

CAMPBELL PATERSON



NEWSLETTER

FOR COLLECTORS OF NEW ZEALAND STAMPS

VOLUME 53 NUMBER 02, SEPTEMBER 2001

POSTAL HISTORY BONANZA



627 (a)

CP'S NEW ZEALAND STAMPS - WELCOME TO OUR TRADITION

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A TRIP ACROSS THE ATLANTIC – 1853

by John Wilson

Warwick Paterson writes:- What follows this month and in subsequent months until completed, is one of the most remarkable verbal accounts of an emigrant voyage by sailing ship in the mid 19th Century which we are likely to have the opportunity to reproduce.

Delivered as a speech at the "Bell Hotel" January 3rd 1869 by my great great grandfather John Wilson, possibly to the Burns Society of which he was president, it tells of his voyage – the purpose of which was not fully related but which appears to have had a commercial objective – from Liverpool to New York in 1853 and deals on almost a day-to-day basis with the privations and sheer discomfort on such a ship crammed with 700 other people. What is interesting about it is John Wilson's perceptive eye for detail, character, and social situations – some quite objectionable to our modern sensibilities. The account is remarkable also for its direct and clear style and almost modern flow. Remember that the following comes verbatim from notes made for the speech and is therefore presented very much in the vernacular of the day - one which hardly seems to differ from modern usage. What does differ are several expressions and some words which have in the hundred and fifty years since become archaic and at least one which has made a come-back.

Visualise the almost unbearable conditions on a different voyage half way round the world to New Zealand at the same point in history with the high mortality rate associated with so much longer a feat of endurance. These were the ships which carried our earliest mails and the folk who looked back to their home country in Britain which would have seemed half a lifetime away.

Oh yes – and the snuff horn which John Wilson refers to? – that's on my mantelpiece in pride-of-place to this day.

"I must say that during the 1960's, your magazine was most useful in my forming the collection of the 1967 decimals and was most useful in my writing of a book on the subject (in the library of the Royal P.S. of NZ). It was also of great value during my collecting of the GV Recess and Surface stamps of NZ and postal stationery of the same period."
- (R.G.D. – W. Australia)

GOODS AND SERVICES TAX

GST will be added to all prices listed in this Newsletter for local orders (12.5%). Overseas orders are "zero-rated" and do not pay GST.

The subject which I propose to bring before you this evening is one which, however interesting to myself as one of the actors, may fail to create a corresponding feeling in the minds of a general audience, and but for some of the ludicrous incidents in connection with the more serious sufferings experienced on the voyage between Liverpool and New York, I would hardly have ventured to have inflicted upon you an hours discourse on such a subject. There is hardly a paper you will take up at certain seasons of the year, but you will find accounts of sufferings at sea, compared with which, mine is insignificant, but then I was one of this lot myself which you know, makes a mighty difference in the telling of a story. And I know there are those present, that have made the same, and **some** much longer voyages than this, and have perhaps experienced greater sufferings and privations than what I shall have to speak of and may help to confirm what, to the inexperienced, would seem hardly credible. In these days, when the Trans-Atlantic steamers are leaving some of our ports every day, where everything around you has the appearance of a first class hotel, and when the length of the passage varies from nine to fourteen days, you have no more idea of the life on board of the emigrant sailing ship of the Black Ball line of twenty years ago than if you had never been aboard a ship at all. Perhaps it might have been quite as appropriate if I had taken you this voyage across the wide ferry to New York, previous to Dr Jack who in his series of admirable lectures last season, on the overland route onwards to California which he painted in such glowing colours, would have relieved the somewhat sombre account which I will have to give of what may be called the real commencement of the journey.

Well then to begin at the beginning. On February 22nd 1853, I and a friend left Greenock for Liverpool en route for New York, having previously secured a passage in the good ship Manhattan which was to sail from Liverpool on the 24th. On the ticket which we got, we were promised so much tea and sugar and bread and other odds and ends per week, so much water and so much porridge or boiled rice or other warm food every day during the voyage. We had to provide mattress, bedclothes, tins and other necessaries, and although our ticket promised sufficient provender for us we took the precaution to lay in a nice bit of boiled ham, a couple of pounds of butter, two or three pounds of biscuits and one and a half pounds of tobacco, believing that we would not need them but that it was safest to have plenty laid in.

After arriving in Liverpool and calling at the office we were told to be at St George's Pier next morning at 7 o'clock when there would be a small boat to take us out to the vessel lying in the middle of the river. We were there at the time indicated along with a crowd of other men and women and a few children and was kept standing there in a February morning till 11 o'clock before we were taken aboard, and were not allowed to go below till the Captain came and our names were called about 4 o'clock in the afternoon. You may easily understand we were in a pretty miserable condition standing shivering in a cold winter day from early morning till 4 in the afternoon and nothing to eat or drink during that time, but we kept up our spirits that

now we were alright we would soon have a nice cup of tea, get turned in to our comfortable bunk, from 18 to 21 days nice sailing, and at the end a land flowing with milk and honey. There the watchword and motto was liberty, equality, and fraternity. We were somewhat nettled at the sort of commanding and authoritative style of all the ship's hands from the Steward's boy upwards during that day on deck. But we were determined to be hopeful and even indulged in some jocular observations despite our bodily discomfort, ascribing it to the bustle and hurry in making preparations for sailing, with crowds of people ever in their way. But when we did get down below, and saw our berth No. 459 on the lower deck (that is down two stairs) and learnt that we could get no warm water to make a cup of tea that night, our countenances lengthened considerably. If we had just thought to bring a few bottles of bitter beer or a drop of the Scottish mountain dew, to serve as a substitute in our shivering condition, it would not have been so bad. Even a few confections would have been welcome, but here we were in our prison house, with plenty to eat though not warm and tomorrow all would be in fine working order!

And now I must give you some idea of the interior of the ship, how it was fitted up, and how our berth was situated. Passing from the deck you went down a trap stair, and came to the first floor as it were, stretching from nearly the bow of the vessel two thirds of its length, beyond which and divided by a partition were the second cabin passengers, and the Captain's Cabin. Nearly at the aft end was the hatchway supplying light and air to the inmates or occupants of this deck, as well as to those in the regions below and was surrounded by a high iron railing. Passing down another stair you came to the lower deck where our berth was situated, which happened to be just opposite the hatchway and close beside the mainmast of the vessel; consequently we were just about the middle of the ship and considered ourselves fortunate that it was so, as if the vessel took a mind to pitch and heave now and then, we would have less of the tossing than those nearer the extreme ends. This deck ran from the stern of the ship under the cabin to the foot of the stair about two thirds of its whole length, beyond which were divided by a temporary partition the store room and the forecastle or sailors' berths. On each side, then, of the deck running from the one end to the other, were the passengers' sleeping berths, two deep. Suppose this Hall to represent the deck you must picture to yourselves a row of beds, or rather a long bench, raised about 18 inches or rather more off the deck with a board some nine or ten inches high along the front, to keep in the bedclothes. The only division between the beds being another board running up between them not exceeding nine or ten inches. In one sense it was neither more nor less than two huge beds on each side of the ship a single apartment running two thirds of its entire length, the one range being say two feet above the other. These fittings being of a temporary kind the dividing boards were easily removed and in many cases I know **were removed.**

"I look forward to the budget plan offerings, when you are able. Your letters encourage me to rush to the door when I hear the postman – a sure sign of 'stamp addiction!' " - (E.W. – UK)

Now then, picture to yourselves, a man and wife taking out their passage and getting the number of their berth specified in their ticket, found on each side of them a couple of brawny Irishmen. Two young women going out to their friends, might find themselves similarly placed. In the berth which I and my friend occupied we had on one side a man and his wife and two children, and on the other side an elderly widow with three children. It was customary however, about that quarter of the ship where I was located, that the occupants of each alternate berth, would lie, in a different position from those in the next. Thus if we were lying with our heads to the side of the ship and our feet to the board at the front where we entered, the occupants of the next berth would lie with their heads to the board and their feet stretching towards our head, making the best of the vile arrangements, which it was possible to do. I had no authentic information as to the number of passengers on board, but calculated them at about 600 or 700, men women and children. The great bulk being men and women, unmarried, or at all events without their wives or husbands, the children not numbering in all perhaps beyond forty or fifty. I would say 4/5th of these were Irish apparently of the poorer orders. A few Germans, who formed a small community of their own, a few Welsh and English, and about eight or ten Scotch, amongst whom Mr Fraser, the man and his wife and family who occupied the berth next ours to which I have already referred, and a sister of Mr Fraser's whose berth was right under theirs. Having thus given you a sort of outline of the general arrangements of the interior, I must leave it, partly at any rate, to your imagination to picture the kind of life that would be spent for forty-six weary days, where there was huddled together in two sleeping apartments nearly seven hundred human beings of both sexes and of all ages. The large place was lighted up during the long dark nights with a solitary lantern hung at the foot of the stair, serving only to make darkness visible for a few feet around, while all the rest of the place was in dense darkness. Without referring to other and far greater evils, you will readily comprehend that the inevitable result of such a conglomeration of men, women and children, thus huddled together must have been the speedy appearance of a mass of vermin too numerous to mention, and of course it was a physical impossibility to keep them down. But I anticipate, therefore in humble imitation of my respected friend Dr Jack, I will take you forward stage by stage giving you the particulars as I acquired them and touching upon the different points of interest as they occurred.

Well then, we left the Mersey on 24th February 1853, spent the first night in our new lodgings and were roused at seven the next morning by the steward coming along the front of our beds shouting for us to get up. There was a little grumbling, but thinking perhaps there would be something nice and warm ready for us, we soon turned out and brushed away up to the galley but came back the very embodiment of Don Quixote as the Knight of the Sorrowful Countenance. The galley was not yet in working order – no warm water – we were served with our three quarts of cold water which, by the way, though measured with a quart jug, was never lifted more than about half full; but this served for all the purposes of drinking and cooking and no

complaints were made. We forgot our grievances for the time and cheered lustily, as least a great number did, when the Captain finally came on board and the steam tug took us in tow. The day was spent pretty soberly and demurely and we turned into our bunks at a very respectable hour; but the water was getting very rough and the wind blowing high before we went to bed, but we were weary and soon slept. About midnight, however, the gale increased to such an extent that the rolling of the ship soon wakened us. Very few had secured their chests and provision barrels by tying them to secure places, they were simply left standing in the neighbourhood of the owner's berth as they had been brought down, and were now beginning to give symptoms of an intention on their part to move elsewhere.

The gale increased but I, with a few others who had cords, managed to tie up our chests and barrels to the main mast which was close beside us. As the morning wore on the weather got worse, the ship was rolling fearfully, not pitching and heaving from stem to stern, which would have been much more bearable, than the alarming rolling from side to side, after the manner of a cradle which would be driven to the point of capsizing every heave it got. In this state of things you will see that when it gave the lurch the one way, those who were in bed would be standing almost on their head the one minute, while the next would see them pressing their heels against the board at the foot to prevent themselves from being pitched out.

What a yelling and screeching and praying there was that day. We got better used to it before all was over. A nice bunch of tins might be hanging somewhere about the bed which had not yet been used. At one of the lurches the ship made they would have broken loose and rolled away among the boxes and barrels that were tumbling about with a fearful noise, and another shout of "Jesus and Joseph and Mary save us" was echoed by a hundred voices. The widow who occupied a berth next to ours repeating the same words for hours together "Jesus and Joseph and Mary save us".

And although the steward and other of the ships hands were taking a quiet laugh at us, it was a very serious matter to those whose boxes and barrels were not tied up, at every rock of the vessel they were swept across the deck and I should have mentioned that the sea broke over us in large sheets and came down the open hatchway with a noise like thunder, flooding our deck. The holes by which this water should have got away into the bottom or well of the ship and afterwards pumped out, with the pump with which every ship is provided, these holes got choked up some how or other and were never cleared during the voyage. Thus you will observe that the chests and barrels which were being tumbled about were partly floating and after a while of this kind of play, with the one knocking against the other, one of them would give way and the contents fall into that dirty sludge which was continually splashing from one side to the other. The poor widow to whom I have referred lost the contents of one of her boxes which was knocked to pieces before her eyes, by a heavier and bigger one, and many a bottle and many a tasty

"Nice to know that you follow through previous purchases." - E.C. - Glasgow)

morsel which was expected to cheer the tediousness of the voyage was destroyed on this, the second day of our voyage; and it was very dangerous to get up to try to save anything. I do not believe there were a dozen passengers out of their beds that day. I, however, was one of the few, the rope with which I tied my chest to the mast gave way and I jumped out, took my seat on the top of it and held on to the mast myself. But you will here please observe that what we congratulated ourselves upon at first, that we were near the centre of the ship and the hatchway, proved the greatest drawback to our comfort. The deck was flooded only round about our place, the upper flat was dry, the water of course coming straight down to the lower deck and of course lodging in the lowest place which was the centre. Although I saved my chest from being knocked to pieces, the water, which was constantly splashing around and over it, oozed in by the seams and hinges, and some of my clothes were utterly destroyed. There was no talk of anything warm this day. No-one unless the sailors could keep their feet a moment, however the gale somewhat abated during the afternoon and we had to assist in getting away the water two or three days after with buckets and swabs and all things secured as well as possible.

Next Month: The passengers break into the storeroom. The landing is delayed, much to their discomfort and New York revives the inner man.

NEW ISSUES AND VARIETIES

by Rob Talbot

Health 2001 – Cycling (1 August 2001)

Once again an issue with many formats. There are two miniature sheets but one is distinguished with the title of sheetlet. Presumably this is because it is intended as a convenience product rather than a souvenir!? There are two First Day Covers – one for the stamps (3 designs) and one for the miniature sheet but not the “sheetlet”. The circular shape of the m/s (a cycle wheel no less) is a first for New Zealand stamps.

The images (photographic) selected for the three designs are great. Those for the sheet stamps with a “blue dome” sky background emphatically evoke the open air, healthy focus of the issue. Regrettably the reality on today’s roads may not be so healthy. Even with the modern requirement of a safety helmet I don’t think I would dust off my cycle clips again

Design is by Comm Arts Design of Wellington and all formats are printed by Southern Colour Print of Dunedin by offset lithography in the four process colours. Sheet stamps are perforated at 14 gauge on De la Rue 103 gsm red phosphor stamp paper. The 50 stamp sheets have vertical mesh while the two miniature sheets are horizontal.

The self-adhesive stamp is die-cut perfed at 10.1 x 9.7 on JAC non-detection PSI B90 stamp paper with horizontal mesh. The necessary phosphor tagging (printing) is bands left, right and bottom. Note the Jumbo roll single self-adhesives from hangsell packs have backing paper printed in black with a vertical bar over “SCP”. They are not otherwise differentiated.

The designs are:-

40c + 5c	Family time
90c + 5c	Catching air
40c + 5c	Out riding (self-adhesive)

Philanippon '01 World Stamp Exhibition (Tokyo 1-7 August)

Designed by Comm Arts Design, Wellington and printed by Southern Colour Print by offset lithography. The number of colours is given as four process colours (one of which is black) and "Black 3U2X". Last month I described the core issue (Tourism) as four process colours plus "charcoal" to distinguish between the two "blacks". This may remain more meaningful than the code (Pantone Colour Matching System?) given above. Stamp paper remains as De la Rue 103gsm red phosphor and all other features are the same as the core issue.

The miniature sheet includes the \$1.50 and \$2.00 values and was also produced on First Day Cover.

**King George V Recess Engraved
6d Carmine perf 14 x 14¼ (K8b)**

Recently we have sighted a block of four of a remarkable variation on one of the listed shades of this issue. Broadly speaking the block fits into the "Pink" classification (shade 4), one of the scarcer shades. The block in question is a very extreme and delicate variety of Pink and is postmarked Fanning Island 17th December 1925. Most interesting about it is the fact that the intense bright pink shade shows all the characteristics of "Aniline" Pink with show-through to the back of the stamps and the rather brilliant look of the shade itself when viewed from the front.

This variety will gain Catalogue listing subject to unforeseen events and is a genuine shade variation. It has strong potential to be one of the rarest shade varieties in the King George V Recess Engraved series.

10c Queen 1979 printings (PA10b and PA31a)

"Complexion" relies on the buff

by Rob Talbot

John Watts of Auckland has shown us oversize plate blocks of both basic and surcharge printings which contain a partial orange omission at R9/5. Both imprints were from plate 4A2A2A2A2A. Upon searching our stock we found one (of 12) of PA10b imprint exhibiting the same characteristic. It seems likely that this error remained on the press unnoticed for some time and checking your own collection would not go amiss.

Although a partial omission it is a very obvious colour loss most noticeable on the right shoulder of the dress. The left shoulder normally carrying more colour is less noticeable. The fading of the dress from yellow to white is very clear to see. Note the buff colour in the braiding remains. Under a glass the adjacent stamp R9/4 can be seen to be marginally affected.

Most interestingly the complexion of the Queen's face is hardly affected. This confirms my observation on p7 of June 2001 Newsletter.

FIFTY YEARS AGO

by Campbell Paterson

From the Newsletter – September 1951

Sight-Sorting the 1935-47 Pictorials – 4d Mitre Peak

In this value there are five main divisions, including the scarce “line 14” perf, but all are readily separated when the task is approached methodically. As with earlier values, I will presume that the reader has a large bundle of stamps to sort, but the same rules apply even if only one or two copies are on hand.

First turn the stamps face downward and select all which are on the coarse paper (I must suppose that my readers can distinguish between Esparto and coarse papers). These coarse paper stamps are all Pim’s No. 571c. The perf is approximately $14\frac{1}{4}$ on the sides. Now select from the remainder all with vertical mesh paper. These will all be Pim’s No. 550 with single watermark. (If unable to use the “mesh” for identification, use a watermark detector at this stage). Now, from the residue select all perf $12\frac{1}{2}$. The perf holes are large and the teeth are rough, so this can be done without a gauge – though a gauge can be used if desired of course. The perf $12\frac{1}{2}$ are all Pim’s 571b. If the above work has been carefully done, all that now remain unsorted will be perf $14 \times 13\frac{1}{2}$ (Pim’s 571) or perf “line 14” (Pim’s 571a). The two are easily separated by the gauge and this should be used at first.

Later the experienced collector will recognise the “line 14” by the very white fine paper, the beautifully clear centre printing and the shade of the borders which are almost grey-black by comparison with the borders found in the “perf $14 \times 13\frac{1}{2}$ ”. Using the gauge there should be no difficulty, as the “line 14” is an exact 14, while the “ $14 \times 13\frac{1}{2}$ ” is plainly $13\frac{1}{2}$ on the sides. Collectors are prone to be over optimistic when sorting and it is common for us to be offered lots of “line 14” stamps which are actually the single watermark of the coarse paper issue. To avoid this mistake collectors should check carefully any stamps thought to be “line 14”. To be true copies these must show **all** of the following features: Multiple watermark, very white smooth paper, horizontal mesh, very clearly-defined centre detail, exact 14 perf and greyish rather than brownish frame colour.

We have now completed our sorting but three groups should be scanned for varieties. The well-known “Mitre” retouches occur with 550, 571 and 571c. They take the form of a thickening, doubling or lengthening of the letter “I” in Mitre” or a doubling of the left leg of the “M”. Inverted watermarks are known in all of 550, 571 and 571c, being scarcest in the 550 and 571c. Three good re-entries occur in 571 affecting the top right of the frame or the right side of the mountain. The same recur in 571c, together with a new example also affecting this top right frame.

It is common to find the centre misplaced in relation to the frame, but this, though interesting enough is not philatelically very important.

Catalogue

At the moment it seems possible that distribution **may** be possible within a week or two, but past sad experience of delays makes me chary of being too hopeful. I can say though, that real progress is being made.

George VI 2d Invert.

This variety, of which only one used copy had previously been seen, was on sale at one of the stamp counters at the G.P.O., Wellington, on the 4th May last – so my information goes. Apparently all but six copies escaped unnoticed and must be accounted lost to philately

CAMPBELL PATERSON’S N.Z. CATALOGUE 1889-1951

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Such an amazing line-up of New Zealand covers, the likes of which we have not seen for many years. **These Will Sell!** Something for everyone here. Get your orders in fast!

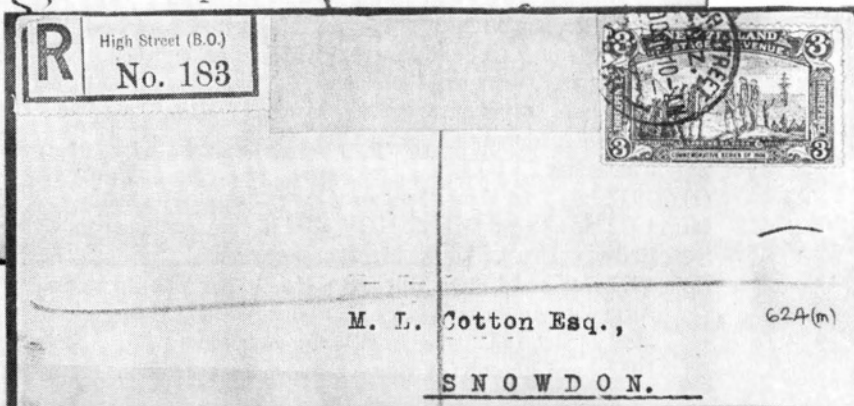
- 623 (a) 1895 9 Dec **pair of Austin Walsh & Co miniature postcards**, imprinted with the ½d Newspaper Postage Paid imprint. A fine unused mint card **and** a card used from Auckland 9 DE 95. The cards were for a Cigarette company competition, including an estimate of the number of cards received in any one month. Our used card is from the Albert Hotel, Auckland, with the estimate of 100,000 received during December 1895. This does seem to us to be an inordinately large figure for NZ in 1895! \$250
- (b) 1898 April 16 ½d **Mt Cook E1a, pair 1d Lake Taupo E2a** Auckland to Conn., U.S.A., backstamps New York 2 May 99 **Paid All**, New Haven Conn., 9 May 99 Received 2 \$100
- (c) 1898 May 23 2½d **Lake Wakitipu E7a** to Wellington received 23 May 98 – same day delivery, neat and clean cover \$150
- (d) 1898 May 23 2½d **Lake Wakitipu E7a** to Wellington received 23 May 98 – to same address but posted from different towns, fine cover \$150
- (e) 1898 May 27 **strip of four ½d Mt Cook E1a(3)**. Wellington to Berlin, Ontario, Canada, backstamps Vancouver 18 June 98, Berlin 24 June 98, an unusual strip of four in the good blackish purple shade on a fine cover \$250
- (f) 1898 ½d **Mt Cook imprinted envelope** mint, cut down at left \$30
- (g) 1898 Aug 20 **pair 1d Lake Taupo E2a** Ngaruawahia to Auckland, backstamps 20 Aug 98 Auckland, 22 Aug 98 Drury, 22 Aug 98 Bombay \$50
- (h) 1899 Feb 21 **pair 1d Lake Taupo E2a** Renwicktown to Blenheim 21 Feb 99. Renwicktown Post Office opened 1860-1957. Torn flap \$30
- (i) 1899 March 7 2½d **Lake Wakatipu E8a** Auckland to Illinois, USA, backstamps Chicago, Ill. 11 April 99, Pre-Emption, Ill. April 99 \$50
- (j) 1899 May 22 ½d **Mt Cook E1a, 2d Pembroke Peak E5a** Wellington to Germany, originally Via Brindisi, manuscript Vancouver, backstamps Auckland 25 May 1899, Buckbrunn 6 July 99 \$70
- (k) 1899 July 8 **5d Otira Gorge E13a** Registered front only, Wellington to Dunedin, Registered R plus number \$150
- (l) 1899 Sept 21 **2d Pembroke Peak E5a** Wellington machine cancel to Sydney, Australia, backstamp Sydney 25 Sept 99, Woollahra 25 Sept 99 \$30

- (m) 1899 Dec 23 **2½d Lake Wakatipu E8a** Wellington NZ flag duplex machine postmark, to New York, USA, Via San Francisco, backstamp New York 6 Jan 1900 \$75
- (n) 1900 Oct 13 **1d White Terrace E3a, 6d Kiwi rose E14c** Towai Registered to Dunedin, Registered R plus number, backstamps Auckland 16 Oct 00, Dunedin 20 Oct 00. The 6d is in a notably pale soft rose shade. Fine 7d rate cover (repaired back tear) \$200
- (o) 1901 Jan 12 **1d White Terrace E3a** Woodville to Cheshire, England, backstamps Napier RPO 12 Jan 01, Altrincham 25 Feb 01 \$40
- (p) 1901 Jan 24 **1d White Terrace E3a** Masterton to Mangaweka, backstamps RPO Wellington 25 Jan 01, Mangaweka 25 Jan 01 \$50
- (q) 1901 **1d White Terrace imprinted envelope** mint, cut down at left \$30
- (r) 1901 Feb 18 **2½d Lake Wakatipu E8b** Auckland to Michigan, USA, backstamp Battle Creek, Mich., USA flag machine cancel 22 March 01 \$50
- (s) 1901 Apr 11 **1½d Boer War E4a on 1d red QV embossed envelope** Otaki to France, Via Fico, backstamps RPO 11 Apr 01, Lyon, France May 01. The shade of the stamp is an intermediate one, approaching brown \$150
- (t) 1901 Apr 24 **2d Pembroke Peak E6a, ½d Mt Cook green F1a** Dunedin to Penn., USA, backstamps 1 June 01 San Francisco machine cancel, Bethlehem, PA, 6 June 01, Received frank \$50
- (u) 1901 Sept 10 **2d Pembroke Peak E6a** Strathmore to Sydney, Australia, backstamps Stratford 10 Sept 01, Hawera 11 Sep 01, Wellington NZ flag machine postmark 12 Sep 01, Sydney 20 Sep 01 – nice route markings \$35
- (v) 1901 Oct 8 **1½d Boer War E4a, 1d Universal G2a** Dunedin to Conn., USA, backstamps Nov 01 Paid All USA, 9 Nov 01 Stamford, Conn., USA Received – Includes original letter \$50
- (w) 1901 Oct 21 **2d Pembroke Peak E6a** Whangarei to Sydney, Australia, backstamps 22 Oct 01 Auckland, 31 Oct 01, Sydney \$40
- (x) 1902 July 16 **2½d Lake Wakatipu E8b** Wellington to New York, USA, via San Francisco, backstamp 9 Aug 02 New York \$75
- (y) 1903 Aug 10, **2d Pembroke Peak E6a, pair 1d Universal G5a** Hokitika Registered to Tasmania, Australia, Hokitika R Registered n red, backstamps Christchurch octagonal 12 Aug 03, Hobart, Tasmania 24 Aug 03, plus Hobart receipt tape \$25
- (z) 1903 May 8, **1½d Boer War E4a x 3, ½d Mt Cook green F4b**, Auckland Registered to Prince Edward Island, Canada, Auckland R Registered in red, backstamps 30 May 03 Windsor, Canada, 2 June 03 Montreal, 3 June 03 Halifax RPO, 5 Jun 03 Charlottetown, P.E.I., Canada – nice route markings \$200

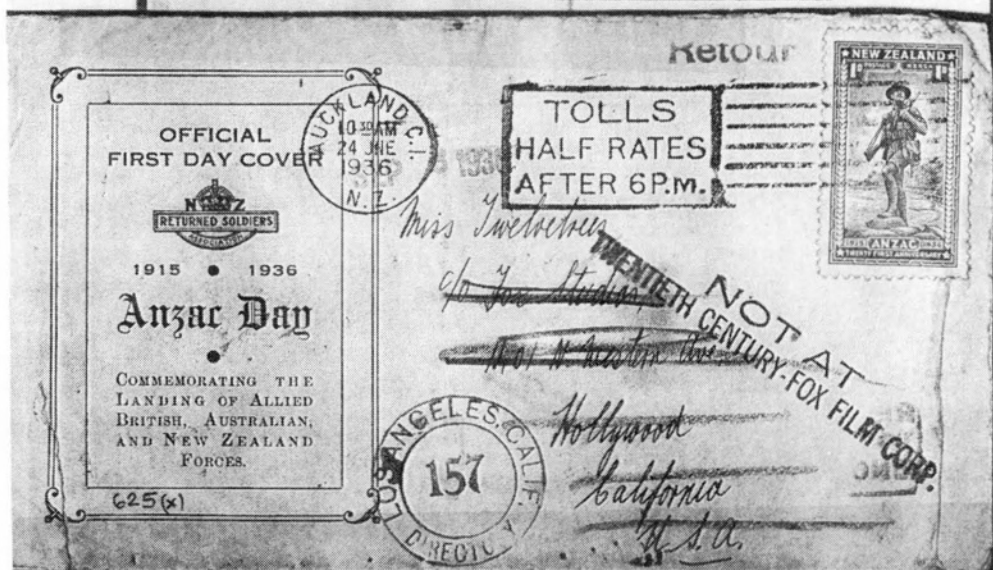
- 624 (a) 1903 May 23, **3d Huias E9c, 1d Universal G5a** Wanganui Registered to Dunedin, Wanganui R Registered in blue, backstamps 23 May 03 Travelling PO Inwards Wellington Wanganui, 24 May 03 Dunedin \$75
- (b) 1903 Sept 19 **5d Otira Gorge E13b** Masterton to Dunedin, Masterton R Registered in mauve, backstamps 21 Sept 03 Christchurch octagonal, 22 Sept 03 Dunedin \$100
- (c) 1903 Sept **5d Otira Gorge E13c** Christchurch Registered to Prince Edward Island, Canada, Christchurch R Registered in red, backstamps 30 Oct 03 Windsor, 6 Oct 03 Montreal, 7 Oct 03 Charlottetown, P.E.I, Canada \$100
- (d) 1904 May 19 **1½d Boer War E4a on ½d green EVII part Newspaper wrapper** Wellington to Eastbourne, England 20 June 04 \$40
- (e) 1904 Aug 23 **3d Huias E9c** Ormond to Tasmania, Australia, backstamps 23 Aug 04 Gisborne, 25 Aug 04 Travg PO Napier, 2 Sept 04 Hobart, Tasmania \$75
- (f) 1905 March 6 **2½d Lake Wakatipu E8b** Dunedin to New York, USA \$60
- (g) 1908 March 14 **2d Pembroke Peak E6b on 1d red EVII embossed envelope**, Oxford Registered to Dunedin, Oxford Registration label, backstamp 15 March 08 Dunedin \$95
- (h) 1908 April **3d Huias reduced E10a** Stafford Registered to Hokitika, Stafford Registration label, backstamp 20 Apr 08 Hokitika \$150
- (i) 1908 May 11 **3d Huias reduced E10a** Stafford Registered to Hokitika, Stafford Registration label, backstamp 11 May 08 Hokitika \$150
- (j) 1909 May 3 **3d Huias reduced E10c** Stafford Registered to Hokitika, Stratford Registration label \$150
- (k) 1909 May 15 **3d Huias reduced E10c** Te Aro Registered to Dunedin. Te Aro Registration label, backstamps 15 May 09 Wellington, 17 May 09 Dunedin \$100
- (l) 1911 Sept 28 **2½d Lake Wakatipu E8d, ½d KEVII H1a** Pahiatua Registered to Dunedin, Pahiatui Registration label, backstamps 29 Sept 11 Wellington, 30 Sept 11 Dunedin \$100
- (m) 1911 Oct **3d Christchurch Exhibition S3a** Christchurch Registered to Snowdon, Canterbury, High Street (B.O.) Christchurch Registration label \$350
- (n) 1922 Nov **2d overprint Victory S12a** to Opotiki, stained and crumpled \$1
- (o) 1925 Aug 20 **½d on 1½d brown KGV postcard**, Matakana to Auckland \$5
- (p) 1926 Apr 16 **½d, 1d, 4d Dunedin Exhibition set S17a/c** Dunedin Exhibition to Wellington, clean cover \$165
- (q) 1926 **1d Field Marshal K15a** to Dargaville, unusual dumb cancellation (somewhat suspect?) \$1



623(e)



624(m)



OFFICIAL
FIRST DAY COVER



1915 • 1936

Anzac Day

COMMEMORATING THE
LANDING OF ALLIED
BRITISH, AUSTRALIAN,
AND NEW ZEALAND
FORCES.

625(x)



TOLLS
HALF RATES
AFTER 6 P.M.



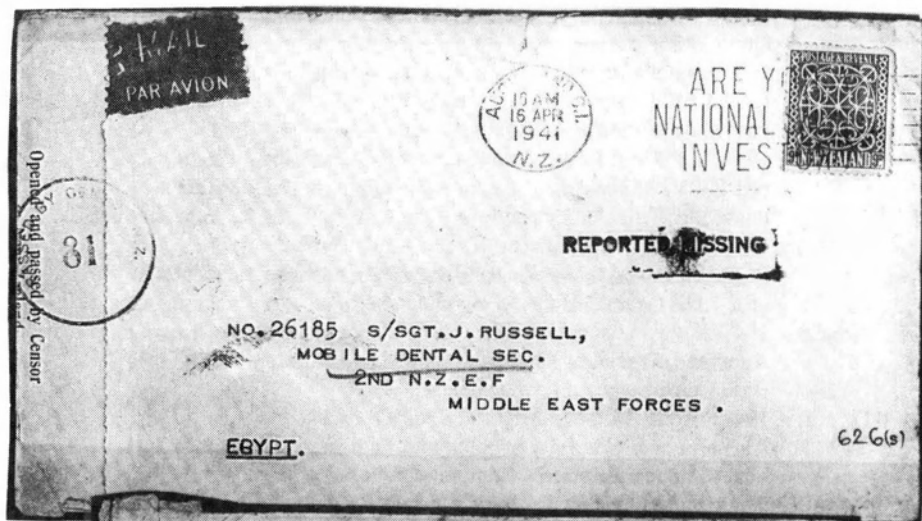
RETOUR

NOT AT
TWENTIETH CENTURY-FOX FILM CORP.

	(r)	1927 May 20 ½d green KGV K13e Kawau Island to Auckland, on Mansion House illustrated commemorative envelope	\$5
	(s)	1927 Apr 27 12/6d longtype Fiscal Z13c , Stamp Duties Dept Auckland on complete document Share Transfer, signed and witnessed 8 April 1927	\$40
	(t)	1927 Sept 16 12/6d longtype Fiscal Z13c , Stamp Duties Dept Auckland on complete document Guardian Trust Will, signed and witnessed 13 Sept 1927	\$40
	(u)	1931 March 26 ½d green KGV K13f on ½d green KGV postcard Matamata to Auckland, poor condition	50c
	(v)	1931 May 20 ½d green KGV K13f on ½d green KGV postcard Clevedon to Auckland	\$1
	(w)	1931 March 9 1d Field Marshal K15a on 1d red KGV lettercard Cambridge to Auckland	\$1
	(x)	1931 March 9 1d Field Marshal K15a on 1d red KGV letterhead Ramarama to Auckland	\$1
	(y)	1932 Jan 24 strip of three 2d yellow KGV K18e Kawau Island Registered to Auckland, Registration label dated manuscript 22/1/32	\$1
	(z)	1932 July 7 1d Field Marshal K15a Pokeno to Auckland	\$1
625	(a)	1932 Nov 18 ½d Official KGV KO13f Auckland local on NZ Railways District Traffic Manager postcard	\$5
	(b)	1932 Dec 21 1d Field Marshal K15a, 3d Air V1a Greytown Airmail to Auckland 24 Dec 32, cachet Special Christmas Mail 24 Dec 1932 by air from Wellington, toning	\$20
	(c)	1932 April 20 6d KGV K8a Ngaruawhia registered to Auckland, torn cover, unusual later shade	\$5
	(d)	1934 April 10 7d Air V3a Auckland Airmail to Sydney 14 Apr 34 postmarking pair 1d green KGV Australia to Kaitaia 14 Apr 34 to Newton, Auckland, cachet Trans-Tasman Faith in Australia Apr 1934	\$20
	(e)	1934 June 26 3d, 7d Air V1a, 3a Otahuhu Airmail to Sydney 2 July 34 postmarking pair 1d green KGV Australia to Kaitaia 2 July 34 to Wellington 9 July 34 to Auckland, cachet Trans-Tasman Faith in Australia Jun 1934	\$35
	(f)	1934 7d Trans-Tasman Airmail overprint V5a on AirMail envelope (Cat \$100), dumb cancellation (doubtful?)	\$50
	(g)	1934 7d Trans-Tasman Airmail overprint V5a , 2 x 1d green KGV Australia on Airmail envelope (Cat \$101), dumb cancellations (suspect?)	\$50
	(h)	1935 May 1 ½d Fantail, 2½d Mt Cook L1a, L5a Auckland to Newton	\$20
	(i)	1935 ½d Fantail postcard mint	\$5
	(j)	1935 May 1 1d Kiwi L2a Kaikoura to Auckland	\$1
	(k)	1935 May 1 1d Kiwi L2a Paeroa to Auckland	\$1

	(l)	1935 May 1 1d Kiwi, 1½d Maori Cooking, 4d Mitre Peak L2a, L3a, L7a Auckland to Newton	\$10
	(m)	1935 May 1 2d Whare L4a on parcel piece Paeroa to Auckland	\$1
	(n)	1935 May 1 2d Whare, 5d Swordfish L4a, L8a Auckland to Newton	\$20
	(o)	1935 May 1 3d Maori Girl, 9d Panel L6a, L11a Auckland to Newton	\$10
	(p)	1935 May 2 ½d Fantail L1a New Lynn to Newton, printed papers rate	\$10
	(q)	1935 May 2 1d Kiwi L2a Masterton to Auckland	\$5
	(r)	1935 May 7 Silver Jubilee set S18a/c Newton local	\$75
	(s)	1935 May 10 Silver Jubilee set S18a/c Timaru local	\$65
	(t)	1935 May 13 2d Whare L4a, 3 x 7d Air V3a, 1d, 3d Air V6a/b Newton to London to Auckland, Airmail Jubilee flight	\$50
	(u)	1935 May 17 6d Jubilee S18c, 1d, 3d, 6d x 2 Air V6a/c Wellington to London, Airmail Jubilee flight	\$60
	(v)	1935 ½d, 1d Jubilee S18a/b on Airmail Jubilee flight cover	\$1
	(w)	1936 June 4 1½d Maori Cooking L3a Auckland local	\$5
	(x)	1936 June 24 1d ANZAC S19b on well travelled returned mail item. Auckland to Miss Twelvetees, Fox Studios, Hollywood, California, USA, cachet Not At Twentieth Century Fox Film Corp.; Retour; Los Angeles Directory, 3 Sept 1936. On reverse: 3 Aug 36 Los Angeles Gen Del; 8 Aug 36 Los Angeles Gen Del; to China! three Shanghai postmarks two black, one orange; 16 Sept green Los Angeles Return Unclaimed; Non Reclame; Unclaimed; 23 Nov 36 Dead Letter Office Wellington. Fascinating multicoloured route markings	\$250
	(y)	1936 Oct 1 Chamber of Commerce set S20a/4a on 1d red KGV embossed envelope, Registered Wellington to Tasmania, Australia, backstamp Hobart, Tasmania 7 Oct 36. Fine cover	\$40
	(z)	1936 Oct 1 2½d Commerce S22a Wellington Commerce Conference postmark to Auckland	\$8
626	(a)	1936 Oct 1 6d Commerce S24a Wellington Commerce Conference postmark to Auckland	\$8
	(b)	1936 Oct 6 Chamber of Commerce set S20a/4a on piece Wellington Commerce Conference postmark to Wellington	\$25
	(c)	1936 Chamber of Commerce set S20a/4a overprinted SPECIMEN serifed violet handstamp on piece, with green audit tick at right. Believed to be from the UPU collection received in Bechuanaland and returned to London in 1937	\$125
	(d)	1936 Nov 9 Health Lifebuoy T8a Tauranga to Auckland commercial usage	\$1
	(e)	1937 May 11 4d Mitre Peak printed registered Envelope Christchurch to Wanganui	\$5

- (f) 1937 Dec 23 **pair 2/- Capt Cook L13c, 6d Air V6c** Dominion Road, Auckland Airmail to Canada, NZ – USA first Airmail Dec 1937, backstamp San Francisco 6 Jan 38 \$20
- (g) 1937 Dec 29 **6 x 3d Maori Girl, 2/- Capt Cook L6b, L13c** Dominion Road, Auckland Airmail to Hawaii per Samoan Clipper. NZ-USA first Airmail Dec 1937, backstamp Honolulu 3 Jan 38 \$20
- (h) 1937 Dec 24 **2/- Capt Cook L13c, 6d Coronation S25c, block of four 6d Air V6c** Newton Airmail to Salt Lake City, Utah, USA, NZ-USA first Airmail Dec 1937, backstamp San Francisco 6 Jan 38 \$20
- (i) 1938 A Round the World Airmail cover Per China Clipper, bearing stamps from Canada, GB, Australia and New Zealand and postmarks Auckland; Brisbane, Australia 1 Aug 38; Bristol, England 13 Aug 38; Sarnia, Ont., Canada 29 Aug 38; Victoria, Hong Kong 8 Sept 38 \$20
- (j) 1938 A Round the World Airmail cover Per Phillippine Clipper, bearing GB, USA and New Zealand stamps and postmarks Auckland; Bristol, England 19 Aug 38; San Francisco, USA 19 Sept 38, and on reverse cinderella 1939/40 NZ Centennial Exhibition Wellington \$20
- (k) 1939 Sept 9 **Fiji ½d green, 1½d red KGV1** from Grand Pacific Hotel Suva Fiji Airmail to Auckland 10 Sept 39, manuscript First Airmail Suva – Auckland. 1939 7-10 Sept Auckland – Suva, Fiji Survey Flight ZK-AMA Aotearoa and return. Nice flight cover \$75
- (l) 1939 Dec 18 **1d red KGV1 M2a** Auckland, overstamp four x 1d red KGV1 M2a Wellington Centennial Exhibition 27 Dec 39 and posted at top of tower cachet, on piece \$2
- (m) 1940 Jan 3 **1½d, 2½d, 3d, 4d, 5d, 6d, 7d, 9d, 1/- Centennial S28, 30-36, 38a** on 1d red KGV1 embossed envelope Rotorua to Auckland, backstamp Titirangi 4 Jan 40 \$40
- (n) 1940 Jan 2 **1d Centennial S27a** Auckland to Newton \$1
- (o) 1940 Feb 14 **1d Centennial S27a** Auckland local, on postcard car lubrication services \$5
- (p) 1940 April 27 **6d, 1/- Centennial S34, 38a** Auckland Airmail flight cover to 2nd NZEF Egypt, cachet NZ Australia-England through airmail service Inaugural Flight 1940, Opened and passed by Censor in NZ tape and cachet – excellent item \$100
- (q) 1940 April 30 **1½d, 2½d Centennial S28, 30a** Wellington Centennial Exhibition to Ngaio, plus posted at top of tower cachet \$2
- (r) 1941 April 10 **2d Centennial S29a** Upper Hutt to Auckland on YMCA OAS envelope 50c



- (s) 1941 April 16 **9d panel L11c** Airmail Auckland to Mobile Dental Sec. 2nd NZEF MEF Egypt. Opened and passed by Censor in New Zealand tape and cachet. Straight line handstamp REPORTED MISSING and Return to Sender. Most interesting Wartime cover \$200
- (t) 1941 May 20 **4d Mitre Peak L7b, 5d Swordfish L8c** Airmail NZ FPO Egypt to Auckland, Passed by Unit Censor cachet \$10
- (ta) Ditto as above, but 4d stamp **is major re-entry LV7c R3/8** double re-entry right side mountain from the unnumbered centre plate \$25
- (u) 1941 June 6 **9d panel L11c** Airmail Egypt Postage Prepaid to Auckland, Passed by Unit Censor cachet \$10
- (v) 1941 June 27 **2d Whare L4b, 6d Harvesting L9b, 1d red KGVI M2a** Egypt Postage Prepaid to Auckland, Passed by Unit Censor cachet \$10
- (w) 1941 June 29 **2d Whare L4b, 6d Harvesting L9b, 1d red KGVI M2a** Airmail Egypt Postage Prepaid to Auckland, Passed by Unit Censor cachet \$10
- (x) 1941 July 4 and 12 **2d Whare L4b, 6d Harvesting L9b, 1d red KGVI M2a** Airmail Egypt Postage Prepaid to Auckland, Passed by Unit Censor cachet each \$10
- (y) 1941 July 25 **strip of three 1/- Tui L12b** Airmail Egypt Postage Prepaid to Auckland, Passed by Unit Censor cachet, on 2nd NZ General Hospital envelope \$20
- (z) 1941 August unstamped OAS MFO KW9 envelope to Auckland, Passed by Censor crowned cachet, Examined by Base Censor tape and two cachets \$25
- 627 (a) 1941 August 14 **Ceylon KGVI 25c, R1 stamp** on OAS Airmail cover Columbo to Auckland, Censored signature boxed cachet, plus two Ceylon cinderellas War Purposes Contribution Ceylon 5c Help Freedom's Fight and tied Ceylon War Purposes Contribution 10c Help Fight for Democracy. Excellent cover \$500
- (b) 1941 August 28 **9d panel reduced L11d** Egypt Postage Prepaid on OAS preprinted Airmail envelope to Auckland, Passed by Unit Censor cachet \$75
- (c) 1941 Sept 16 **9d panel reduced L11d** Egypt Postage Prepaid on OAS preprinted Airmail envelope to Auckland, Passed by Unit Censor cachet \$75
- (d) 1941 Sept 22 **9d panel reduced L11d** Egypt Postage Prepaid on Airmail YMCA OAS envelope to Auckland, received 6 Oct 41, Passed by Unit Censor cachet \$100
- (e) 1941 Nov 11 **5d Centennial S33a** Egypt Postage Prepaid on Airmail OAS large envelope to Auckland, Passed by Unit Censor cachet \$10

- (f) 1941 Nov 18 **9d panel reduced L11e** Egypt Postage Prepaid on Airmail OAS preprinted envelope to Auckland, Passed by Unit Censor cachet and Deputy Chief Field Censor cachet \$25
- (g) 1941 Dec 18 **strip of three 3d Maori Girl L6b** Egypt Postage Prepaid on Airmail OAS preprinted envelope to Auckland, Passed by Unit Censor cachet \$25
- (h) 1941 **2d Whare p.14 x 15 L4d, 3d blue KGV1 M7c and stamp removed: manuscript. Recd at 4BAPO with stamp missing 13/3/42.** Auckland Airmail to Med Bty, Med Reg RN, MEF, Opened by Censor in New Zealand tape and cachet, numerous markings and handstamps: Not RABO, Not Med Bty RA, possibly RSM, Not 2 NZEF Middle East, Untraceable and Echelon, Return to Sender, on reverse Base Post Office 21 Jan 42, Base Office 3 March 42, Checked, Return to Sender \$250
- (i) 1942 Apr 15 **2d Whare L4f** Wellington to Auckland \$1
- (j) 1942 Apr 21 unstamped envelope Egypt Postage Prepaid to Auckland, crowned Passed by Censor cachet, forwarded to Otahuhu \$20
- (k) 1942 Sept 27 unstamped envelope OAS NZ FPO4 to Auckland, crowned Passed by Censor cachet \$40
- (l) 1942 Oct 2 **health swing set T14a/b** Otahuhu local \$5
- (m) 1942 Oct 14 unstamped Church Army NPFB OAS NZ FPO4 to Auckland, crowned Passed by Censor cachet \$30
- (n) 1942 Dec 22 unstamped Church Army NPFB OAS NZ FPO4 to Auckland, crowned Passed by Censor cachet and Deputy Chief Field Censor cachet \$50
- (o) 1943 **NZ Airmail Lettercard stamped 6d Harvesting L9e** mint, unused \$5
- (p) 1943 Mar 10 unstamped Church Army NPFB OAS NZ FPO4 to Auckland, crowned Passed by Censor cachet \$30
- (q) 1943 Aug 25 **2d Whare L4f** Auckland local on Airmail OAS envelope, forwarded to Helensville 26 Aug 43 \$2
- (r) 1943 Aug 28 **East Africa Forces British Occupation of Somalia 1d, 2d, 2½d, 3d, 5d, 6d, 9d, 1/- GB overprinted EAF** Mogadishu Registered Airmail to Bombay India, private cachet of MF Meghji, Italian Somalia. Very interesting item \$400
- (s) 1945 July 4-6 **Worker's Holiday Card stamped 3 x 2d Whare L4f, 26 x 1d green KGV1 M2d** Employment commenced 4 July – and terminated 6 July (!) – 2/8d, interesting piece of social history \$20
- (t) 1946 April 1 **2d Whare L4f, 4d Peace S44a** Ohakune Junction Registered to Auckland, Ohakune Junction registration label, backstamp Newton 2 April 46 \$5
- (u) 1947 May 22 **pair 3d Peace S43a** Auckland East Registered to Auckland, Auckland East registration label, backstamp Newton 23 May 47 \$5

- (v) 1948 Feb 23 **Otago set S50/3a** Palmerston North to Brisbane, Australia Airmail \$5
- (w) 1950 Nov 20 **Canterbury set S54/8a** Christchurch Exhibition local \$5

To New Zealand lots:

- 628 (a) **from Australia:** 12 items 1911-1982 including 2d Victoria to Invercargill, 1934 flight to New Guinea Airmail, 1947 Newcastle set and Exhibition souvenir sheet tied \$50
- (b) **from Canada:** 19 items 1958-1973 including Niagara Falls souvenir, coin cover 25c Mounties \$5
- (c) **from Dutch East Indies:** 6 items 1936-1941 including Java Salvation Army issue to Christchurch, several flight covers with cachets, 1941 Airmail cover twice Censored, once in Dutch East Indies censor tape and different cachets, once in New Zealand opened tape and cachets to Christchurch \$25
- (d) **from Fiji:** 5 items 1944-1968 including Suva to Christchurch, Labasa to Wanganui, Lions Club Suva cover (Cat \$33) \$15
- (e) **from Great Britain:** 6 items 1930-1953 including 1930 Registered Postage Due cover, 1940 stamps centenary set Registered to Christchurch, 1953 Coronation Registered to Wanganui, some fine covers \$60
- (f) **from Niue:** 5 items including 1937 Coronation Registered, 1967 definitive overprints to Otorohonga \$6
- (g) **from South Africa:** 9 items 1927-1952 including 1927 East London Stamp Exhibition 1½d brown tete-beche pair, 1934 flight postcard plus 1934 Christmas 1d Children's Charity cinderella, etc. \$50
- (h) **from Southern Rhodesia:** 3 items 1937-1940 including Registered Salisbury 1937 Coronation to Christchurch, etc., (Cat \$75) \$35
- (i) **from Sweden:** 24 items 1936-1952 all Registered to Christchurch, bewildering array of Swedish stamps! Must be a good price @ \$45
- (j) **from United States:** 32 items 1907-1997, including 1944 USAPS Infantry Regt., 1960 Antarctica South Pole Station to Kohukohu, etc., etc., (Cat \$168.50) \$60

- 610 (a) **1940 CENTENNIAL OF BRITISH SOVEREIGNTY**
- | | | | |
|---|---------------------------|-----|--------|
| S26/38a ½d – 1/- set (14v) | (Cat \$119) | UHM | \$99 |
| S26/38a ditto | (Cat \$55.85) | LHM | \$46 |
| S26/38a ditto | (Cat \$39.55) | FU | \$32 |
| S26/38a ditto | | FCU | \$20 |
| (b) S26a ½d Maori Landing | selvedge block of four | UHM | \$4.75 |
| (c) “ | plate block 1T (Cat \$12) | HM | \$5 |
| (d) “ | plate block 2T | UHM | \$12 |
| (e) “ | plate block 2L | UHM | \$12 |
| (f) “ | block of four | U | \$1.50 |
| (g) “ | used plate block 2T | U | \$5 |

611	(a)	S27a 1d Capt Cook	selvedge block of four	UHM	\$4.75
	(b)	“	plate block B2	UHM	\$10
	(c)	“	plate block H2	LHM	\$8
	(d)	“	plate block J3	UHM	\$12.50
	(e)	“	block of four	U	\$1.50
	(f)	S28a 1½d Five Sovereigns	selvedge block of four	UHM	\$4.75
	(g)	S28a(z) plate A1 flaw R1/1 mauve line above left 1½d		UHM	\$6
	(h)	“	plate block A1	UHM	\$10
	(i)	“	plate block A2	LHM	\$8
	(j)	“	plate block C1	LHM	\$8
	(k)	“	plate block C2	LHM	\$8
	(l)	“	block of four	U	\$2
	(m)	“	used plate block A1	U	\$10
612	(a)	S29a 2d Abel Tasman	selvedge block of four	UHM	\$4.75
	(b)	“	plate block G10	LHM	\$10
	(c)	“	block of four	U	\$1.50
	(d)	“	selvedge Registered block of four	U	\$2.50
	(e)	S30a 2½d Treaty of Waitangi	selvedge block of four	UHM	\$4.75
	(f)	“	plate block A1	UHM	\$12
	(g)	“	block of four	U	\$4
613	(a)	S31a 3d Petone Beach	selvedge block of four	UHM	\$30
	(b)	“	block of four	U	\$2.50
	(c)	S32a 4d Transport	block of four	UHM	\$35
	(d)	“	plate block A1	UHM	\$60
	(e)	S33a 5d HMS Britomart	selvedge block of four	UHM	\$30
	(f)	“	plate block A1	UHM	\$40
	(g)	“	block of four	U	\$20
614	(a)	S34a 6d ship Dunedin	selvedge block of four	UHM	\$40
	(b)	“	plate block A1	UHM	\$75
	(c)	“	block of four	U	\$4
	(d)	S35a 7d Maori Council	selvedge block of four	UHM	\$28
	(e)	“	plate block A1	UHM	\$40
	(f)	“	block of four	U	\$60
	(g)	“	used plate block A1	U	\$75
	(h)	S35b 8d Maori Council	block of four	UHM	\$50
	(i)	“	top selvedge pair minor reentry	UHM	\$28
	(j)	“	block of four	U	\$20
	(k)	“	used plate block A1	U	\$35
615	(a)	S36a 9d Gold Mining	selvedge block of four	UHM	\$60
	(b)	“	plate block B1	LHM	\$70
	(c)	“	block of four	U	\$35
	(d)	“	used plate block A1	U	\$65
	(e)	S37a 10d surcharge	selvedge block of four	UHM	\$2
	(f)	S37a(z) plate A1 flaw R1/1 mauve line above left 1½d		UHM	\$2.50
	(g)	“	plate block A2	UHM	\$10
	(h)	“	plate block C2	UHM	\$10
	(i)	“	block of four	U	\$7.50
	(j)	“	used plate block C2, some toning (Cat \$32)	U	\$8
616	(a)	S38a 1/- Kauri Tane Mahuta	selvedge block of four	UHM	\$155

	(b)	“	block of four	U	\$25
	(c)	“	used plate block A1 block of eight	U	\$125
	(d)	“	used plate strip of four A1	U	\$95
617	(a)	Covers: First Day Cover set twelve stamps on six covers FDC			\$100
	(b)	27 Feb 1940 ½d, 1d, 3d, 5d, 7d, 9d used Centennial Exhibition, Registered Centennial Exhibition to Cape Town, South Africa, Tidy cover			\$50
	(c)	6 Feb 1940 2½d on Russell commemorative cover postmarked Russell 1840 Centennial			\$1
	(d)	15 July 1941 3d Gardens Dunedin to Auckland			\$1
	(e)	26 March 1942 1½d pair Dunedin to Auckland, redirected Remuera 28 March 1942			\$2
	(f)	5 July 1942 1½d pair Dunedin to Auckland, redirected Ellerslie 8 July 1942			\$2
	(g)	16 May 1940 2d Henderson to Chunking, China . Opened and passed by Censor in New Zealand plus Censor 21 handstamp, underfranked 2d To Pay cachet, altered manuscript to 20, Chinese T cachet plus Chinese characters handstamp and manuscript markings, China arrival backstamp. Very Interesting Cover			\$250
618	(a)	SO26a/38a ½d – 1/- (11v) Officials Set (Cat \$300.50) UHM			\$250
		SO26a/38a	“ (Cat \$147.50) LHM		\$120
		SO26a/38a	“ (Cat \$ 78.60) FU		\$64
		SO26a/38a	“ FCU		\$39
	(b)	SO26a ½d Official selvedge block of four			UHM \$15
	(c)	SO26a(z) R1/10 joined ffs pair			UHM \$75
	(d)	SO26a	block of four	U	\$18
	(e)	“	used plate block 1L	U	\$23
	(f)	SO26a(z) R1/10 joined ffs pair			U \$75
		“	single	U	\$45
	(g)	SO27a 1d Official block of four			UHM \$20
	(h)	“	plate block A1	UHM	\$25
	(i)	SO27a(z) R1/10 joined ffs pair			UHM \$60
	(j)	SO27a	block of four	U	\$3
	(k)	“	corner selvedge block of four	U	\$4
	(l)	“	used plate block J5	U	\$20
619	(a)	SO28a 1½d Official block of four			UHM \$17.50
	(b)	SO28a(z) plate A1 flaw R1/1 mauve line above left 1½d			UHM \$22.50
	(c)	SO28a	plate block A1	UHM	\$30
	(d)	“	block of four	U	\$25
	(e)	SO29a 2d Official selvedge block of four			UHM \$30
	(f)	“	plate block A1	LHM	\$30
	(g)	“	plate block A2	LHM	\$30
	(h)	“	plate block B1	LHM	\$30
	(i)	“	plate block B2	LHM	\$30
	(j)	SO29a(z) R1/10 joined ffs pair			UHM \$75
	(k)	SO29a	block of four	U	\$5
	(l)	SO29a(z) R1/10 joined ffs pair			U \$70
		“	single	U	\$35
620	(a)	SO30a 2½d Official selvedge block of four			UHM \$22
	(b)	SO30a(z) R4/3 joined ffs strip of three			UHM \$75

	(c)	SO30a	block of four	U	\$25
	(d)	"	used plate pair A1	U	\$18
	(e)	SO31a 3d Official	plate A1 pair	LHM	\$30
	(f)	"	plate B1 pair	UHM	\$34
	(g)	SO31a(y)	R1/10 joined ffs pair	UHM	\$75
	(h)	SO31a	block of four	U	\$10
	(i)	SO31a(z)	dull brown red overprint	U	\$4
621	(a)	SO32a 4d Official	block of four	UHM	\$175
	(b)	"	plate block A1	LHM	\$300
	(c)			HM	\$250
	(d)	SO32a(z)	R1/10 joined ffs pair	UHM	\$225
		"	" single	LHM	\$100
	(e)	SO34a 6d Official	selvedge block of four	UHM	\$160
	(f)	"	plate block A1	LHM	\$310
	(g)	SO34a(z)	R1/10 joined ffs pair	UHM	\$120
	(h)	SO34a	block of four	U	\$30
622	(a)	SO35b 8d Official	selvedge block of four	UHM	\$160
	(b)	"	block of four	U	\$80
	(c)	SO36a 9d Official	selvedge block of four	UHM	\$100
	(d)	"	plate block A1	LHM	\$120
	(e)	"	block of four	U	\$50
	(f)	"	Used plate block A1	U	\$80
	(g)	SO38a 1/- Official		UHM	\$110
	(h)	"	block of four	U	\$75

RECENT PURCHASES

200	(a)	D2m 1d SSF p.10x11 postmarked Kaurihohore. This is an error of spelling which should be Kaurihohori	U	\$50
	(b)	D2p 1d SSF p.11 block of six bottom left pane R8/1-8/2 to R10/1-10/2, including R9/2 D2p(u) screwdriver flaw. A nice used block, one stamp damaged, most unusual to find one of the die 3 flaws in a block	U	\$31.50
	(c)	D3i(x) 2d SSF p.10 x 11 substituted electro (Cat \$22)	U	\$20
	(d)	D3k 2d SSF p.11 postmarked Kyeburn Diggings 29 Aug 1898	U	\$15
	(e)	D4h 2½d SSF p.10 x 11 postmarked Peep-O'-Day 26 April 1898 – so named in the late 1800s, because a bush clearing at this spot allowed travellers literally to catch a "peep of day" through the overhanging foliage. One of our favourite NZ postmarks	U	\$20
	(f)	D10c 1/- SSF postmarked NZ in bars as illustrated Royal Volume VII page 295	U	\$25
201	(a)	E9c 3d Huia p.11 wmkd: EV9b R1/10 plate variety doubling of right frame lines inner and outer, in top selvedge single	U	\$10
	(b)	E9c(w) 3d Huia imperf at top	U	\$25
	(c)	EO14g 1907 6d Kiwi Official Immaculate pair in bright carmine-pink shade, absolutely perfect centring, pristine unhinged mint. A brilliant pair of Officials	UHM	\$1,500

1898 Pictorials – Plate Varieties

We recently acquired one of each of the seven listed plate varieties of the 4d Lake Taupo 1898 Pictorial. The stamp is the 1902 E12b printing, perf 11, watermarked paper. Each plate variety is in a positional block or piece in very fine superb unhunged mint condition.

- 701 (a) **EV12a R1/3** in a top selvage block of four. Most of the top third of the frame design is duplicated. The doubling of the top frame line left is readily seen. UHM \$140
- (b) **EV12b R8/10** in a lower right selvage corner block of four. A line through the top of the letters 'ZEA' of 'ZEALAND' readily seen. UHM \$140
- (c) **EV12c R3/5** in a block of four. Doubling of two palm leaves in the top palm head and in shading lines to right and left. UHM \$140
- (d) **EV12d R7/1** in a left selvage block of four. Horizontal lines above the highest heavily shaded peak doubled. UHM \$140
- (e) **Note below EV12d R1/1** in a top left corner selvage vertical strip of three. Leaves doubled. UHM \$105
- (f) **Note below EV12d R8/1** in a lower left corner selvage horizontal strip of three. Horizontal lines high above top palm head doubled. UHM \$105
- (g) **Note below EV12d R2/2** in a top selvage vertical strip of three. A prominent blue flaw appears in the top right scroll. UHM \$105

Cinderella Corner

- 920 (a) 1906 Christchurch Exhibition labels: No.3 Kiwi, used with Tasmania, Australia postmark. U \$25
- (b) Ditto No. 5 Tui. \$10
- (c) 1914/18 Auckland Provincial Wounded Fund ½d. \$10
- (d) 1925 3d brown KGV K19c FINE PAID. U \$20
- (e) NZ ½d Postage Permit Paid Te Aro. \$5
- (f) 1938/41 accumulation of Employment and Social Security stamps 1d – 5/- (16v). \$10
- (g) 1939/40 NZ Centennial Exhibition, Wellington. \$10
- (h) 1940 NZ Centennial Philatelic Exhibition sheetlet of twelve poster stamps. \$40
- (i) 1939/45 For King and Empire. \$5
- (j) Ditto vertical pair, including selvage marking "postage stamps. Use". \$10
- (k) Ditto horizontal strip of four. \$15
- (l) 193? Let's stop these drownings This Flag means the marked area is safe for swimming. \$20
- (m) Ditto Ditto Fun – but it can be dangerous, fine used. \$20
- (n) 1938 South Island Travel Association pair Nelson and Invercargill. \$10
- (o) 1961 NZ National Philatelic Exhibition set of four souvenir sheets. \$12
- (p) TB stickers 1962 candle and 1966 Santa. \$2

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Published by CAMPBELL PATERSON LTD, Auckland New Zealand. Subscriptions NZ\$45.00. ISSN 1172-0166

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