⁽¹⁾. This led to the result that government departments wishing to use official stamps needed to use the combination of the ½d. GVI Brown and the 1d. GVI Green to or three ½d. GVI Brown stamps to make up the new minimum Inland Commercial Papers 1½d. rate for some nine months following its introduction July 8, 1950. Figs. 6.3 and 6.4 illustrate this usage of Official half penny stamps during this period.

*Fig. 6.3 Three 1941 ½d. George VI Green Official stamps pay the 1½d. Inland Commercial Papers rate
Posted within Auckland
August 8, 1950*



*Fig. 6.4 The 1941 ½d. George VI Green and 1d. George VI Red Official stamps pay the 1½d. Inland Commercial Papers rate
Posted within Auckland
March 14, 1951*

6.2 The 3d. Registration Fee (December 11, 1936 - September 30, 1939)

The Registration Fee was 3d. during this period. Numerous combinations of George VI Period stamps are found on envelopes paying this fee. There were two 2½d. stamps on issue during this period, the 1935 Pictorial Issue 2½d. “Mount Cook” and the 1937 2½d. Coronation. These stamps are found used in combination with either the ½d. Fantail or the ½d. GVI Green stamp to make up the 3d. Registration Fee. Fig 6.5 illustrates an example of in period use of the 1935 ½d. Fantail with the 1937 2½d. Coronation to pay the Registration Fee for a letter to an Empire destination.



Fig. 6.5 The 1937 2½d. Coronation used in combination with a 1938 ½d. Fantail to pay the 3d. Registration Fee
Posted from Palmerston to Hollyburn, B.C. Canada
June 8, 1937
The additional 1d. Coronation pays the Empire letter rate prior to July 26, 1938

Fig 6.6 below illustrates an example of in period use of the 1938 ½d. GVI Green stamp with the 1935 2½d. Mount Cook to pay the Registration Fee for a letter sent to England during the “All-up” Empire Air Mail Service period. The additional 1938 1½d. GVI Chocolate stamp paid the EAMS letter rate.

Fig. 6.6 The 1935 Pictorial Issue 2½d “Mount Cook” used in combination with a 1938 ½d. George VI Green to pay the 3d. Registration Fee
Posted from Gore to Harrow, England
September 5, 1938
The additional 1½d. George VI Chocolate pays the Empire Air Mail Service Letter rate



Section 6.3 Half Penny Postal Stationery sent via International Air Mail

Generally, the rates for postcards delivered by air mail to Overseas destinations was half the minimum rate for letters. Not all Empire destinations were directly connected to air transport services during the late 1930's. At the start of the George VI Period, all letters sent from New Zealand endorsed for air mail service were forwarded to Sydney by sea transport for onward air mail connections to overseas destinations. Even then, delivery routes were a combination of air and surface transport. It was not until April 1940 that air links between New Zealand and Australia would be permanently established for west-bound mail routes and then July 1940 for east-bound mail via Pan American Airway's Pacific routes to San Francisco. Different air mail rates applied for west or east bound routes and, in some instances, senders could nominate the desired routing presumably to minimize postage costs.

The upshot of all these factors is that the postal history of air mail in the early part of the George VI Period is quite complex and is considered beyond the scope of this Study Paper. Rather, the purpose of this section is to present examples of the use of New Zealand's half penny postal stationery and stamps in combination with other stamps to pay air mail fees for Empire and Overseas destinations. For readers who wish to delve more deeply into this fascinating area of New Zealand philately, it is suggested that they consult **The Air Mails of New Zealand**, Volumes Two and Three ^(2 & 3). Another very useful resource for philatelists wishing to pursue this area of New Zealand postal history is the website entitled "New Zealand Stamp Images" ⁽⁴⁾. Finally, "The Postal History of World War II Mail between New Zealand and Switzerland" by Startup and LaBlonde ⁽⁵⁾, while generally limited to correspondence between those two countries, contains, nonetheless, a very useful framework of New Zealand outbound air mail services between 1938 and 1945.

6.3.1 Half Penny Postcards to Empire Destinations (December 11, 1936 - July 25, 1938)

Air mail from New Zealand to Empire destinations travelled westerly, first by sea to Australia and then by a combination of air and surface transport means thereafter to reach England. The postcard presented in Fig 6.7, postmarked April 27, 1938 (Wellington), would have likely completed its journey from England to Bermuda by sea. The combination of the 1935 Pictorial Issue 8d. Tuatara, the 1938 ½d. GVI Green stamps on the 1935 Half Penny Fantail Postcard are all in period use of these items. In this example they make up the 9d. rate for postcards forwarded by air mail to Empire destinations prior to New Zealand's entry into the "All-up" Empire Air Mail Service as of July 26, 1938.



*Fig. 6.7 1935 Half Penny Fantail Postcard and the 1938 ½d. George VI Green and 1935 Pictorial Issue 8d. "Tuatara" stamps pay the 9d. Empire Postcard Air Mail rate
Posted from Wellington to Hamilton, Bermuda
April 27, 1938*

6.3.2 Half Penny Postcards to Empire Destinations (September 4, 1939 - March 1940)

Air mail rates for postcards from New Zealand to Empire destinations reverted back to 9d. with the abandonment of the “All-up” Empire Air Mail Service on September 4, 1939. The time period referred to in this section concluded with the issue of the 1940 One Penny George VI Carmine Postcard which prepaid the new Inland Postcard rate set October 1, 1939.

The postcard presented in Fig 6.8, postmarked March 4, 1940 (Wellington East), is franked with a combination of a pair of 1940 Centennial Issue 4d. “Transport” stamps with a 1938 ½d. GVI Green stamp on the 1939 Half Penny George VI Postcard, all of which were in current period use at the time of mailing. They make up the 9d. rate for postcards forwarded by air mail to Empire destinations following the abandonment of the Empire Air Mail Service.



*Fig. 6.8 1939 Half Penny George VI Postcard, 1938 ½d. George VI Green and a pair of 1940 Centennial Issue 4d. “Transport” stamps pay the 9d. Empire Postcard Air Mail rate
Posted from Wellington East to London, England
March 4, 1940*

6.3.3 Half Penny Postcards to Overseas Destinations

Pan American Airway’s re-established direct air service linkage with New Zealand in July 1940 providing an east-bound route for air mail from New Zealand. The postcard shown in Fig 6.9 is franked with a combination of a 1940 Centennial Issue 4d. “Transport” & ½d. “Maori Landing” plus a 1931 2s.6d. Postal Fiscal “Arms” Issue on a 1939 Half Penny George VI Postcard to make up the 2s.11d. Air Mail Postcard rate to Switzerland. This card was mailed in January 1941, some 9 months after one penny postcards were generally available. The use of uprated half penny postal stationery postcards continued for many years after the introduction of the George VI One Penny Postcards.

*Fig. 6.9 The 1940 ½d. & 4d. Centennial Issue stamps and a 1931 2s.6d. Postal Fiscal stamp uprate a 1939 Half Penny George VI Postcard, to pay the 2s.11d. Overseas Postcard Air Mail rate to Switzerland via Pam Am Pacific Service
Posted from Te Awamutu Geneva, Switzerland
January 16, 1941*



6.3.4 Half Penny Wrappers as Second Class Air Mail to Overseas Destinations

The Post and Telegraph Department introduced air mail service for the transmission overseas of Second Class mail including newspapers on February 1, 1950 ⁽⁶⁾. The countries to which this service applied were listed in the Department's Schedule of Overseas Air-mail rates No. 21 ⁽⁷⁾. The rate was set at 10d. per ½ oz. for most Empire and USA destinations for second class air mail forwarded via British Commonwealth Pacific Airlines.

The wrapper illustrated in Fig 6.10 was mailed from Dunedin October 27, 1951 and was franked with 2s.6d. in total postage which was the triple air mail rate for second class mail weighing between 1 and 1½ ounces. As the use of half penny wrappers had fallen away in July 1950, it is likely the 1941 ½d. GVI Brown would have been affixed by post office officials at some earlier date than the date of dispatch of this item ⁽⁸⁾.



*Fig. 6.10 1949 Half Penny George VI Brown Wrapper with a 1941 ½d. George VI Brown, a pair of 1950 1s. Canterbury Centennials and a 1946 5d. Peace Issue stamps to pay the 2s.6d. Second Class Air Mail rate to the USA
Posted from Dunedin to Des Plaines, Illinois
October 27, 1951*

Fig. 6.10 (Reverse) British Commonwealth Pacific Airlines (BCPA) Air Mail Etiquette stamps affixed front and back of the wrapper



Courtesy of Ms. Janet Klug

6.3.5 Up-rated One Penny Wrappers as Second Class Air Mail to Overseas Destinations

The rate of 10d. per ½ oz. for most Empire and USA destinations for second class air mail remained in effect following the general increase in rates January 1, 1953 ⁽⁹⁾. As noted in Section 5.12, the increase in the base rate from 1d. to 1½d. for wrappers to Inland and Overseas destinations by surface transport resulted in post offices up-rating their stocks of the 1d. George VI Wrappers with a ½d. GVI Brown stamp, typically located to the immediate left of the printed stamp of the original wrapper.

The wrapper shown in Fig 6.11 is thought to be such a wrapper. Sold over the post office counter already up-rated ½d. to meet the new minimum 1½d. rate, it required an additional ½d. GVI Brown and a 1953 8d. Coronation Issue stamp to make the required 10d. second class air mail rate.



*Fig. 6.11 1942-47 One Penny George VI Wrapper with a pair of 1941 ½d. George VI Brown and a 1953 8d. Coronation stamps pay the 10d. Second Class Air Mail rate to Great Britain
Posted from Epsom to London, England
July 6, 1953*

6.4 The 3d. Overseas Letter Rate (October 1, 1939 - April 30, 1947)

The base rate for Overseas Letters increase from 2½d. to 3d. on October 1, 1939. There was limited demand for 2½d. stamps following this increase for the balance of the George VI Period. The 1935 2½d. Pictorial Issue “Mount Cook” was withdrawn from service on April 30, 1947 and no further stamps of this denomination were issued during the George VI Period.

During the period October 1939 to April 1947, examples of covers can be found of either the 1935 2½d. Pictorial or the 1940 2½d. Centennial Issue up-rated with a George VI era half penny stamp to meet the 3d. Overseas Letter rate during that period.

*Fig. 6.12 The 1935 Pictorial Issue 2½d. “Mount Cook” used in combination with a 1941 ½d. George VI Brown to pay the 3d. Overseas Letter Rate
Posted from Wellington to North Tonawanda, New York
May 3, 1944*



Section 6.5 Half Penny Stamps pay Overweight Postage Fees

Examples of half penny stamps used in combination with other stamps to pay overweight charges are relatively uncommon. One of the reasons for this situation is that, particularly in the early part of the George VI Period, most situations where a half penny stamp might have been applied to pay the fee for an overweight letter, equally a single stamp, either the 1d. stamp in the case of Inland Commercial or Printed Papers or 1½d. stamp in the case of Inland Letters, could be used to meet the required postage.

Following the increase in rates in October 1939, fractional half penny rates fell away for letter forwarded to Inland and British Empire destinations for the balance of the George VI Period and until 1948 for Overseas Letters when the rate of 1½d. for each additional ounce came into effect ⁽¹⁰⁾. The latter rate was in turn increased to 2½d. for each additional ounce on January 1, 1953 ⁽¹¹⁾, a rate which remained in effect through to the end of the George VI Period.

6.5.1 Inland Letters weighing between One and Two Oz. (December 11, 1936 - Sept. 30, 1939)

The Inland Letter rate was 1d. for the first ounce, ½d. each additional ounce for this period. As 1½d., 2d. and 2½d. stamps were available for postal use during this period, postal users had the option to use a single stamp of the required denomination to pay the postage for overweight Inland Letters.

However, such was not the case with postal stationery where the minimum Inland rate was already prepaid by the printed stamp and the sender had no option but to affix an half penny adhesive stamp to make the required rate. The use of half penny stamps to pay overweight letters is readily recognizable as illustrated in the example shown in Fig. 6.12 below where the 1935 ½d. Fantail stamp paid the fee for the additional ounce for a registered letter weighing between 1 and 2 ounces.



Fig. 6.13 The 1935 ½d. Fantail stamp uprates a 1936 One Penny George V commercial sized Envelope to pay the 1½d rate for Inland Letters weighing between 1 and 2 ounces

The pair of 1935 Pictorial 1½d. "Maori Cooking" stamps pay the 3d. Registration fee

Posted from Wairoa to Dunedin September 3, 1937

6.5.1 Inland Letters weighing between One and Two Oz. (Dec 11, 1936 - Sept 30, 1939) (cont'd)

The 1935 4d. postal stationery Registered Envelope shown in Fig. 6.14 was first issued in 1937 and is characterized by the small "R" inside a 27 mm circle. Its predecessor issued in 1935 featured a larger "R" inside a smaller 25mm diameter circle (partially illustrated in Fig 6.15 below). Both envelopes are found uprated with either the 1935 ½d. Fantail or the 1938 ½d. GVI Green stamps throughout the period ending September 30, 1939.

Fig. 6.14 The 1935 ½d. Fantail uprates a 1937 Four Pence "Mitre Peak" Registered Envelope to pay the 4½d rate for a registered Inland Letter weighing between 1 and 2 ounces
Posted from Christchurch to Wellington
January 19, 1938

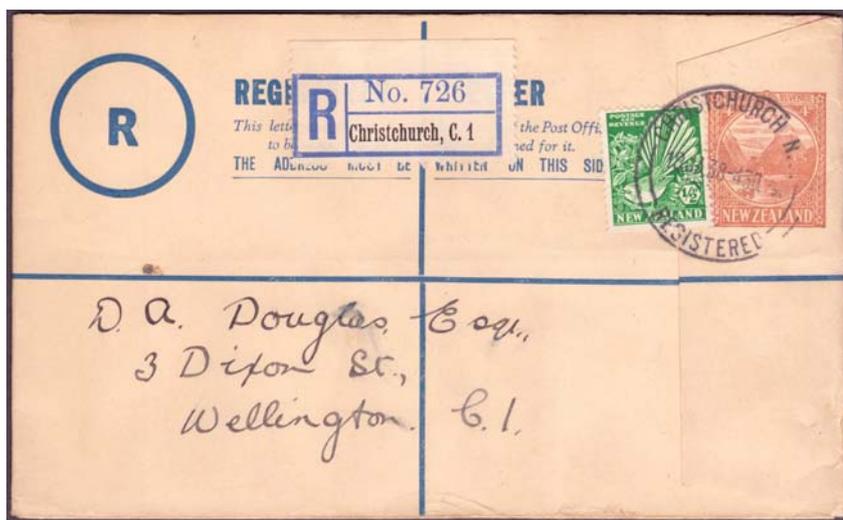


Fig. 6.15 The 1938 ½d. George VI Green stamp uprates a 1935 Four Pence "Mitre Peak" Registered Envelope to pay the 4½d rate for a registered Inland Letter weighing between 1 and 2 ounces
Posted from Wellesley St., Auckland to Takapuna
April 2, 1938

6.5.2 Overweight Letters to Empire Destinations (July 26, 1938 - September 30, 1939)

The “All-up” Empire Letter rate was 1½d. for the first ½ ounce and each additional ½ ounce thereafter for this period. This meant that payment of a fractional half penny would be required for a series of overweight categories, i.e., letter weighing between 1 and 1½ ounces, letters weighing between 2 and 2½d. ounces and so on.

Overweight mail sent to Empire destinations could bear multiples of the 1938 1½d. GVI Chocolate stamp but in the case illustrated below the sender, perhaps somewhat philatelically inclined, affixed a combination of stamps including the ½d. GVI Green stamp to make up the 7½d. rate for registered letter weighing between 1 and 1½ ounces sent to an EAMS destination (4½d. triple weight EMAS Letter postage plus 3d. Registration Fee).



***Fig. 6.16 The 1938 ½d. George VI Green, 1935 Pictorial 3d. “Maori Girl”, 1938 1d Health Issue and the 1935 3d. Air Mail stamps combine to pay the 7½d rate for a registered letter sent to an Empire Air Mail Service destination weighing between 1 and 1½ ounces
Posted from Newmarket to Frinton-on-Sea, Essex, England December 19, 1938***

6.5.3 Overseas Printed Papers weighing between Four and Six oz. (Oct. 1, 1939 - July 7, 1948)

The rate for Printed Papers (Group 1) mailed to Overseas destinations was 1d. for the first 4 ounces; ½d. for each additional 2 ounces during this period. The envelope illustrated in Fig. 6.17, which bears the combination of the 1940 ½d. Centennial Issue and the 1941 1d. on ½d. GVI Green overprint, is thought to be an example of where this rate was applied to a letter accepted as containing Printed Papers weighing between 4 and 6 ounces..

While one can never be entirely certain about one's conclusions regarding overweight second class mail, evidence which support this conclusion in this case include a) the letter was unsealed and remained so after inspection by New Zealand Censors and b) the envelope displays ridges or bulges along the top and two sides suggesting the contents were quite thick. Given the mailing date of October 22, 1941, one might speculate that this envelope contained a stack of photographs, a content type which would qualify as a Group 1 Printed Paper, that were being sent to the correspondent in time for Christmas.



*Fig. 6.17 The 1940 ½d. Centennial Issue “Maori Landing” and 1941 1d. on ½d. George VI Green stamps combine to pay the 1½d rate for a Printed Papers envelope weighing between 4 and 6 ounces
Posted from Gisborne to Philadelphia, Pennsylvania October 22, 1941*

6.5.4 Overseas Letters weighing between One and Two Oz. (July 7, 1948 - December 31, 1952)

The rate for Overseas Letters was 3d. for the first ounce, 1½d. for each additional ounce for this period⁽¹⁰⁾. Letters weighing between one and two ounces would require the use of a half penny or penny half penny stamp in combination with other stamps or postal stationery envelopes to make the 4½d. rate for non registered letters or the 8½d. rate for registered letters. The authors have not identified a surviving example of this category of New Zealand postal history as this writing.

6.5.5 Overseas Letters weighing between One and Two Oz. (Jan 1, 1953 - February 28, 1954)

The rate for Overseas Letters was increased to 4d. for the first ounce, 2½d. for each additional ounce on January 1, 1953 and this rate remained effective through the end of the George VI Period⁽¹¹⁾. Letters weighing between one and two ounces would require the use of a half penny or a penny half penny stamp in combination with other stamps or postal stationery envelopes to make the 6½d. rate for non registered letters or the 1s.½d. rate for registered letters.

An example of the latter rate is illustrated in Fig 6.18. It should be noted that the 10 cent US postage due stamp on the letter does not pay a postage deficiency but rather, paid the standard U.S. Customs Inspection Fee that was applicable (at this 10 cent rate) throughout the George VI Period^(12 & 13). There was a second fee of 5 cents charged by US postal authorities for parcel delivery. Reference is made to these two fees in **The 1954 New Zealand Post Office Guide** as being 15 cents in total payable by the recipient of the delivered article⁽¹⁴⁾. In fact the 5 cent delivery fee was not applied to letters that were inspected by U.S. Customs, rather only the 10 cent fee was applied to such letters as illustrated by the example below.

The date of mailing in New Zealand is unclear but letter must have been mailed in the October/November 1954 period as it is back-stamped as having been received in Atlanta, Georgia on Dec 9, 1954. While strictly speaking this letter was posted in New Zealand after the end of the George VI Period, it nevertheless is a nice example of an overweight letter to the an overseas destination correctly franked to meet the new rates that came into effect January 1, 1953.



Fig. 6.18 *The 1938 ½d. George VI Green and 1947 1s. George VI stamps combine to pay the 1s. ½d. rate for an Overseas letter weighing between 1 and 2 ounces
Posted from Wellington to Savannah, Georgia October/November 1954*

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