

Imperial Airways Ltd.

A review of the First New Zealand Acceptances via the Karachi-Cairo-Cape Town Services to Africa

Chapter One The Auckland Dispatch 30th June 1932

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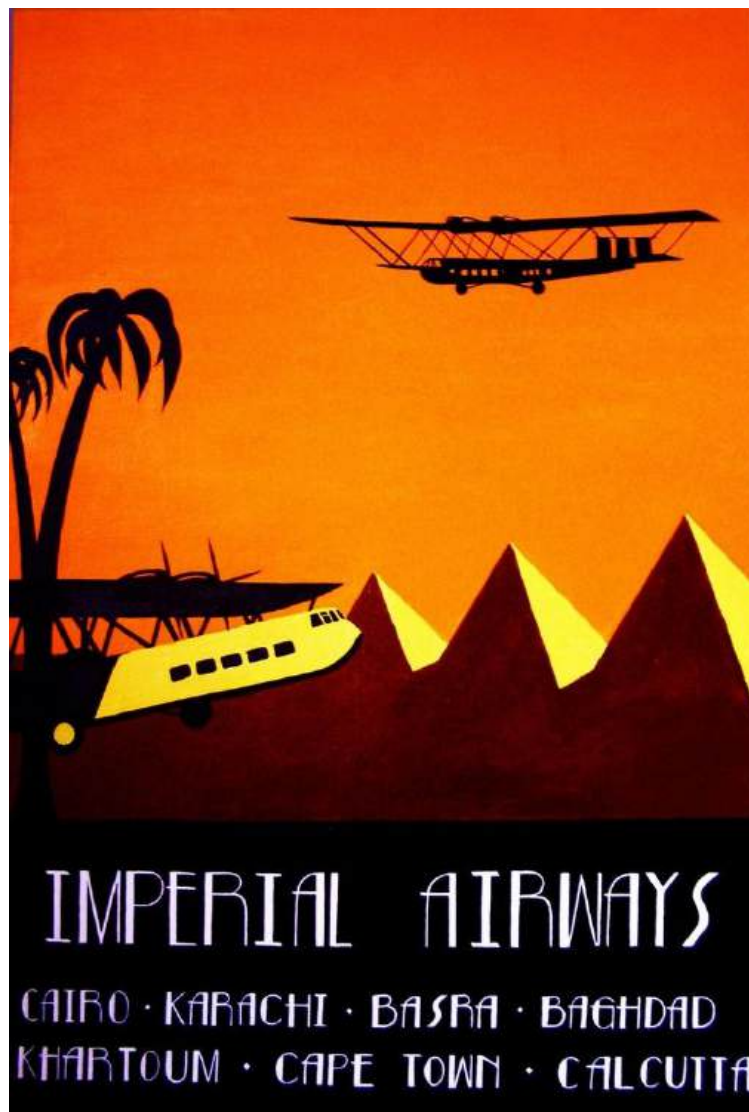


Figure 1: Imperial Airways poster

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1 FOREWORD AND ACKNOWLEDGEMENTS

I started working on this in January 2025 as a sunday afternoon project which got out of control and grew exponentially into what it is today. The journey has been both enlightening and frustrating in equal measures largely due to not having the relevant software skills from the outset to produce this finished work. I hope this article will encourage debate to find further information from this fascinating area of NZ aerophilately. I wish to acknowledge the following for their help and assistance

1. David Smitham the Editor of the New Zealand Airmail News, the Newsletter of the Airmail Society of New Zealand and Paul Wreglesworth the Hon.Editor of *the Kiwi*, the Newsletter of the New Zealand Society of Great Britain for their unwavering support, help and general encouragement.

2. Harriet Gilmour my daughter who has patiently devoted hours of her time in showing me how to use LaTeX Overleaf and answering my many, many questions.

2 INTRODUCTION

The authoritative reference for the first New Zealand acceptance from Auckland via the Imperial Airways Karachi – Cape Town service remains the excellent '*Airmails of New Zealand the Overseas Flights 1928-1940 Volume 2*' [1] by Douglas Walker and is split between the Persia-Iraq-Palestine-Egypt sections and all other points south of Egypt. The rationale for this is explained in pages 120 to 126 although the actual flight itself encompasses both sections and should be read together as one reference.

From collecting a number of covers over the years it is clear that a high percentage of these were philatelic in nature having been sent '*Poste Restante*' to be returned to the sender as unclaimed after the fixed period of retention expired within that destination country. The alternative was 'care of' to an already established philatelic exchange 'buddy' and/or financial institution such as a bank for eventual return.

The phrase '*Poste Restante*' translates directly to 'Remaining Post' or 'Waiting Mail' and was a service whereby the post office holds the mail until the recipient calls for it. It is a common destination for mail for people who are visiting a particular location and have no need, or no way, of having mail delivered directly to their place of residence at that time. This service was used by collectors to get their covers returned to them as they clearly had no intention of collecting in person. After the required period of retention letters were then returned as unclaimed **as long as the return address was noted on the reverse**. This was not really in the spirit of the '*poste restante*' service but it did achieve the required aim.

These covers were sent by some of the well-known NZ Aero Philatelists of the day namely Alex F M Paterson of Timaru, K A Holdgate of Timaru and K Tracey of Auckland amongst others. Alex F M Paterson was the President of the newly formed New Zealand Airmail Society (AMNZ) and I suspect both Tracey and Holdgate were also members at that time.

The numbers flown are noted in Volume 2 [1] but it is not known from what authoritative source these figures come from, it is my personal view that Walker derived them from totals of the known dispatches from AMNZ members who actually sent them. I would suggest that these figures do equate to the known supply in existence today. This, in itself, is not a bad estimate as it was probably the most accurate source of information available at the time apart from any official NZ Post Office records that may or may not exist.

A 'Philatelic' cover may well frowned at by the purist but it is still genuinely flown over that route and the absence of such material would seriously detract from the known supply still in existence today. We should indeed be thankful to Alex Paterson and his fellow collectors for sending these in what was a difficult economic period for New Zealand following the Great Depression of 1929.

This particular service shows a fascinating insight into the variety of receiving cancellations used by the countries involved as well as the return routes and unclaimed/retour cachets used. In addition the periods of retention within the destination country before return to N.Z. varied considerably which then affected the final arrival dates back in N.Z. This is precisely what Paterson, Tracey and Holdgate wanted from using the '*Poste Restante*' service and I am sure they were extremely happy when the covers were eventually returned from the rather exotic sounding African locations from a remote and still isolated New Zealand.

Douglas Walker does attempt to record the arrival dates for some of the countries involved but clearly did not have enough examples to record all of them especially for those destinations south of Egypt.

Recently, on eBay, a virtually complete collection of Alex Paterson covers came up for auction and I took the opportunity to fill the gaps in my collection which resulted in either having the actual cover or a scan of all sections apart from Atbara, Kosti and Windhoek (South-Western African Airways

connection). Also included were several other location destinations within the individual countries of destination.

This article aims to to update the details in Volume 2 [1] with the information obtained from these recent purchases and/or scans and highlighting some of the errors and inconsistencies of handling within the countries concerned.

Covers highlighted in a red border are of special interest for the reasons stated in that particular section.

3 THE ANNOUNCEMENT

Note the highlighted section of the article concerning the saving of time, if any, of the new service. A rather frank and honest admission by the NZ Postmaster General of the day!

CORRESPONDENCE TO AFRICA.

LITTLE SAVING OF TIME.

[BY TELEGRAPH.—PRESS ASSOCIATION.]

WELLINGTON, Wednesday.

The Postmaster-General, the Hon. A. Hamilton, announces that, commencing with despatches from Auckland on June 30 and from Wellington on July 15, air-mail correspondence will be accepted for the following countries served by the Egypt and South Africa section of the England to South Africa air-mail service:—Kenya and Uganda, Tanganyika Territory, Northern and Southern Rhodesia, Nyasaland, Portuguese East Africa, Union of South Africa.

Because of the irregular mail service connection between Australia and Africa, it is difficult to estimate what saving of time, if any, will result from the use of the new air route for African correspondence. It can definitely be said, however, that a gain of two to three days generally will result from the service to Kenya, Uganda and Tanganyika, while occasionally a few days will be gained from the use of the route for correspondence for the other intermediate countries. As far as can be seen, the service will offer no advantage in the case of correspondence for South Africa.

To mark the inauguration of the new service, the Post Office is arranging for the special marking of all correspondence from Auckland and Wellington on the dates mentioned.

Figure 2: New Zealand Herald, Volume LXIX, Issue 21216, 23 June 1932, Page 10 [2]

4 THE RATES

AIR MAIL SERVICES.
Persia, Iraq (3d), Palestine, Egypt (4d), Kenya and Uganda, Tanganyika Territory (10d), Rhodesia, Nyasaland, Portuguese East Africa (11d), and Union of South Africa (1s 1d), via Karachi-Egypt and Egypt-Africa air mail services, per Makura, from Auckland, Wednesday, June 29th, at 1.15 p.m.
The air mail fees, per each half ounce, which are payable in addition to postage, are shown in parentheses.
Correspondence will be accepted for despatch by Air Mail Services in Canada, and United States of America. Air mail fee in addition to postage, 4d per half ounce.
The air mail fee payable on letters forwarded through the intermediary of the United States of America, for Great Britain, and Canada, is 5d for each $\frac{1}{2}$ -oz. or fraction thereof.

Figure 3: Bay of Plenty Times, Volume LX, Issue 10846, 27 June 1932, Page 1 [3]

OUTGOING OVERSEAS MAILS.
TO-DAY.
Australian States, Ceylon, India, China, Japan, Straits Settlements, South Africa and Egypt (also Great Britain, Ireland and Europe, specially addressed correspondence via Australia only, due London 6th August), per Makura, 3 p.m.

Figure 4: Auckland Star, Volume LXIII, Issue 153, 30 June 1932, Page 6 [4]

Note the Bay of Plenty Times article states departure Wednesday June 29th but the later Auckland Star article of the 30th states the correct departure as 3pm on the 30th June.

It is also interesting that there is no mention of the Sudan rate in this or any other newspaper airmail notice of the time. From doing a Google search for Sudan I understand that Sudan was a condominium of the United Kingdom and Egypt between 1899 and 1956 when it became the Republic of the Sudan after being granted independence from the UK and Egypt.

For this reason I am guessing the rate for Sudan would fall under the Egyptian listing at 4d per $\frac{1}{2}$ oz. In Volume 2 [1], Walker also states the rate is being 4d per $\frac{1}{2}$ oz for Sudan.

The surface rate, which was in addition to the airmail fee, was 1d so needed to be added to the rates shown [3].

5 THE ROUTE

The mails left Auckland on the RMS Makura on the 30th June arriving Sydney on the 4th July, it was then railed overland to Freemantle and embarked on the RMS Mooltan on the 11th July arriving at Colombo on the 20th July [5, 6]. From Colombo it was sent by surface to Karachi which was the then terminus of the Imperial Airways route to India.

It then departed on the Imperial Airways IW 173 service [7] as per the schedule below. Leaving Karachi on Wednesday 27th July it followed the coastal route to Jask located in Southern Iran. Departing Jask on Thursday 28th July it then flew to Basra in Iraq where it departed on Friday 29th July for Tiberias (Galilee) via Baghdad. Walker states in Volume 2 [1] that the Persian mail was sent to Teheran from Baghdad by the twice weekly Junkers Airlines service. Following research into the Junkers Airlines Services it has been established that the Junkers Airlines service ceased operation on the 26th March 1932 [8] so the conclusion drawn must be that it was carried overland to Teheran arriving on the 3rd August.

Mails for Palestine were off loaded at Tiberias (Galilee) on the 29th and forwarded overland arriving at Haifa and Jerusalem on the 30th July. It then followed the revised link service route as noted below to Cairo via Ramleh arriving on Saturday 30th.

KARACHI ~ CROYDON			
Commencing 13 April 1932			
KARACHI	dep.	08.30	Wednesday
GWADAR	dep.	13.00	Wednesday
JASK	arr.	even.	Wednesday
JASK	dep.	06.30	Thursday
LINGEH	dep.	09.40	Thursday
BUSHIRE	dep.	13.30	Thursday
BASRA	arr.	even.	Thursday
BASRA	dep.	05.00	Friday
BAGHDAD	dep.	09.15	Friday
GALILEE	arr.	even.	Friday
<u>LINK SERVICE to Africa</u>			
GALILEE	dep.	09.30	Saturday
RAMLEH	dep.	10.30	Saturday
CAIRO	arr.	afn.	Saturday

Figure 5: Generic route of the Karachi to Cairo service [7]

SERVICE IW 173

Karachi	dep.	27 July	Hanno
Jask	arr.	27 July	Hanno
Jask	dep.	28 July	Hanno
Basra	arr.	28 July	Hanno
Basra	dep.	29 July	Hanno
Galilee	arr.	29 July	Hanno
Cairo	arr.	30 July	Hanno
Galilee	dep.	30 July	Satyrus
Athens	arr.	30 July	Satyrus
Athens	dep.	31 July	Satyrus
Brindisi	arr.	31 July	Satyrus
Croydon	arr.	2 Aug.	Helena

This service carried the first despatch of mail from New Zealand (Auckland) sent by sea to India.

Figure 6: Specific timetable of the Westbound IW173 service [7]

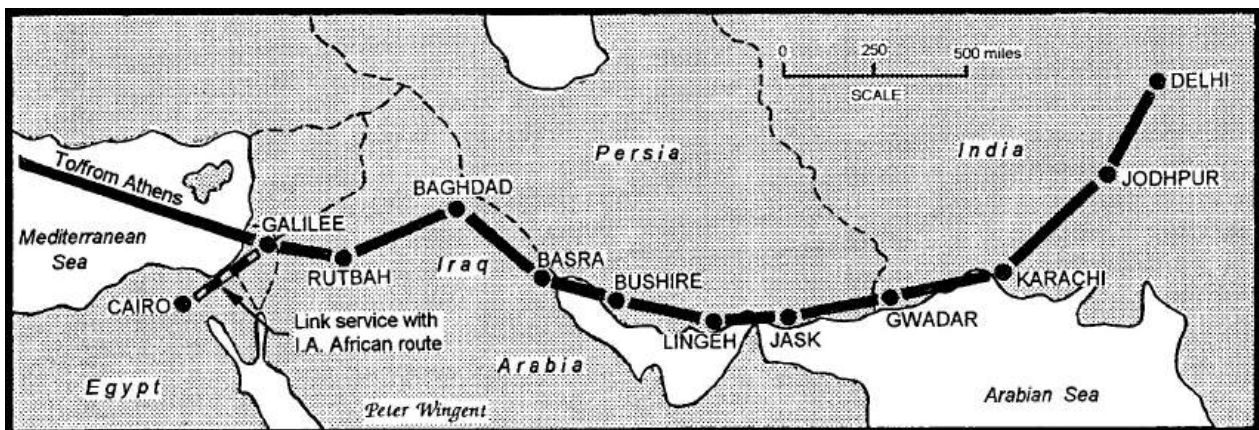


Figure 7: Route map of service. From Jan 1932 the Delhi to Karachi route was operated by the Delhi Flying Club and not by Imperial Airways.[7]

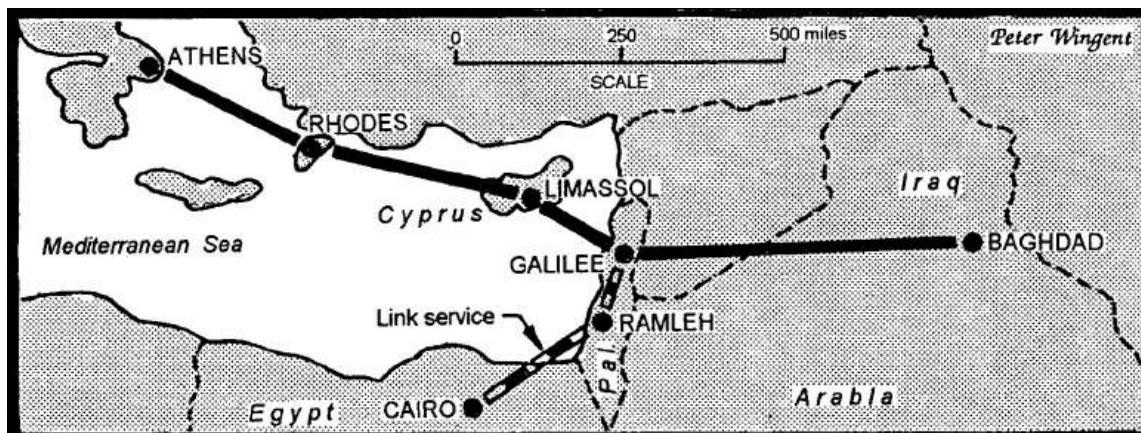


Figure 8: Amended route map of service at time of IW 173. From April 1932 the route from Baghdad to Cairo was amended to include Ramleh and then Cairo.[7]

6 THE CONNECTION

It then connected with the Southbound IA service from Croydon to Cape Town at Cairo as per the schedule dated the 20th January 1932 and the specific southbound Flight No AS 74 timetable [9].

ENGLAND - AFRICA				SOUTHBOUND SERVICES		1932
Commencing 20th January, 1932				FLIGHT NO. AS 74		
LONDON (Croydon)	dep.	12.30	Wed'day	Croydon	dep.	27 July
PARIS	dep.	21.30	Wed'day	Alex.	arr.	30 July
BRINDISI	arr.	09.07	Friday	W.Halfa	arr.	31 July
	dep.	11.30	Friday	Khart.	arr.	1 Aug.
ATHENS	arr.	16.30	Friday	Malakal	dep.	3 Aug.
	dep.	08.00	Saturday	Kisumu	arr.	3 Aug.
MIRABELLA (Crete)	dep.	11.45	Saturday	Kisumu	dep.	4 Aug.
ALEXANDRIA	arr.	15.45	Saturday	Dodoma	dep.	5 Aug.
CAIRO	arr.	22.15	Saturday	Joburg.	dep.	7 Aug.
	dep.	07.30	Sunday	C.Town	arr.	7 Aug.
ASSIUT	dep.	10.45	Sunday	From Cairo, this service carried the first despatch of air mail from Auckland, New Zealand (flown by I.A. from Karachi).		
ASWAN	dep.	14.35	Sunday			
WADI HALFA	arr.	17.10	Sunday			
	dep.	08.00	Monday			
ATBARA	dep.	14.00	Monday			
KHARTOUM	arr.	16.00	Monday			
	dep.	05.00	Tuesday			
KOSTI	dep.	08.05	Tuesday			
JUBA	arr.	17.45	Tuesday			
	dep.	06.00	Wed'day			
KAMPALA	dep.	11.15	Wed'day			
KISUMU	dep.	14.15	Wed'day			
NAIROBI	arr.	16.25	Wed'day			
	dep.	06.30	Thursday			
MOSHI	dep.	09.50	Thursday			
DODOMA	dep.	13.35	Thursday			
MBEYA	arr.	16.50	Thursday			
	dep.	07.00	Friday			
MPIKA	dep.	09.55	Friday			
BROKEN HILL	dep.	14.00	Friday			
SALISBURY	arr.	17.40	Friday			
	dep.	06.00	Saturday			
BULAWAYO	dep.	09.55	Saturday			
PIETERSBURG	dep.	14.10	Saturday			
JOHANNESBURG	arr.	16.35	Saturday			
	dep.	06.00	Sunday			
KIMBERLEY	dep.	10.05	Sunday			
VICTORIA WEST	dep.	13.30	Sunday			
CAPE TOWN	arr.	17.40	Sunday			

Figure 9: Left: generic route of the England to Africa service. Right: southbound AS 74 service [9]

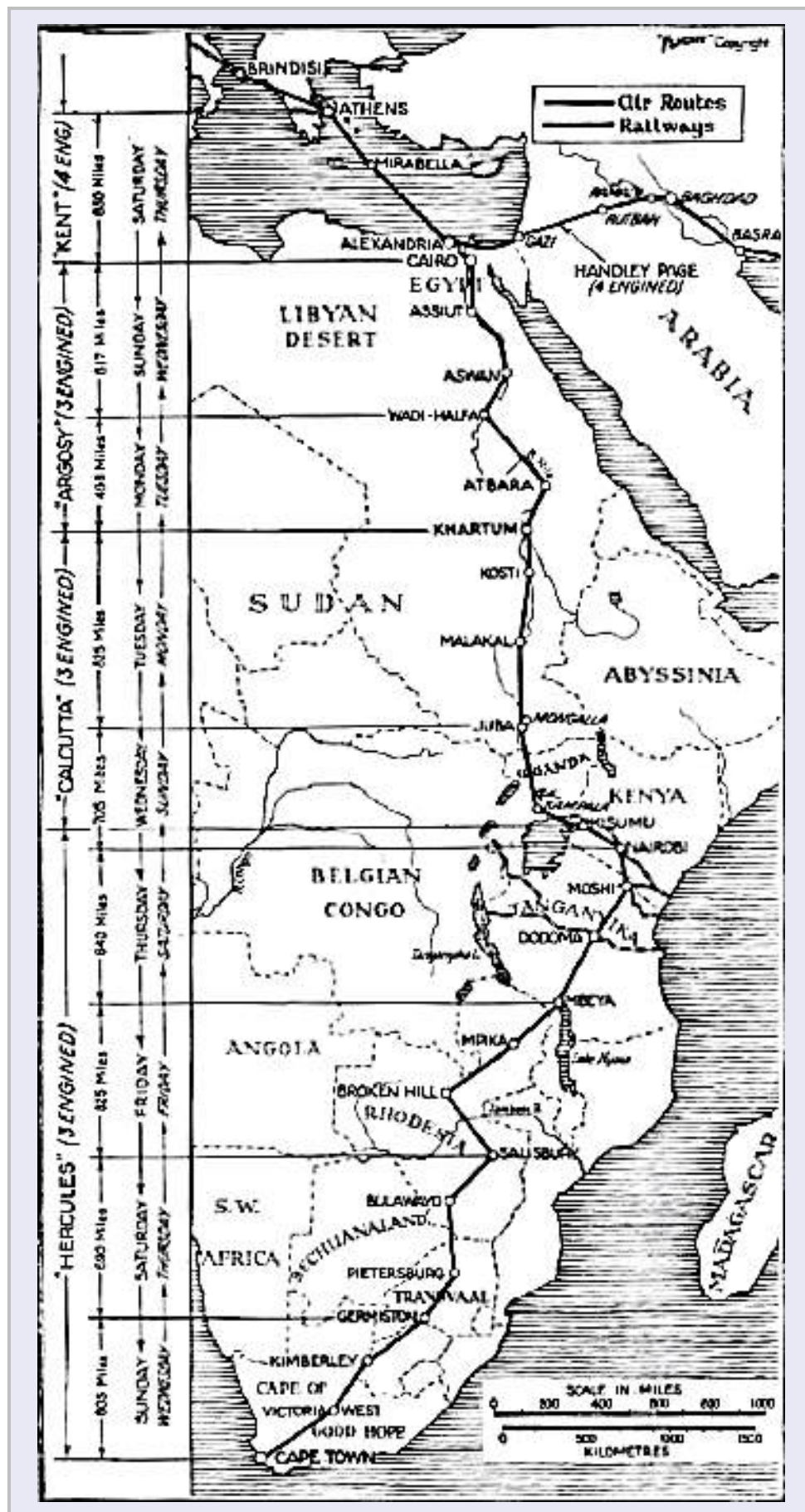


Figure 10: Route map showing sections, type of aircraft, distances and dispatch days from Cairo.[10]

7 THE FIRST FLIGHT CACHET



Figure 11: Purple first flight cachet applied at Auckland to all destinations south of Egypt

8 THE FLOWN COVERS BY SECTIONS

In this section I have used, where possible, the larger covers from Alex Paterson which display the cover features in a clearer style. There are five highlighted covers of interest which are surrounded by a red border with relevant comments in bold type, these are also mentioned in the Sudan mail section on page 19, the Mombasa section on pages 31 and 32 and the Summary and Future Works sections.

8.1 Persia – Baghdad to Teheran

Cancelled with an AUCKLAND F.M.B CDS 29 JE 32 10-AM. **No first flight cachet** as per AMNZ Volume 2 [1]. Baghdad to Teheran by overland route – see section 4 comments above. 4d per ½oz rate. Cancelled with a receiving BAGHDAD SOR CDS 29JLY 32 and a TEHERAN CDS 3-VIII 32.



Figure 12: Reference cover for the Persia - Baghdad to Teheran section.

8.2 Iraq – Baghdad

Cancelled with an AUCKLAND F.M.B CDS 29 JE 32 10-AM. **No first flight cachet** as per AMNZ Volume 2 [1]. 4d per ½ oz rate. Cancelled with a receiving BAGHDAD DELY CDS 29JLY 32 12-AM.



Figure 13: Reference cover for the Iraq - Baghdad section.

8.3 Palestine – Jerusalem

Cancelled with an AUCKLAND F.M.B CDS 29 JE 32 10-AM. **No first flight cachet** as per AMNZ Volume 2 [1]. 5d per ½oz rate. Cancelled with a receiving HAIFA CDS 30 JY 32 and a JERUSALEM A CDS 30 JY 32.



Figure 14: Reference cover for the Palestine - Jerusalem section.

8.4 Egypt – Cairo

Cancelled with a TIMARU CDS 28 JE 32 1 45PM. **No first flight cachet** as per AMNZ Volume 2 [1]. 5d rate per ½oz rate. Cancelled with a receiving transit CAIRO CDS 30 JY 32 4-5P which was applied to all Egyptian mail. Virtually no retention period for the Poste Restante service as it was returned to NZ with a PORT SAID roller cancel 1 AUG 32 1230D.

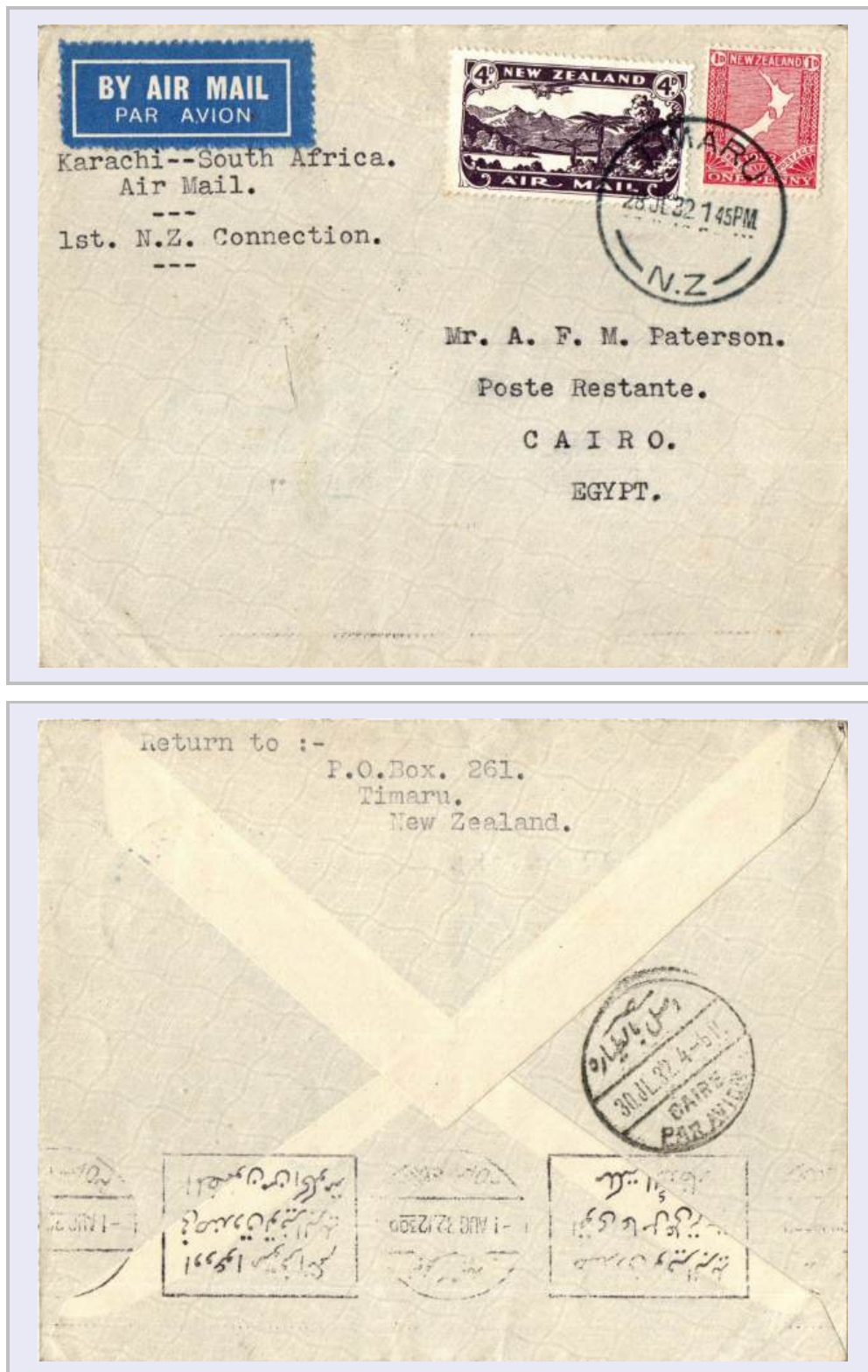


Figure 15: Reference cover for the Egypt - Cairo section.

8.5 Egypt – Cairo with first flight cachet

Cancelled with an AUCKLAND REGISTERED CDS 29 JE 32 11-AM. The 10d rate was made up of the 5d Air rate per ½oz to Egypt, 4d Registration fee and 1d return surface postage to NZ? **Unusually this is a registered cover with an AUCKLAND REGISTERED label No 1768 but also carries the Purple first flight cachet that was only supposed to be applied to mail flown south of Egypt.** Route in manuscript with 'Retour' 'unclaimed' in red together with a fine red oval 'RETURN TO SENDER -5-SE-32' cachet. Cancelled with a receiving CAIRE (R) PAR AVION C.D.S 30.JU.32 5-6P (JU for July), a CAIRO 30 JL 32 6-P and a black boxed UNCLAIMED Cachet. Return address noted on the reverse.



Figure 16: Reference cover for the Egypt - Cairo with first flight cachet.

8.6 Egypt – Assiut

Cancelled with a TIMARU CDS 28 JE 32 1 45PM. **No first flight cachet** as per AMNZ Volume 2 [1]. Evidence of return NZ address on the front. 5d rate per ½ oz rate. Cancelled with a receiving transit CAIRO CDS 30 JY 32 4-5P which was applied to all Egyptian mail and an ASYUT CDS 31 JL 32 5.30A. Small retention period for the Poste Restante service as it was returned with a CAIRO roller cancel 6 AUG 32 930P with an overlaid PORT SAID roller cancel 8 AUG 32 530A. Note the alternative spelling of ASSIUT as 'ASYUT'.

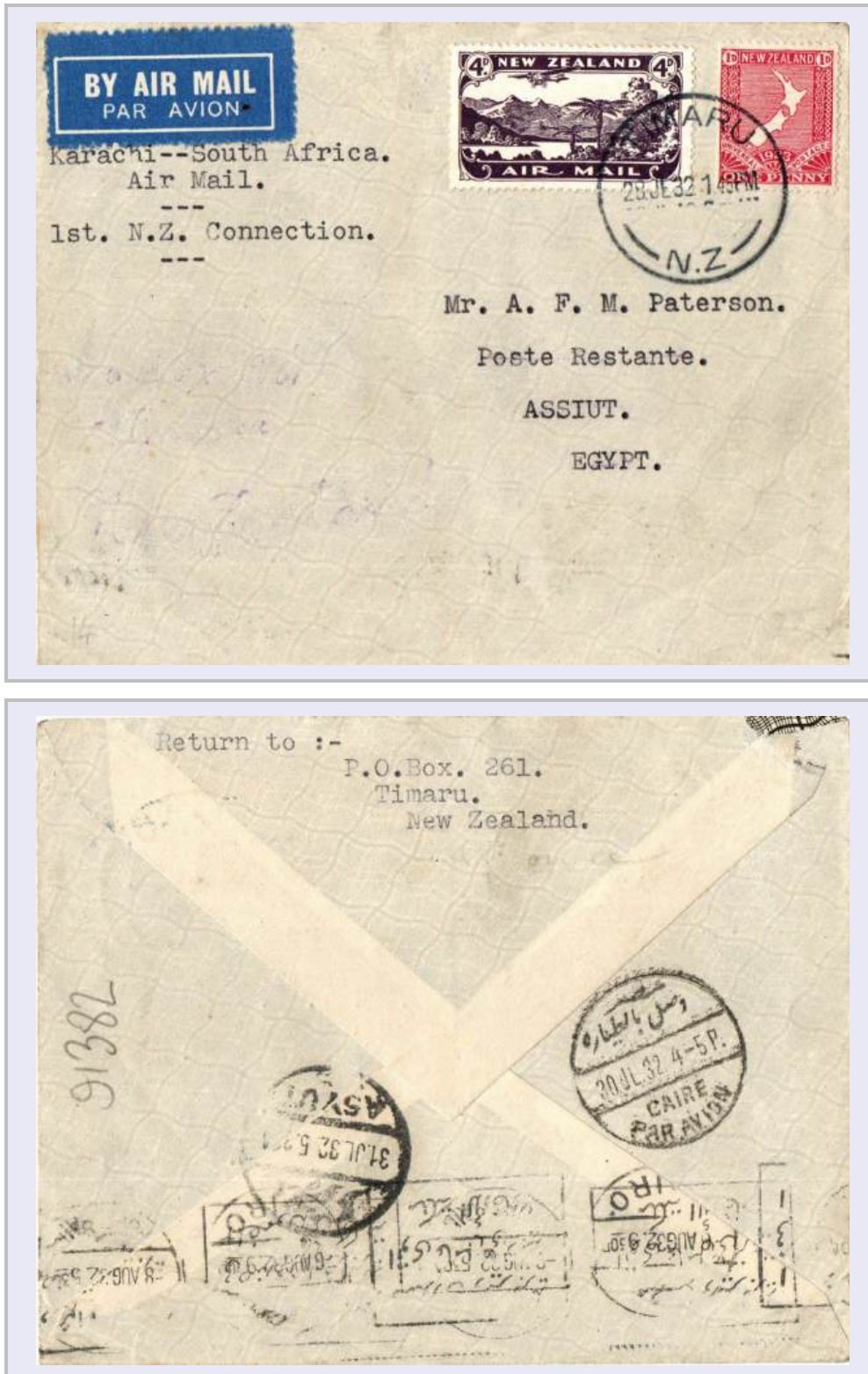


Figure 17: Reference cover for the Egypt - Assuit section.

8.7 Egypt – Aswan

Cancelled with a TIMARU CDS 28 JE 32 1 45PM. **No first flight cachet** as per AMNZ Volume 2 [1]. Evidence of return NZ address on the front. 5d rate per ½oz rate. Cancelled with a receiving transit CAIRO CDS 30 JY 32 4-5P which was applied to all Egyptian mail and an ASWAN CDS C.D.S 31 JL 32 12.15P. Virtually no retention period for the Poste Restante service as it was returned to NZ with a PORT SAID TRAFFIC B CDS 5 AU 32 5-A. Note the ASSUAN spelling on the front.

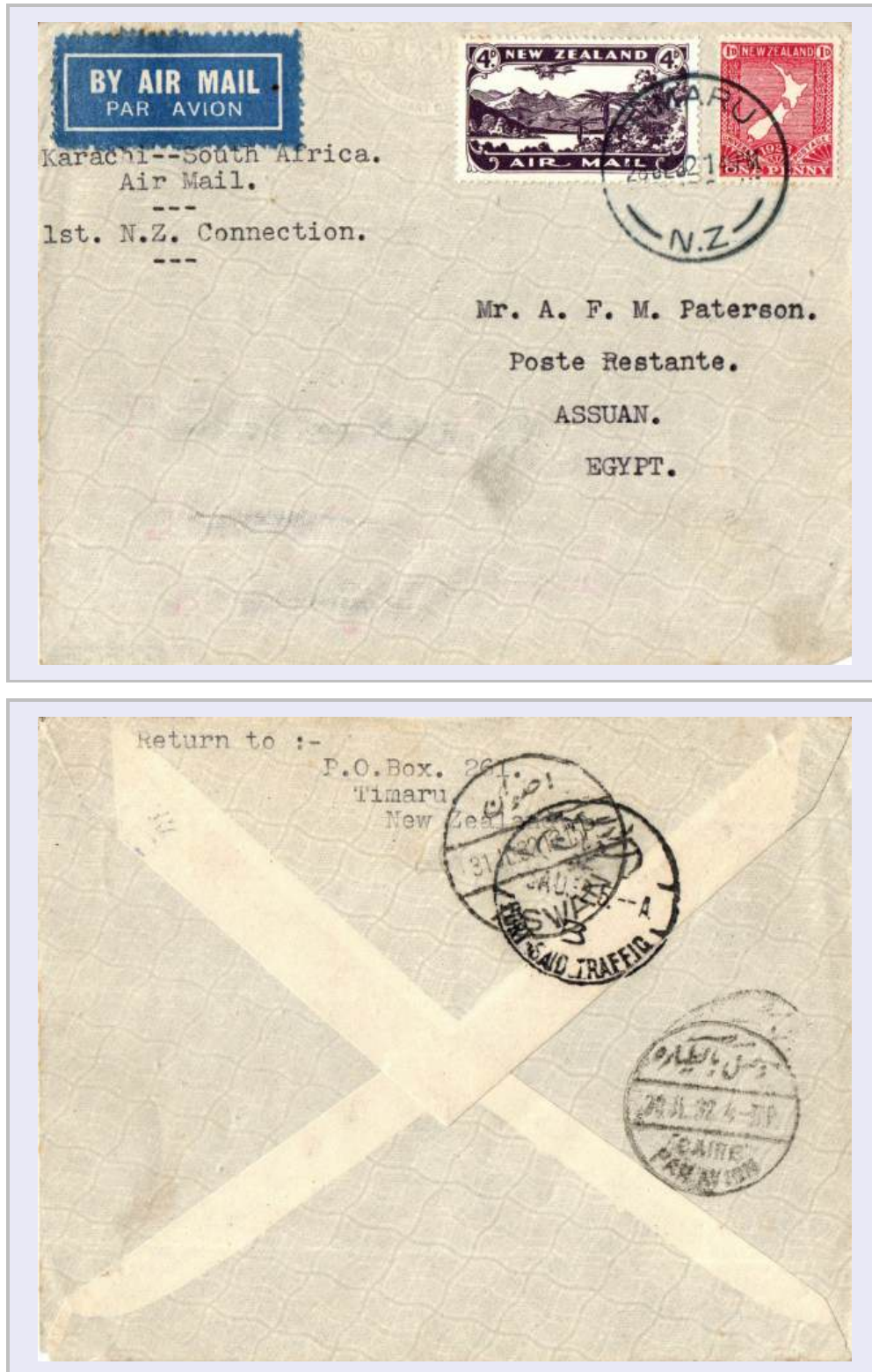


Figure 18: Reference cover for the Egypt - Aswan section.

8.8 The Sudan mail

All of the combined Sudan mails were delayed in some way and/or delivered to their respective destinations by other means. This section involved the following stops from North to South – WADI-HALFA, just over the Egyptian Border, ATBARA, KHARTOUM the capital, KOSTI, MALAKAL and JUBA as shown on in figure 10. Walker in Volume 2 [1] gives his view on what may have happened which is summarised below

'All the Sudan Mails were off loaded in error at Aswan on Sunday 31st July, once this had been realised the combined Sudan mail was forwarded in part on the Shellal-Halfa (Wadi-Halfa) Travelling Post Office and received the Shellal-Halfa TPO CDS dated the 6th August 1932. Shellal is about 5km north of ASWAN, Walker then states that it probably caught up with the second Imperial Airways south bound service AS 75 arriving at Wadi-Halfa on Sunday 7th August where it resumed its air transit and probably arrived in Khartoum on Monday 8th August. Walker also states that KHARTOUM did not apply any receiving cancellations so this was only a theory and could not be proved.'

The detail of the Shellal-Halfa TPO needs to be looked at further as in the absence of any specific local knowledge the traditional railway TPO service was the assumed default option but following some research I have established that this was actually sent by river steamer on the Nile as per the information contained in figure 19.

This route connected the Egyptian State Railway at Shellal with the Sudan Government railway at Wadi-Halfa. It also states that the Sudan Government river steamer left Shellal on a Thursday and arrived at Wadi-Halfa on a Saturday, this would be at 'river' speed which was presumably why it took 3 days to travel the 210 miles.

The first available steamer service at Shellal after the arrival at Aswan earlier was Thursday 4th August arriving at Wadi-Halfa 6th August and during that period mail must have been processed on board which does corroborate the TPO cancellation of the 6th August. If this theory is correct it is possible that it could have met up with the second Imperial Airways south bound service AS75 arriving at Wadi-Halfa on Sunday 7th August [9].

As Walker stated in Volume 2 [1] the mail to Khartoum did not have any receiving cancellations but to 'complicate' matters further the covers to Malakal and Juba, the southernmost point of Sudan, both carry a **Sudan Air Mail CDS 16th August 1932** on the reverse which would indicate that these are indeed the receiving cancellations for those respective destinations.

My theory, which like Walker I can't prove, is that the mail did indeed reach Khartoum on Monday 8th August but for some reason all the remaining Sudanese southbound mails were off loaded at that point. Possible reasons could have been the aircraft changeover at Khartoum from the Argosy to the Calcutta flying boat that was used on the Khartoum to Kisumu section or alternatively the differing load capacity/limits being reached on the Calcutta flying boat. Whatever the reason it then waited for the next Imperial Airways service AS 76 which arrived at Khartoum on Monday 15th August and was then flown as per the schedule to Malakal and Juba on **Tuesday 16th August** as noted by the receiving cancels on those covers [9].

There is another possible theory regarding the Sudan Mails and that is the existence of the Khartoum CDS of the 16th September 1932 in Section 7 (Sudan – Khartoum) figure 22 with the notation 'passed the fixed period'. If the period of retention for Sudan was 30 days, which has yet to be established, this would match an arrival date at Khartoum of the 15th/16th August which would then confirm that it arrived on the 3rd Imperial Airways flight AS 76 service. This would then mean that all the southbound Sudanese mail was held up at either Wadi-Halfa or Atbara?

It is also interesting to note that the AS 76 service also carried the first dispatch from Wellington so any covers to Malakal or Juba on this service, with receiving cancels, would confirm the type/design on the ones shown in figure 23 and 24 below.

Unfortunately I do not have any examples for the other Sudan destinations of Atbara and Kosti so I can't speculate further as there are no reference points to work from. This is only a theory so any further information and/or covers to Atbara and Kosti with receiving date stamps would be critical to support or refute this theory.

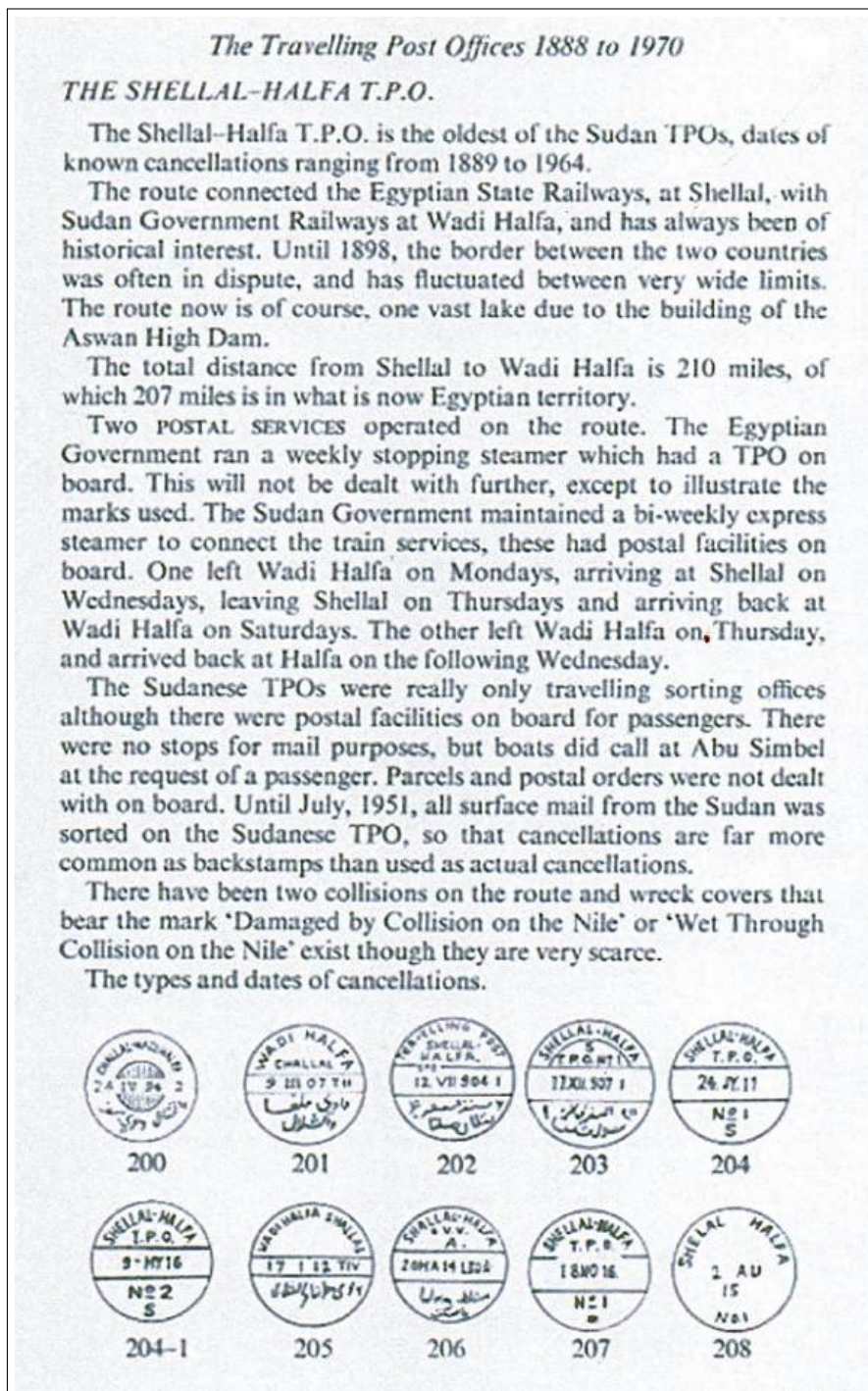


Figure 19: Explanation of the Shellal to Halfa Travelling Post Office service.

8.9 Sudan – Wadfi-Halfa

Cancelled with a TIMARU CDS 28 JE 32 1 45PM. First flight cachet as per AMNZ Volume 2 [1]. 'Return to sender' in red manuscript. The rate should have been 5d but for some reason all the Alex Paterson covers I have for Sudan namely Wadi-Halfa, Malakal and Juba all show 9d postage. Reason unknown. Cancelled with a receiving transit CAIRO CDS 30 JY 32 4-5P which was applied to all the Sudan mail and the infamous SHELLAL-HALFA TPO CDS 6 AU 32 No 2. The return was by surface with a SHELLAL-HALFA TPO CDS 19 SP 32 No 2, a partial CAIRO roller cancel 22 SEP 32 5-A and a PORT SAID roller cancel 23 SEP 32 6-A. Retention period from 7th August?



Figure 20: Reference cover for the Sudan – Wadfi-Halfa section.

8.10 Sudan – Khartoum

Illustrated cover cancelled with a CHRISTCHURCH CDS 28 JE 32 4 15PM. First flight cachet as per AMNZ Volume 2 [1]. The correct rate of 5d but not a '*Poste Restante*' cover like Paterson. The other Khartoum cover I have is a plain cover addressed to Barclays Bank displaying the same characteristics. Cancelled with a receiving transit CAIRO CDS 30 JY 32 4-5P which was applied to all the Sudan mail and the SHELLAL-HALFA TPO CDS 6 AU 32 No 2. No Khartoum markings.



Figure 21: Reference cover for the Sudan – Khartoum section.

Cancelled with a TIMARU CDS 28 JE 32 1 45PM. First flight cachet as per AMNZ Volume 2 [1]. **'Passed the fixed period'** in red manuscript with a black boxed returned to sender cachet. 5d rate but Alex Paterson covers so 9d. Reason unknown. Cancelled with a receiving transit CAIRO CDS 30 JY 32 4-5P which was applied to all the Sudan mail and the SHELLAL-HALFA TPO CDS 6 AU 32 No 2. The return journey was then made by surface with a **KHARTOUM CDS 16 SEP 32 6 30PM** and a PORT SUDAN CDS 19 SEP 32. Blue airmail etiquette crossed out.



Figure 22: Reference cover for the Sudan – Khartoum section.

8.11 Sudan – Malakal

Cancelled with a TIMARU CDS 28 JE 32 1 45PM. First flight cachet. 'Return to sender' in red manuscript. 9d Alex Paterson cover as above, cancelled with a receiving transit CAIRO CDS 30 JY 32 4-5P and the SHELLAL-HALFA TPO CDS 6 AU 32 No 2. It has a receiving **SUDAN AIR MAIL MALAKAL CDS 16VIII 32**. The return to New Zealand was by surface and despite being Poste Restante it was cancelled the very next day with a MALAKAL CDS 17 AUG 32. It then took the following route - KHARTOUM –M?CHRA TPO 4 20 AUG 32 (no record found of this TPO), SHELLAL-HALFA TPO 31 AU 32 No2, Partial CAIRO roller cancel 1 SEP?, PORT SAID roller cancel 1 SEP 32.



Figure 23: Reference cover for the Sudan – Malakal section.

8.12 Sudan – Juba

Cancelled with a TIMARU CDS 28 JE 32 1 45PM. First flight cachet as per AMNZ Volume 2 [1]. 'Return to address' in red manuscript. 5d rate but Alex Paterson covers so 9d. Reason unknown. Cancelled with a receiving transit CAIRO CDS 30 JY 32 4-5P and the SHELLAL-HALFA TPO CDS 6 AU 32 No 2. It has a receiving **SUDAN AIR MAIL JUBA CDS 16VIII 32**. The return to New Zealand was by surface with a SHELLAL-HALFA TPO 14 SP 32 No2, a partial CAIRO roller cancel on the front 15 SEP 32 3-A and a PORT SAID roller cancel 15 SEP 32 345P.



Figure 24: Reference cover for the Sudan – Juba section.

8.13 Uganda – Port Bell (Kampala)

Cancelled with a TIMARU CDS 28 JE 32 1 45PM. First flight cachet as per AMNZ Volume 2 [1]. 11d rate. Cancelled with a receiving transit CAIRO CDS 30 JY 32 4-5P and a KAMPALA CDS 3 AU 32 4-PM. The return to New Zealand was by surface but with no additional markings.



Figure 25: Reference cover for the Uganda – Port Bell (Kampala) section.

8.14 Uganda – Port Bell (Entebbe)

Cancelled with a TIMARU CDS 28 JE 32 1 45PM. First flight cachet as per AMNZ Volume 2 [1]. 11d rate. Cancelled with a receiving transit CAIRO CDS 30 JY 32 4-5P, a KAMPALA CDS 3 AU 32 4-PM and an ENTEBBE CDS 3 AU 32 530PM. Despite the 'poste restante' service the return to New Zealand was the next day with an ENTEBBE CDS 4 AU 32 8AM and a KAMPALA CDS 5 AU 32 8AM. No further markings.



Figure 26: Reference cover for the Uganda – Port Bell (Entebbe) section.

8.15 Uganda – Port Bell

Cancelled with an AUCKLAND F.M.B CDS 29 JE 32 10-AM. First flight cachet as per AMNZ Volume 2 [1]. 11d rate. Cancelled with a receiving transit CAIRO CDS 30 JY 32 4-5P and a KAMPALA CDS 3 AU 32 4-PM.



Figure 27: Reference cover for the Uganda – Port Bell section.

8.16 Kenya – Kisumu

Cancelled with a TIMARU CDS 28 JE 32 1 45PM. First flight cachet as per AMNZ Volume 2 [1]. 11d rate. Cancelled with a receiving transit CAIRO CDS 30 JY 32 4-5P and a KISUMU CDS 3 AU 32 6-30PM. The return to New Zealand was by surface with a KISUMU CDS 14 AU 32 on the front and a NAIROBI CDS 16 AU 32 and finally a WELLINGTON DEAD LETTER OFFICE CDS -1NO32 2.



Figure 28: Reference cover for the Kenya – Kisumu section.

8.17 Kenya – Nairobi

Cancelled with a TIMARU CDS 28 JE 32 1 45PM. First flight cachet as per AMNZ Volume 2 [1]. Re-addressed in red manuscript. 11d rate. Cancelled with a receiving transit CAIRO CDS 30 JY 32 4-5P and a NAROBI CDS 4 AU 32 12-30 12-30PM.



Figure 29: Reference cover for the Kenya – Nairobi section.

8.18 Kenya – Nairobi and onwards to Mombasa by Wilson Airways

Volume 2 [1], page 128 of Walker states that the Wellington dispatch of the 15th July met up with the inaugural Wilson Airways flight from Nairobi to Mombasa, Tanga, Zanzibar and Dar-es-Salaam service of the 18th August 1932. From my research I have found confirmation of this recorded in a publication entitled 'an Economic Survey of the Colonial Empire 1932' issued by the colonial office. I believe that this cover was flown to Mombasa by the Wilson Airways service earlier than mentioned in Volume 2 [1] as evidenced by the receiving Nairobi C.D.S 4th Aug, the Mombasa C.D.S 5th Aug 9.30am as well as the Mombasa Poste Restante C.D.S 5th Aug. I have also found a Wilson Airways Ltd Charter Timetable and Fares brochure which, although undated on the front, does have the charter rates from Nairobi page dated October 1932 [11].

This brochure also shows on the 'Weekly Coast Service - Timetable' page that the service departed at 0600 from Nairobi and arrived at Mombasa at 0900 which does corroborate the receiving Mombasa CDS of 9.30am. The 'Air Mileage' on the 'Charter Rates from Nairobi' page notes this as being 286 miles which again supports this explanation. It does make sense that Wilson Airways perhaps trialled this flight in anticipation of the official 'Inaugural' date of the 18th August.

As such it would appear that this cover was additionally flown by Wilson Airways from Nairobi to Mombasa on the 5th August prior to the inaugural service of the coastal East Africa service on the 18th August 1932. This particular item appeared in the NZ Airmail News No 822 July/August 2022 [12] with an appeal for further information but as yet nothing new has been forthcoming.

Cancelled with a TIMARU CDS 28 JE 32 1 45PM. First flight cachet as per AMNZ Volume 2 [1]. Address crossed out in red with a fine directional 'Return to Sender' red pointing finger cachet. 11d rate. Cancelled with a receiving transit CAIRO CDS 30 JY 32 4-5P, a NAROBHI CDS 4 AU 32 12-30PM, a MOMBASA CDS 5 AU 32 9 30AM, a MOMBASA POSTE RESTANTE CDS 5 AU 32. The return to NZ was by surface with a MOMBASA CDS 24 AU 32 11 AM on the front and a final Auckland CDS 11OC32 4-PM on the reverse with no further markings. It also has a further directional 'Return to Sender' pointing finger cachet on the reverse.



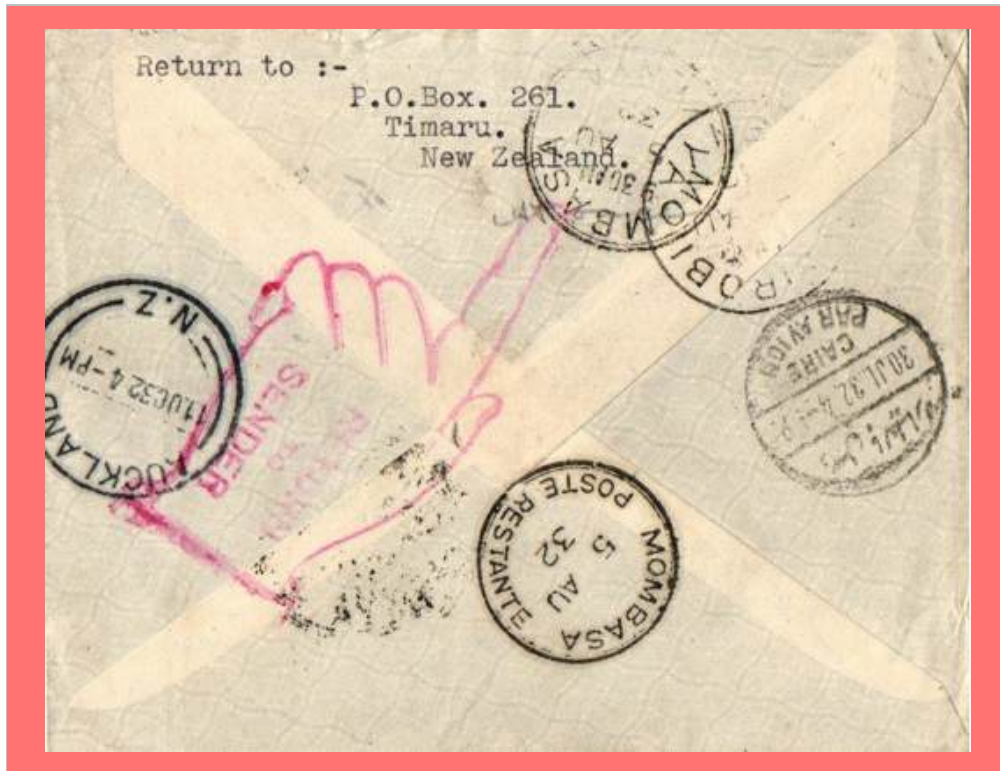


Figure 30: Reference cover for the Kenya – Nairobi and onwards to Mombasa by Wilson Airways.

8.19 Tanganyika - Moshi

Cancelled with a TIMARU CDS 28 JE 32 1 45PM. First flight cachet as per AMNZ Volume 2 [1]. 11d rate. **Cancelled with a receiving transit CAIRO CDS 30 JY 32 4-5P which according to Walker were not applied to all points south of Nairobi**, a MOSHI CDS 4 AU 1932 3PM and a further partial MOSHI? CDS 4 AU 1932. No further markings for the return by surface to NZ.



Figure 31: Reference cover for the Tanganyika – Moshi section.

8.20 Tanganyika - Dodoma

Cancelled with a TIMARU CDS 28 JE 32 1 45PM. First flight cachet as per AMNZ Volume 2 [1]. Address crossed out in red with 'Retour' in manuscript. 11d rate. **Cancelled with a receiving transit CAIRO CDS 30 JY 32 4-5P which according to Walker were not applied to all points south of Nairobi** and a DODOMA CDS 4 AU 1932 6.30PM. The return to NZ was by surface with a DODOMA CDS 9 AU 1932 on the front and a partial DAR ES SALAAM CDS ?0 AU 1932 and a final WELLINGTON DEAD LETTER OFFICE CDS 28 SR 32 1 on the reverse. Very little retention time.



Figure 32: Reference cover for the Tanganyika – Dodoma section.

Cancelled with an AUCKLAND F.M.B CDS 29 JE 32 10-AM. First flight cachet as per AMNZ Volume 2 [1]. Address crossed out in red with 'Retour' and 'P.T.O' in manuscript. 11d rate. Cancelled with a DODOMA CDS 4 AU 1932 6.30PM. The return to NZ was by surface with 'unclaimed' in red manuscript 'Unknown' purple cachet, a DODOMA CDS 22 AU 1932, a RETURNED LETTER OFFICE DAR ES SALAAM CDS 25 AU 1932 and a final WELLINGTON DEAD LETTER OFFICE CDS 14 OC SP 32 1 on the reverse. Same destination as the previous image but with a differing retention period. 'Poste restante' service versus 'Chief postmaster' address?



Figure 33: Reference cover for the Tanganyika – Dodoma section.

8.21 Tanganyika – Mbeya

Cancelled with a TIMARU CDS 28 JE 32 1 45PM. First flight cachet as per AMNZ Volume 2 [1]. Address crossed out in red with 'P.T.O' in manuscript. 11d rate. **Cancelled with a receiving transit CAIRO CDS 30 JY 32 4-5P which according to Walker were not applied to all points south of Nairobi** and a MBEYA CDS 5 AU 1932. The return to NZ was by surface with a DAR ES SALAAM 21 SE 1932 430 PM. No further markings.



Figure 34: Reference cover for the Tanganyika – Mbeya section.

8.22 Northern Rhodesia - Mpika

Cancelled with a TIMARU CDS 28 JE 32 1 45PM. First flight cachet as per AMNZ Volume 2 [1]. Address crossed out and readdressed in red manuscript with Red Jasqu'a markings cancelling the Airmail etiquette. 1/- rate. Cancelled with a BROKEN HILL CDS -5 AU 1932 4-0PM and a MPIKA CDS 10AUGH32 0PM. **These dates would indicate that, some of not all, the mails for Mpika were off-loaded at Broken Hill in error on the 5th and railed to Mpika?** The return to NZ was by surface with a MPIKA CDS -8 SEPH32 – no further markings.



Figure 35: Reference cover for the Northern Rhodesia – Mpika section.

8.23 Northern Rhodesia – Broken Hill

Cancelled with a TIMARU CDS 28 JE 32 1 45PM. First flight cachet as per AMNZ Volume 2 [1]. Address crossed out and 'unclaimed' and 'return to sender' applied in red manuscript. 1/- rate. Cancelled with a BROKEN HILL CDS -5 AU 1932 4-0PM. The return to NZ was by surface with a BROKEN HILL CDS 20SEPA32 applied to the front – no further markings.



Figure 36: Reference cover for the Northern Rhodesia - Broken Hill section.

8.24 Northern Rhodesia – Broken Hill (Livingstone)

Cancelled with a TIMARU CDS 28 JE 32 1 45PM. First flight cachet as per AMNZ Volume 2 [1]. Address crossed out with 'see back' in red manuscript with 'Not Known' and 'Not claimed' boxed cachets. 1/- rate. Cancelled with a BROKEN HILL CDS -5 AU 1932 4-0PM and a LIVINGSTONE -7AUG 1932. The return to NZ was by surface with a LIVINGSTONE CDS 12AUG32 4-00PM and a boxed 'Undelivered for Reasons stated' cachet. Short retention period with no further markings.



Figure 37: Reference cover for the Northern Rhodesia - Broken Hill (Livingstone) section.

8.25 Southern Rhodesia – Salisbury

Cancelled with a TIMARU CDS 28 JE 32 1 45PM. First flight cachet as per AMNZ Volume 2 [1]. Red 'Return to Sender' and 'Not Claimed' boxed cachets applied. 1/- rate. Cancelled with a SALISBURY POSTE RESTANTE CDS -6AU 1932 9-0AM. The return to NZ was by surface with no further markings applied.



Figure 38: Reference cover for the Southern Rhodesia - Salisbury section.

8.26 Southern Rhodesia – Salisbury (Nyasaland)

Cancelled with a TIMARU CDS 28 JE 32 1 45PM. First flight cachet as per AMNZ Volume 2 [1]. Address crossed out and readdressed in red manuscript. 1/- rate. Mails for Nyasaland were off loaded at Salisbury and railed through. Cancelled with a NYASALAND T.P.O CDS -9 AUG 32 1PM and a BLANTYRE CDS 10AU32 8-AM. The return to NZ by surface with no further markings.



Figure 39: Reference cover for the Southern Rhodesia - Salisbury (Nyasaland) section.

Cancelled with a TIMARU CDS 28 JE 32 1 45PM. First flight cachet as per AMNZ Volume 2 [1]. Address crossed out with 'P.T.O' in red manuscript. 1/- rate. Mails for Nyasaland were off loaded at Salisbury and railed through. Cancelled with a NYASALAND T.P.O CDS -9 AUG 32 2PM? and a ZOMBA CDS 10AU32 8-AM. The return to NZ was by surface with a WELLINGTON DEAD LETTER OFFICE CDS 28 SP 32.1 with no further markings applied.



Figure 40: Reference cover for the Southern Rhodesia - Salisbury (Nyasaland) section.

8.27 Southern Rhodesia – Salisbury (Portugese East Africa)

Cancelled with a TIMARU CDS 28 JE 32 1 45PM. First flight cachet as per AMNZ Volume 2 [1]. Address with 'Non Reclame' and 'Retour' boxed cachet over and with Jasqu'a markings on the air mail etiquette. 1/- rate. Mails for Portugese East Africa were off loaded at Salisbury and railed through. Cancelled with a BEIRA CDS -8-AGO.1932-8H. The return to NZ was by surface with an unknown hexagonal CORRE? MOZAMBIQUE CENTRAL 20.8.32 10, a **LONDON F.S. 20 CDS 13 DE 32** on the front and a final WELLINGTON DEAD LETTER OFFICE CDS 24 JA 33 1.



Figure 41: Reference cover for the Southern Rhodesia - Salisbury (Portugese East Africa) section.

Cancelled with a TIMARU CDS 28 JE 32 1 45PM. First flight cachet as per AMNZ Volume 2 [1]. Unaltered address with 'Non Reclame' and 'Retour' boxed cachet over. 1/- rate. Mails for Portugese East Africa were off loaded at Salisbury and railed through. Cancelled with a BEIRA CDS -8-AGO.1932-8H. The return to NZ was by surface with an unknown BEIRA CDS? with no further marks.



Figure 42: Reference cover for the Southern Rhodesia - Salisbury (Portugese East Africa) section.

Cancelled with a TIMARU CDS 28 JE 32 1 45PM. First flight cachet as per AMNZ Volume 2 [1]. Unaltered address with 'Non Reclame' and 'Retour' boxed cachet over. 1/- rate. Mails for Portugese East Africa were off loaded at Salisbury and railed through. Cancelled with a hexagonal LOURENZO MARQUES 11 8 32 = 14. The return to NZ was by surface with a JOHANNESBURG 34 CDS -9DE32 and a WELLINGTON DEAD LETTER OFFICE CDS 10 JA 33 1.



Figure 43: Reference cover for the Southern Rhodesia - Salisbury (Portugese East Africa) section.

8.28 Southern Rhodesia – Bulawayo

Cancelled with a TIMARU CDS 28 JE 32 1 45PM. First flight cachet as per AMNZ Volume 2 [1]. Unaltered address with 'Return over' in red manuscript. 1/- rate. No receiving cancels. The return to NZ was by surface. Walker also states that Bulawayo did not back stamp the incoming mail.



Figure 44: Reference cover for the Southern Rhodesia - Bulawayo section.

8.29 South Africa – Pietersburg

Cancelled with a TIMARU CDS 28 JE 32 1 45PM. First flight cachet as per AMNZ Volume 2 [1]. Unaltered address. 1/- 2d rate. Cancelled with a PIETERSBURG CDS -8AU 1932 9-??M. The return to NZ was by surface with no further markings applied.



Figure 45: Reference cover for the South Africa - Pietersburg section.

8.30 South Africa – Germiston (Johannesburg)

Cancelled with a TIMARU CDS 28 JE 32 1 45PM. First flight cachet as per AMNZ Volume 2 [1]. Unaltered address with an 'Unclaimed' boxed cachet. 1/- 2d rate. Cancelled with a JOHANNESBURG CDS -8AU32-8.30AM. The return to NZ was by surface with a final receiving WELLINGTON DEAD LETTER OFFICE CDS 28 SP32 1 with no further markings applied.



Figure 46: Reference cover for the South Africa - Germiston (Johannesburg) section.

8.31 South Africa – Kimberley

Cancelled with a TIMARU CDS 28 JE 32 1 45PM. First flight cachet as per AMNZ Volume 2 [1]. Unaltered address. 1/- 2d rate. Cancelled with a KIMBERLEY CDS -7AUG32-8-AM with a further KIMBERLEY CDS -8AUG32. The return to NZ was by surface with no further markings applied.



Figure 47: Reference cover for the South Africa - Kimberley section.

8.32 South Africa – Victoria West

Cancelled with a TIMARU CDS 28 JE 32 1 45PM. First flight cachet as per AMNZ Volume 2 [1]. Unaltered address. 1/- 2d rate. Cancelled with a VICTORIA WEST CDS 7AUGB32. The return to NZ was by surface with no further markings applied.



Figure 48: Reference cover for the South Africa - Victoria West section.

8.33 South Africa – Cape Town

Cancelled with an AUCKLAND F.M.B CDS 29 JE 32 1-AM. First flight cachet as per AMNZ Volume 2 [1]. Unaltered address. 1/- 2d rate. Cancelled with a CAPE TOWN 27 CDS -7AUG32-6-0P.M. The return to NZ was by surface with no further markings applied.



Figure 49: Reference cover for the South Africa - Cape Town section.

9 PERIODS OF RETENTION FOR THE POSTE RESTANTE SERVICE WITHIN THE DESTINATION COUNTRY

The Universal Postal Union (UPU) convention prior to this 1932 service was the London 1929 conference where it stated in Part III, Provisions Regarding Correspondence, Chapter I, General Provisions. 'Article 50. Redirection. Undelivered Correspondence. [13]

(3) The period of retention for correspondence held at the disposal of the addressees or addressed "poste restante" is fixed by the rules of the country of destination. This period may not, however, exceed two months as a general rule, except in particular cases when the Administration of destination considers it necessary to prolong the period exceptionally up to a maximum of four months. The return to the country of origin must take place within a shorter period if the sender has requested it by a note on the address side in a language known in the country of destination.

(7) In case of redirection to another country or of non-delivery, the "poste restante" fee, the customs clearance fee, the complementary express fee, and the special fee for delivery of small packets to the addressees are cancelled.'

As stated in Clause (3) above, the retention period is fixed by the country of destination which would very much explain the wide range of dates that are encountered in Table 1, which subsequently influences the final delivery dates shown in Table 2. It would appear Egypt had virtually no retention period whereas Portuguese East Africa was amongst the longest.

Even mail to the same destination such as Dodoma have differing periods although this would suggest the addressee noted such as 'Poste Restante' service versus 'c/o Postmaster' on figures 32-33. No formal UPU regulations covered the c/o addressee as against the recognised 'Poste Restante' service. The exception to this was the Beira, Mozambique cover where for some reason the cover was returned via the United Kingdom which resulted in the longest transit period back to NZ finally arriving on the 24th January 1933 some 211 days after posting from Timaru.

10 UPU REGULATIONS REGARDING UNCLAIMED MAIL

The Universal Postal Union (UPU) convention prior to this 1932 service was the London 1929 conference where it stated in Part V, Despatch and receipt of correspondence, Chapter 1.

'Article 47. Undelivered Correspondence. [13]

I. Before returning to the Office of origin correspondence which for any reason has not been delivered, the office of destination must indicate in a clear and concise manner, in the French language, on the back of each article, the cause of the non-delivery in the following form inconnu, refuses, en voyage, parti, non reclame, decede (" not known, " " refused, " " travelling, " " gone away, " " not claimed, " " deceased "), or a similar expression. As regards post-cards and printed papers in the form of cards, the reason for non-delivery is indicated on the right-hand half of the address side. The indication is made by the impression of a stamp or by affixing a label. Each Office has the option of adding a translation, in its own language, of the cause of non-delivery, and any other useful particulars. The office of destination must then strike out the name of the place of first destination and add the word Retour at the side of the date-stamp impression of the office of origin. It must also impress its date-stamp on the back of letters and on the address side of post-cards.'

Location	Country	Dispatch Point	Date
Assuit	Egypt	Port Said	08/08/32
Assuan	Egypt	Port Said	05/08/32
Cairo	Egypt	Port Said	01/08/32
Khartoum	Sudan	Port Sudan	19/09/32
Malakal	Sudan	Port Said	01/09/32
Juba	Sudan	Port Said	15/09/32
Kisumu	Kenya	Nairobi	16/08/32
Dodoma	Tanganyika	Dar es Salaam	?0/08/32
Dodoma	Tanganyika	Dar es Salaam	25/08/32
Mbeya	Tanganyika	Dar es Salaam	21/09/32
Beira	Mozambique	London FS	13/12/32
Lorenzo Marques	Portuguese East Africa	Johannesburg	09/12/32

Table 1: Points of Return to New Zealand for the '*Poste Restante*' letters by Surface Mail in North to South order

Location	Country	Date	Cancellation
Dodoma	Tanganyika	28/09/32	Dead Letter Office Wellington
Zomba	Nyasaland	28/09/32	Dead Letter Office Wellington
Johannesburg	South Africa	28/09/32	Dead Letter Office Wellington
Mombasa	Kenya	11/10/32	Auckland
Dodoma	Tanganyika	14/10/32	Dead Letter Office Wellington
Kisumu	Kenya	01/11/32	Dead Letter Office Wellington
Lorenzo Marques	Nairobi	10/01/33	Dead Letter Office Wellington
Beira	Mozambique	24/01/33	Dead Letter Office Wellington

Table 2: Final Delivery Dates within New Zealand in date order.

As per the post office regulations at the time all correspondence not delivered was directed to the Dead Letter Office at the GPO Wellington to be processed apart from the Mombasa cover where for some reason it picked up an Auckland cancellation.

11 SUMMARY

This article has only been made possible by having examples of the majority of all known sections.

This has allowed a detailed examination of all the characteristics including the receiving cancellations, the return surface cancellations and the final NZ cancellations on the '*Poste Restante*' covers to extract the information shown on Tables 1 and 2.

The fate of the Sudanese mails has always been a mystery and although Walker made an attempt to explain this particular issue in Volume 2 [1] it was based on the information available at the date of publication (1986). From undertaking further research using internet search tools that were not available at the time it has now been possible to refine his comments, correct where appropriate or to put forward alternative opinions.

This has also given the opportunity to review the relevant section of Volume 2 [1] in order to update accordingly.

It is also apparent that many of the destination countries did not adhere to the UPU regulations of the time regarding unclaimed mail and the use of 'unclaimed', 'return to sender' cachets or retour protocols. All of the covers illustrated display varying degrees of compliance or simply none at all.

12 PROPOSED AMENDMENTS TO THE AIRMAILS OF NEW ZEALAND 2 [1] (1986)

Volume 2 [1] by Doug Walker remains a very important reference but should be updated to reflect the new information contained in this article. The sections that require amendments/updating are listed below in page order.

Page 121 - Mail for Persia paragraph needs to be updated with the information in Section 5. The existing information in Volume 2 [1] always sounded a bit tenuous but the termination date of the Junkers contract is quite conclusive [8].

Page 122 - Mail for Egypt paragraph needs to be amended to include the details on the revised 'link service' in Section 5 and figure 8.

Page 121/123 - First Flight Cachet and the presence of this First Flight Cachet on a Cairo cover (in error?). See section 8.5 (Egypt – Cairo with first flight cachet).

Page 123 - The Cairo Transit-Postmark paragraph needs to be updated to include Tanganyika as shown by the addition of the Cairo Transit Postmark on the Moshi, Dodoma and Mbeya covers. See section 8 (Tanganyika - Moshi, Tanganyika - Dodoma and Tanganyika – Mbeya). figures 31-32 and 34.

Page 124 - Mail for Sudan section updated to include my comments in Section 8.8 (The Sudan mail).

The aircraft used on the Cairo to Khartoum section was the Argosy mark II 'City of Coventry' as noted on the Southbound Flight No AS 74 timetable [9] and not the 'City of Arundel' noted by Walker in Volume 2 [1].

Page 124 - The aircraft used on the Khartoum to Kisumu section was the Calcutta Flying Boat 'City of Stonehaven' as noted on the Southbound Flight No AS 74 timetable [9] and not the 'City of Khartoum' noted by Walker in Volume 2 [1].

Page 125 - The aircraft used on the Kisumu to Johannesburg section was the DH66 Hercules 'City of Karachi' as noted on the Southbound Flight No AS 74 timetable [9].

The aircraft used on the Johannesburg to Cape Town section was the DH66 Hercules 'City of Delhi' as noted on the Southbound Flight No AS 74 timetable [9].

Page 125 - Salisbury and Johannesburg covers sighted see Section 8.25 (Southern Rhodesia – Salisbury and Section 8.30 South Africa – Germiston (Johannesberg)).

Page 125 - some, if not all, the Mpika mails were over carried to Broken Hill. See Section 8.22 (Northern Rhodesia - Mpika).

Page 128 - Wellington Dispatches regarding the connection to Mombasa by Wilson Airways. Although the Wellington Mails are not included within the scope of Chapter One it is clear that this service was provided on the earlier Auckland flight as per Section 8.18 (Kenya – Nairobi and onwards to Mombasa by Wilson Airways).

Pages 120-126 – to update the whole section with the relevant receiving cancellations for all known sections covered by this article.

13 FUTURE WORK

The confirmation of the official Sudanese 'Poste Restante' retention period. This would establish a baseline for the 'passed the fixed period' notation on the Khartoum cover (Figure 22) and if established would then narrow down the delay point of the Sudanese mail to either Wadi Halfa or Atbara.

The existence of covers from Atbara or Kosti with receiving cancellations would conclusively prove or otherwise the two theories put forward for the Sudanese mails as noted above.

The existence of covers from the Wellington dispatch to Malakal and Juba of the 15th July 1932 would further confirm the receiving cancellation types on the Auckland dispatch (Figure 23 and 24).

Imperial Airways Ltd.

A review of the First New Zealand Acceptances via the Karachi-Cairo-Cape Town Services to Africa

Chapter Two The Wellington Dispatch 15th July 1932

Peter H. A. Gilmour

April 2025

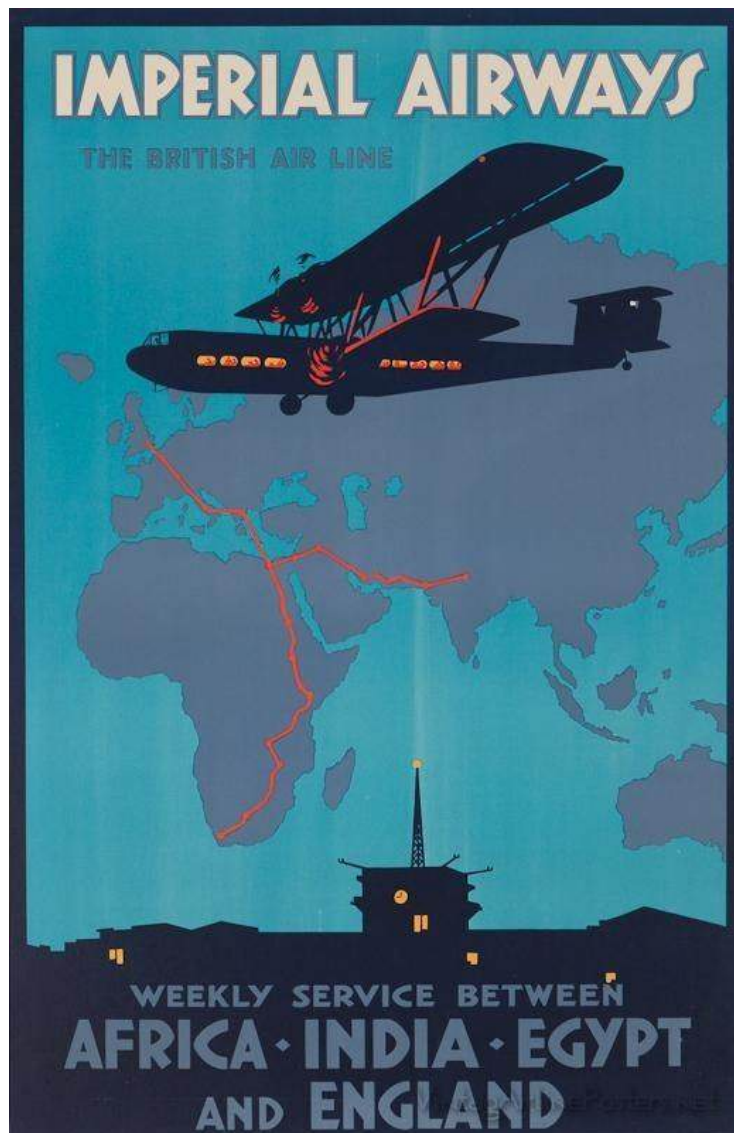


Figure 50: Imperial Airways poster

14 INTRODUCTION

The authoritative reference for the first New Zealand acceptance from Wellington via the Imperial Air-ways Karachi – Cape Town service remains the excellent '*Airmails of New Zealand the Overseas Flights 1928-1940 Volume 2*' [1] by Douglas Walker pages 127 to 129. There is not much specific information on the individual African sections but a lot of the generic background is already mentioned in the Auckland dispatch section pages 120 to 126. A lot of the content by Douglas Walker relates to the coastal East Africa route from Nairobi to Mombasa, Tanga, Zanzibar and Dar-as-Salaam by Wilson Airways. This has been discussed under the Auckland dispatch namely the Nairobi to Mombasa cover mentioned on page 31 to 32 (figure 30 refers) and the 'Proposed Amendments to the Airmails of New Zealand Volume 2 [1] - Page 128' on page 52. This section aims to update the details in Volume 2 [1] with the information obtained from recent purchases together with research already undertaken from the Auckland Dispatch (Chapter One)

15 THE ANNOUNCEMENT

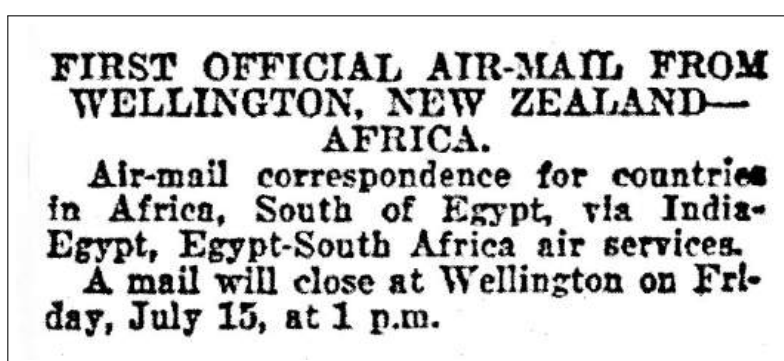


Figure 51: Dominion, Volume 25, Issue 248, 15 July, Page 12 [13]

16 THE RATES

The rates were the same as the earlier Auckland dispatch (Chapter One)

17 THE ROUTE

The mail was dispatched from Wellington on the 15th July on the RMS Manganui arriving Sydney on the 19th July [14], it was then railed overland to Freemantle and embarked on the RMS Corfu on the 25th July to Colombo where it arrived on the 3rd August [15]. It was then sent overland to Karachi which was the terminus for the Imperial Airways route to India.

It then connected with the IW75 service [7] from Karachi where it departed on Thursday 11th August via Jask to Basra. It departed Basra on Friday 12th for Baghdad and then to Tiberias (Galilee) arriving on Saturday the 13th August. Mail was off-loaded for Haifa and Jerusalem where it was delivered on the same day. It then followed the revised link service route as noted under figure 5 to Cairo via Ramleh arriving on the evening of Saturday the 13th August.

AUSTRALIAN OUT TO-DAY

Mails will close at Chief Post Office, Wellington, and between 9.30 a.m. and 5 p.m. at Te Aro and Wellington East Post Offices, as under, except late fee. Packet and newspaper mail closes half an hour before the time of closing ordinary letter-mails:—

**TO-DAY,
Friday, July 15.**

Great Britain, Ireland, and Europe (due London August 20); also air-mail correspondence (extra fee 7d. per $\frac{1}{2}$ oz.), via Karachi-London air-mail (due London August 16) (correspondence to be marked via Australia) per Maunganui, 1 p.m.; C.P.O. late fee, 2 p.m.; at steamer, 2.45 p.m.

Australian States; Ceylon, India, China, Japan, Straits Settlements, Egypt, and South Africa, per Maunganui, 1 p.m.; C.P.O. late fee, 2 p.m.; at steamer, 2.45 p.m. Parcel mail for Australian States and East closes 11 a.m.

Figure 52: Dominion, Volume 25, Issue 248, 15 July, Page 12 [13]

SERVICE IW 175

Karachi	dep.	11 Aug.	Hanno	1 day late
Jask	dep.	11 Aug.	Hanno	
Galilee	arr.	13 Aug.	Hanno	1 day late
Cairo	arr.	13 Aug.	Hanno	
Galilee	dep.	13 Aug.	Sylvanus	
Rhodes	arr.	13 Aug.	Sylvanus	
Brindisi	arr.	14 Aug.	Sylvanus	
Croydon	arr.	16 Aug.	Helena	

This service carried the second despatch of mail from New Zealand (Wellington) sent by sea to India.

Figure 53: Specific timetable for the westbound IW175 service [7]

18 THE CONNECTION

It then connected with the IA southbound AS76 service from Cairo to Cape Town commencing on the 14th August following the same route shown in figure 10 of the earlier Auckland dispatch on page 8.

FLIGHT NO. AS 76			
Croydon	dep.	10 Aug.	
Brindisi	dep.	12 Aug.	Scipio
Alex.	arr.	13 Aug.	Scipio
W.Halfa	dep.	15 Aug.	C.Arundel
Khart.	arr.	15 Aug.	C.Arundel
Khart.	dep.	16 Aug.	C.Stoneh.
Juba	dep.	17 Aug.	C.Stoneh.
Kisumu	arr.	17 Aug.	C.Stoneh.
Kisumu	dep.	17 Aug.	C.Jodp.
Mbeya	dep.	19 Aug.	C.Jodp.
Salis.	dep.	20 Aug.	C.Baghd.
C.Town	arr.	21 Aug.	C.Baghd.

1) From Cairo, this service carried the first despatch of air mail from Wellington (second from New Zealand).
2) This service carried mail to connect with Wilson Airways' first Nairobi - Dar. Coastal Feeder Service (flown 18th).
3) This service carried first despatch of postcards from G.B. at reduced air mail rate.

Figure 54: Specific timetable for the southbound AS76 service [9]

19 THE FIRST FLIGHT CACHET



Figure 55: Blue Green first flight cachet applied at Wellington to all destinations south of Egypt

20 THE FLOWN COVERS BY SECTIONS

The numbers flown from this Wellington dispatch were fewer than the Auckland dispatch earlier. Walker states in Volume 2 [1] the following 'Covers from the Wellington dispatch are much scarcer than those from the Auckland acceptance as will be noted by comparing the respective checklists, whilst it has been reported that the Wellington dispatch did not include correspondence for Egypt, Sudan, Tanganyika, Mozambique or South West-Africa.'

Walker also mentions that post office records have a total of 55 covers for the Uganda and Kenya combined so it would appear that an authoritative post office source has been used.

There are two highlighted covers of special interest which are surrounded by a red border with relevant comments in bold type, these covers are also mentioned in the Proposed Amendments to the Airmails of New Zealand Volume 2 section.

20.1 Palestine – Hafia, Palestine to Cairo to Wadi Halfa, Egypt

Plain cover cancelled with a WELLINGTON CDS 15 JL 32 11 AM. 5d per ½oz rate. **Blue Green first flight cachet applied that was only supposed to have been applied to mail flown south of Egypt. In addition this cover was delivered to Haifa, Palestine in error where it received a HAIFA CDS 13 AU 32 due to the address being incorrectly noted as Wadi Halfa, Egypt as well as Wadi Halfa being mistaken for Hafia.** The reverse bears a CAIRO machine cancel 16 AUG 6 30AM, a SHELLAL-HALFA TPO CDE 20 AU 32 No 2, a return SHELLAL-HALFA TPO CDS 19 SP 32 No 2, a PORT SAID machine cancel 23 SEP 32 6-A and a final WELLINGTON DEAD LETTER CDS 2 NO 32 1. **No covers reported to Palestine, Egypt or Sudan.**





Figure 56: Reference cover for Hafia, Palestine to Cairo to Wadi Halfa, Egypt.

20.2 Egypt – Cairo (Port Said)

Plain cover cancelled with a WELLINGTON CDS 14 JL 32 125PM. 1 AM. 5d per ½oz rate. No first flight cachet as per AMNZ Volume 2 [1]. Route in manuscript at the bottom with a receiving CAIRO 1? AU 23 4-5PM and a PORT SAID machine cancel 14 AUG 32 530A. The Port Said cancellation must be the 13th August which was the date the mail reached Cairo. Note the same addressee as Figure 16 shown from the Auckland dispatch. **No covers reported to Cairo (Port Said).**



Figure 57: Reference cover to Cairo (Port Said).

20.3 Uganda or Kenya and onwards to Ethiopia by surface

Illustrated cover with three WELLINGTON CDS 15 JUL 32 1015AM with the route in typescript. The rate of 10d was sufficient for the air transit to Uganda or Kenya and the additional 2 ½d postage was for the non UPU surface rate to Ethiopia. The reverse bears a receiving PORT SAID machine cancel 14 AUG 32 1215PM which must have been an incoming cancellation as the mail arrived at Cairo on the 13th. Blue Green cachet applied to the reverse



Figure 58: Reference cover to Uganda or Kenya and onwards to Ethiopia.

20.4 Uganda or Kenya and onwards to Ethiopia by surface

Plain cover with three WELLINGTON CDS 15 JL 32 1015AM with the route in red typescript. The rate of 10d was sufficient for the air transit to Uganda or Kenya and the additional 2 ½d postage was for the non UPU surface rate to Ethiopia. The reverse bears a receiving PORT SAID machine cancel 14 AUG 32 1215PM which must have been an incoming cancellation as the mail arrived at Cairo on the 13th. Blue Green cachet applied to the reverse.



Figure 59: Reference cover to Uganda or Kenya and onwards to Ethiopia.

20.5 Kenya - Nairobi

Blue Air Mail envelope cancelled with two DANNEVIRKE CDS 13 JL 32 1045AM and a DANNEVIRKE machine cancel JL 13 10-45A. 11d per ½oz rate. The reverse bears an unclear CAIRO CDS 1? AU 4-5PM and a receiving NAIROBI CDS 17 AU 6PM. Blue Green cachet applied to the reverse.



Figure 60: Reference cover to Nairobi.

20.6 Southern Rhodesia - Bulawayo and onwards to Lagos

Blue Air Mail envelope cancelled with three DANNEVIRKE CDS 13 JL 32 1045AM and a DANNEVIRKE machine cancel JL 13 10-45A. 12d per ½oz rate. The reverse bears the blue green first flight cachet but no further markings, it is presumed that mail was off-loaded at Bulawayo and send by surface to Lagos, Nigeria.



Figure 61: Reference cover to Bulawayo.

20.7 South Africa – Cape Town

Illustrated cover cancelled with three WELLINGTON CDS 15 JL 32 1015AM with the route in black typescript. 1/- 2d rate per ½oz rate. The reverse bears a receiving CAPE TOWN CDS 21 AU 32 7-PM and the Blue Green first flight cachet.



Figure 62: Reference cover to Cape Town.

20.8 South Africa – Cape Town

Commonwealth Bank of Australia cover cancelled with two CHRISTCHURCH CDS 14 JL 32 330PM. 1/- 2d rate per ½oz rate. The reverse bears a receiving CAPE TOWN CDS 21 AU 32 7-0 PM with the Blue Green first flight cachet applied to the front.



Figure 63: Reference cover to Cape Town.

21 PERIODS OF RETENTION FOR THE POSTE RESTANTE SERVICE WITHIN THE DESTINATION COUNTRY

Refer to Page 52 of Chapter 1

There is only one Poste Restante illustrated in the Wellington dispatch which is Wadi Halfa, Sudan, Figure 56, which gives the point of return to New Zealand as PORT SAID on the 23rd September 1932 and the final delivery date to New Zealand as the 2nd November 1932.

22 UPU REGULATIONS REGARDING UNCLAIMED MAIL

Refer to Page 52 of Chapter 1

There is only one 'undelivered cover' illustrated in the Wellington dispatch which is the Cairo (Port Said) cover Figure 57. Other than the original address being crossed out and the abbreviation 'PTO' being applied there are no other markings which conform to the UPU regulations.

23 PROPOSED AMENDMENTS TO THE AIRMAILS OF VOLUME 2 [1] (1986)

Volume 2 [1] by Doug Walker remains a very important reference but should be updated to reflect the new information contained in this article. The sections that I consider require amendments/updating are listed below in page order

Page 127 – Addition of a brief summary regarding the route taken including the IW75 and connecting AS76 service.

Page 127 – Addition of the known covers to Palestine and Sudan, Figure 56, and the one to Cairo shown in Figure 57.

Page 128 – Mention of the earlier trial? service prior to the official inauguration of the Nairobi to Mombasa connection by Wilson Airways as detailed in the Auckland section Figure 30.

Page 129 – Addition on the 'First Acceptances from Wellington via' table of the Haifa, Palestine to Cairo to Wadi Halfa, Sudan cover, Figure 56, and the Cairo cover Figure 57.

24 FUTURE WORK

The addition of further known sections would enhance the existing knowledge base of the Wellington dispatch and provide further specific destination information such as receiving cancellations and/or 'Poste Restante' or 'undelivered' markings.

The existence of covers to Malakal and Juba would further confirm the receiving cancellations illustrated on pages 24 and 25 of the earlier Auckland dispatch in Chapter one.

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