

CAMPBELL



PATERSON

NEWSLETTER

FOR COLLECTORS OF NEW ZEALAND STAMPS

VOLUME 53 NUMBER 03, OCTOBER 2001



Mr W Fricker, House Painter, Pigeon Fancier
and Originator of The Great Barrier Pigeongram
Agency (C1900) see lot 750(a)

CP'S NEW ZEALAND STAMPS - WELCOME TO OUR TRADITION

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The Universal Postal Union (UPU)

by Warwick Paterson

In the face of increased use of global electronic communications the UPU seeks to represent all countries – including underdeveloped countries – in securing a universal, physical mail service.

It's hard to talk of the UPU in anything but superlatives, mainly because – although it keeps a relatively low profile – it does seek to consolidate its global reach, serving humankind in general. There are few organisations which have succeeded as well on such a global scale but about which relatively little is known.

Recently in the "Forefront" magazine of Transend, New Zealand Post's international consultancy arm, a good summary was published of the UPU in the modern age, its purposes and influence.

The UPU was established in 1874 and to this day the postal administrations of its 189 member countries form the largest physical distribution network in the world. More than six million postal employees work in over 700,000 postal outlets all over the world to process and deliver some 430 billion mail items each year. Universal Postal Congress is the supreme authority of the UPU and meets every five years. The subsidiary bodies ensure continuity of the Union's work and study regulatory, administrative, legislative and legal issues of interest to the Union. Other features dealt with are the commercial, economic and operational aspects of international postal services. The headquarters are situated in Berne and the UPU became a specialised agency of the United Nations in 1948.

The UPU, like all multi-national organisations, has to deal with vast changes in the demands made on it and on physical mail distribution every year and among its challenges are globalisation, higher customer expectations, increased competition and progress in new communications technology. Competition rears its head and not only between public and private postal operators (c.f. New Zealand) but among the public operators themselves. The problem of remaining relevant is heightened by the establishment of multinational postal organisations and alliances – the UPU now has to review its mission and role and reshape its structures.

As an inter-governmental organisation UPU's brief is no less than to ensure that all customers are able to send and receive goods and messages to and from any point in the world. If you think about it, until everybody in the world has access to electronic communication, then clearly the UPU will continue to have a purpose. A new area where the UPU will be increasingly called upon to play a role is in the co-ordination of relations among universal service operators. These operators are required by their own governments to provide universal service at a national level and they are going to have to integrate their services into the international network.

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.

**To Our Friends in the
United States of America**

All of us at Campbell Paterson Ltd extend our sympathy following the recent attack on their country. We join with what must be the vast majority of reasonable people in the civilised world, in offering our unqualified support.

Warwick Paterson

It becomes clear that even one weak link in the network has a negative effect on the quality of the international mail service.

The UPU is involved in a number of external groups, among them the Telematics and EMS co-operatives, The Direct Mail Advisory Board and The World Association for the Development of Philately. The first two facilitate the tracking of mail items and expedite accounting procedures and settlements, this ultimately improving the quality of postal services. The UPU has a new initiative – GlobalePost – which seeks to combine the E-business strategies and some postal services have already developed for the domestic markets. The objective is a truly global strategy that will enhance the postal sector's position in the world of E-business. The UPU fosters the worldwide growth of the Direct Mail industry, allowing effective marketing through the physical mail network. For many postal services direct mail has become an effective way to counter balance the substitution effects of modern electronic communication methods and this shift is very obvious in the internal policies of New Zealand Post. The World Association for the Development of Philately attempts to promote philately worldwide. To date I have not heard any indication that the UPU attempts to **police the activities** of postal administrations worldwide for the benefit of collectors of new issues. Hopefully they'll get around to it!

Finally, quality of service is the major objective, particularly in developing countries and the activities of Transend can be seen to be heading in the same direction.

The survey concludes "it is incorrect therefore to think of the UPU as simply an organisation that lays down postal regulations. It's contributions to social and economic development and its member countries need to be understood and appreciated. Although more emphasis is being placed on commercial values the challenge for the UPU will increasingly be to provide added value for governments and postal operators".

A TRIP ACROSS THE ATLANTIC – 1853

Part 2

by John Wilson

This was a somewhat hard beginning to our adventures but like the night before we speedily fell asleep and were again roused about midnight by something still more alarming than the storm of the previous night. The first words we heard were, "Where is the fire" and we saw the smoke floating about, and felt the unmistakable smell of burning. I had read and heard a good deal of ships on fire at sea, and could hardly conceive anything more alarming, more horrible, than a fire, in such a ship with such a number of passengers. The next minute we heard the Captain thundering commands and the sailors rushing down stairs and ordering everyone to keep their bed. Rousing the already existing alarm, to a most painful intensity. Women were tearing their hair and shrieking in madness and terror. Men were huddled up in their bed and gazing with distended eyeballs in the direction where the smoke was coming from and which we now knew was on the lower deck. It was soon discovered that it was caused by a passenger lighting his pipe, which of course was not allowed below, a spark of which had caught his mattress or some of his clothes, hence the smoke and smell. For this offence he got a day's confinement, that is, he was put into the small boat that is generally slewed up at the stern of the ship and kept there for a day. But I assure you the mortal terror and agony, if I may so express it, of that few minutes, will never be effaced from my mind.

Morning came. The weather calmed down, although the vessel still rolled most uncomfortably, and the fifth day after we had sailed, a week's provision was served out to us, which consisted of as near as I could guess: 2 ounces tea; 1 pound sugar as dark as the soil in a new ploughed field; 2 pounds of flour and 8 coarse biscuits, which was the week's allowance for two of us. We were of course sadly disappointed but hoped by taking good care of the little we had laid in ourselves, to make ends meet, till we arrived in the land of promise.

We were promised cooked food every day in the shape of porridge or boiled rice, but if the weather was anything rough, there was no cooking, and certainly we had plenty of **that**. Again if the weather was passably good, the stuff went through a form of cooking but stirring it up during the process was a thing never indulged in by the cook. Consequently whoever was first served got little but froth and water, the middle ones got something considerably better, and those who came in at the last got their rice in lumps almost dry and always singed. I could not manage it at all, it always sickened me. We began now to experience that we were not to get so cheaply off from the effects of the first nights storm as we had hoped. About a week or ten days afterwards, on getting up one morning, we found our provisions barrel had been opened during the night, and our ham and butter taken away. Our troubles were now beginning, in earnest and they came on thick and fast. Passengers became very gloomy and dispirited and deckhands, stewards and officers kicked and cuffed them whenever they came in the way.

lower tier of beds. I mind one day of Mrs Fraser to whom I have already referred, who after coaxing first her husband, and then her sister, to carry something unmentionable upstairs, and getting a decided refusal from both, was forced to perform the unpleasant duty herself carrying the goods in question in such a style as only tidy housewives can do, who have not all the advantages which modern sanitary reformers have provided for our comfort; she started on her way for the stair, this was the only point in the journey where there was nothing to hold on by. She had got about half way and might have telegraphed back 'all's well', but the one hand was engaged and the other was stretched out to catch the railing, when just at this instant the ship gave a sudden lurch; she knew her trip upstairs was broken, as well as the article she carried would be, but instinctively stretching out her arms and bawling "Wull, ye cruel Beast, can ye no help me?", was at once thrown on her face along with the goods she carried and swept down the inclined plane under the beds, and of course was speedily drawn out little the worse, but with lightning blazing from her eyes at her liege lord who I have no doubt made a humble apology for allowing her to start on such a mission; but there was such a roar of laughter that you could hardly have believed it to come from the throats of such a lot of starved and starving animals, but the farther we went of course matters grew worse every day.

Our tobacco ran down, and as we could not get our tea mashed to be fit for drinking we commenced to smoke it and when we got our week's allowance of tea we emptied it into our pockets and made it do duty for tobacco. Our sugar was spread on the top of our black biscuits and was quite a feast, but they were not sufficient and two or three times the Mate came down and opened the Store Room and sold biscuits at 1d each to those who were able to buy. The vermin was now unbearable and what could be done, it was no use putting on clean clothes although you had had them. I had two flannel semmits and was determined if possible to keep one of them clean, to put on when I landed, and for this purpose I tried as a substitute an extra waistcoat when I took off the flannel which I could wear no longer, but it would not do. I found myself getting unwell and having a mortal aversion to the doctor, I gave up my resolve and donned the clean semmit. A single day made it as bad as the one I had taken off. I then fell on a plan of taking one off at night, wrapping it hard up and putting it into the coldest corner I could find, next afternoon taking it up on deck, when the living abominations appeared to be in a sort of stupor with the cold and I brushed them off with a good hard shoe brush as you would do the dust from a coat, put it on when I went to bed and took off the one I had been wearing to go through the same operation on the following day.

It was horrible; no-one of tender constitution could have lived through it. We had a number of deaths on the passage, some ten or twelve I think. I remember one woman, who had a baby on her knee who was very sick and apparently dying; she was sitting at her bedside on a box with the child when there came a sudden lurch of the ship, she was thrown off her seat and when she got scrambled up again the child was dead. As I have said I believe five sixths of the passengers were Irish Roman Catholics. Once or twice they lighted one of their holy candles when someone was dying but were immediately ordered to put it out for fear of fire. I mind one very rough day when there was a good deal of screaming and praying, there was an Irishman with his wife and family occupied two berths, the one directly above the

The steward came down about seven in the morning shouting for us to get up, and whenever he took a fancy he would whip the bedclothes off the sleepers, be they men or women, amid the roar of laughter of the two or three of the sailors who always accompanied him. I and my friend always escaped from any ill usage of this kind, and no-one almost ever sought to retaliate; spirit was completely starved and crushed out of them. We were allowed then to look after breakfast till about 9 o'clock. And I must tell you how we managed this important meal, we took a tin, a little pan with perhaps two cups of cold water in it and handed it to one of the cooks, who threw it into his boiler, and gave you the same quantity of what should have been boiling water but it was many a time not more than lukewarm, and with this you had to mash your tea, or go without. If there was a crowd about the door which in fact was almost always the case, and one who had perhaps stood long and waited patiently for his turn ventured to remind My Lord Cook that he was hardly doing fairly by serving his favourites first, he would have drawn his foot and given the tin a kick which sent it spinning over the side of the ship.

There was no redress, the Captain would hearken to no complaints and I recollect one day of a man going to him with some such complaint as I have referred to when the Captain turned on his heel paying no farther attention to the man, who began to mutter something about the law, was met by the Captain turning sharply round, and with one smart blow in the face knocking him down, with the observation "*I am the law*". Still he was the best man of the lot and I think an able sailor. Some time after that a case of the same nature by the same cook, who was a Negro, came under his own eye and he had the fellow brought out. A rope was put round both his wrists and another round each ankle, his legs were drawn as far separate as they would stretch, and the Captain stood over him with a heavy whip, but never brought it on; and there were few who pitied this petty tyrant, undeserving his far too mild punishment. The sailors were ordered to haul him up two or three times a considerable distance and let him down on the deck again with a dump, which had the effect of cowing him for the rest of the voyage.

Well, but breakfast is over and now comes the steward, the Chief Mate, the doctor and a couple of sailors below, and we are ordered upon deck; and the doctor always carries in his hand a short bit of rope, the order is at once obeyed, but it is impossible everyone can be first and that someone must of necessity be the last. On that one the doctor plied his rope with vigour. He of course soon got out of the way and the next nearest got it till all were fairly on deck. Some of the able men were left below to assist in swabbing up the water which was constantly splashing on the lower deck and the crowd, when we were ordered out, was so great that our toes were crushed by one another almost into a jelly.

We were so disheartened and dispirited that we could hardly enjoy the many ludicrous scenes that daily took place. We had pretty rough weather in general throughout the voyage and when the ship was tossing a bit, as she always was, and when anyone wanted to go upstairs, he or she had to come along holding on by the woodwork of the beds till they were at the nearest points to the foot of the stair; then they watched an opportunity till the vessel appeared to have settled a moment, and made a rush for the stair but they were sometimes caught in the middle of the overland route and sent spinning about on their back or their face away under the

other. He was in the lower one with some of the family while she occupied the upper one with some of the younger children. He had a bottle in his hand out of which he poured some liquid on those who were beside him and then stretching out his arm he threw some of the contents on his wife on the bed above. "Holy Mother" she cries, "What's that?" "It's a drop of the blessed Holy Water in our distress" he said. This was often the recourse to when the weather was rough, though that was the only time I saw it thrown from a distance.

Amid all these ills however, I found opportunity to pen an epistle to my wife whom I had left at home which ran thus:

*I ken fu weel they wearnest prayer
Nicht after nicht will be
That I would be the special care
O him wha rules the sea
And when ye hear the whistlin win
And rattling blast doth see
I ken ye'll specially think on one
And that one will be me.*

*An hae I eer deserved sie love
Sae tender and sae true
And what hae I eer dune to prove
As strong a love for you.*

*Mere words would fail me to express
All I would say to thee
I send enclosed a kiss to Bess
Which ye maun pay for me
Wee Mary plump and rosy tae
Awither ye maun gie
Likewise my Johnnies check maun hae
A like salute froe thee.*

*The infant twins fu weel I ken
Thy lip they aften pree
But gie them just an extra ane
And say that its frae me
And oh how gladly I'll repay
Whene'er your face I see
All this and iither debts ye may
Hae standing against me.*

*The wild Atlantic's waves may roll
And bear me owre the sea
But tho they bore me to the Pole
My heart is still wi thee
Theres naething here but want and care
This prison on the sea
And whiles I think that never mair
Your smile will gladden me.*

*The rough Atlantic's raging wave
 Doon on our ship does flee
 And threatens us a watery grave
 Far far frae hame and thee
 O A the days that mark my life
 The happiest ane will be
 When I rejoin my ain dear wife
 The day I meet wi thee.*

A voyage of this kind however is anything but favourable to the manufacture of poetry, and a lot of more miserable half starved wretches can hardly be imagined than were the passengers on board that vessel. It had got such a straining in the gale we encountered in the first night of our voyage that there was a constant leaking and an eternal creaking. The bedclothes were almost always wet. Hunger was pressing upon us so hard that it was difficult to fall asleep and when an uneasy doze would come on with its dreams of groaning dinner tables we wakened to the wretched realities of the place, with our hair soaked with the water oozing through the chinks and trickling down on our head. With our appetites still farther sharpened, by the recent dream and nothing to appease it you may imagine the plight we were in.

To be concluded...

New Zealand Booklets – A Major New Error

Booklet collecting has been followed from the first booklets issued at the beginning of the last century. As befits a category which has been with us for a hundred years, the modern self-adhesive booklets are developing a fascinating “life of their own”. With phosphor tagging and stochastic screening in plate production, this is not likely to be the end of the story.

It was our pleasure last month to sight one of the most spectacular booklet varieties we have ever seen. To all intents and purposes the booklet is fully intact with its laminated paper, printed outer cover and die cut hangsell slot. The real impact comes when you open the booklet and realise that it has been **completely unprinted**. “All colours and phosphor tagging omitted” sounds like a non-stamp, but in fact the framework for the stamps is all present with the die cut laminated paper and the fully printed outer cover which carries the die cut impressions. What has most likely happened is that two sheets of laminated paper have passed through the printing press when the stamps were being printed. The second sheet remaining unprinted. Die cutting has then taken place on the unprinted side of the laminated paper.

We know of several similar examples which we have either seen or have been reported of this type of variety. Nevertheless, they remain exceedingly rare. One example has been found in the Creepy Crawlies booklet and in the current 40c series out of ten examples six carrying the “New Zealand Stamp Collection” advertisement, and four carrying the “Threatened Birds” advertisement.

FIFTY YEARS AGO

by Campbell Paterson

From the Newsletter - October 1951

Catalogue

Copies were forwarded to waiting customers early in September. At this writing supplies remaining unsold are very small. I will discuss the Catalogue next month, when readers will have had ample time to study it.

6d Harvesting Re-entry

Underlining what I have said regarding research, Mr J Keatley has a copy of a 6d (Pim's 573) with a clear and unrecorded re-entry almost identical with that known on R10/1 of Plate 2 (Pim's 573a and b). It seems impossible that it can be from Plate 2, as this plate is not on record as used for Pim's 573. Just another "1935" mystery. The re-entry shows (as does that of Pl.2 R10/1) in the lower part of the left frame panel.

Review: "The 2/- Pictorial of 1935-1942, Plate 1," by R J G Collins.

I am indebted to the publishers, Messrs Verne Collins and Co Ltd, for a complimentary copy of the above work, signed by Mr Collins "in recognition of your help in allowing your stock to be examined." Let me say straight away that my "help," so generously acknowledged, consisted of no more than the placing of a few stamps in an envelope. I would have been fully prepared to buy my copy at the published price (10/-), for this is a splendid work - philately at its very best. In it Mr Collins traces the laying down, original retouching, developing flaws and subsequent retouching or re-entering of **every stamp on the sheet**. With precise descriptions and profuse illustrations of all varieties, Mr Collins clearly proves his contention that this is "the most interesting stamp of New Zealand". In terms of size and number of pages, this may seem a high-priced book to any not acquainted with today's costs; in terms of hard work and mass of information given, it would be cheap at double the price. We will be pleased to obtain copies for interested readers.

6d Harvesting Re-entry

Mr K J McNaught writes that Mr Keatley's re-entry is from late prints from Plate 1. He reports that he holds a full sheet and that there are several re-entries all of a similar nature. He does not give full details, except to say that the most prominent is R3/6, which is superior to Plate 2 R10/1. I am indebted to Mr McNaught for this information. The 6d Plate 1 thus joins the long list of Pictorial plates now known to have been re-entered after considerable use.

CAMPBELL PATERSON'S N.Z. CATALOGUE . . .

1898 - 1951

NOW AVAILABLE!

Price 15/- Post Free

"I have enjoyed reading the Newsletter during the years I have received them (since 1985), whether the articles have been about individual stamps or changes in the New Zealand Post Office." - (G.L. - Lancs)

The Great Barrier Pigeongram Agency

- 750 (a) Featured this month a wonderful "special event" flimsy bearing the 1/- triangular stamp of "The Agency" to Auckland from Great Barrier Island. To quote J. Reg. Walker's definitive work on the Great Barrier Island pigeonpost stamps "on January 29th 1900, Auckland's Anniversary Day, an excursion trip was made to Great Barrier by S.S. Mararoa. Both of the pigeongram companies had pigeons aboard. The Agency used a special flimsy with the "Great Barrier Pigeongram Agency Form" inscribed at the top, "NEW ZEALAND PATRIOTIC FUND", "Excursion to Great Barrier Islands S.S. Mararoa January 29th 1900" at the bottom. The message addressed to a Miss Marjorie Parker in Queen Street, Auckland, is a simple family greeting.

Note the Agency normally required the payment of 6d represented by a 6d blue triangular stamp from the island back to Auckland. The 1/- red triangular was used for postage from Auckland to the island. This flimsy is unusual in that it appears to have been pre-cancelled and attached to the flimsy. J. Reg. Walker on page 80 of his book (fig. 49) refers to another Agency form used from the Island with the 1/- red triangular stamp. He suggests that the sender overpaid this because of delivery in that case to Wellington. Again the stamp in that case is not tied. History does not relate the background to this usage of the 1/- triangular but as pointed out above, the current example is not unique and as the flimsy has been in the possession of the same family since it was received at the end of January 1900 it is certain that this provenance and the information supplied by the family should satisfy any purchaser of its genuineness.

Some spotting and slight damage to the flimsy at one end where it has been attached.

Also with the above lot an historic photograph of Mr Fricker, owner of "the Agency" and his five sons C. 1900 (see front cover this month). The rare example of New Zealand Pigeongram usage.

\$6,750

Note: The original copy of the family's stated provenance for this item will also be supplied. If the stamp was attached on arrival at the loft from a pre-cancelled lot – then to be forwarded to the addressee – at that stage it may be that the face value used was of less importance depending on availability.

"I've just seen a copy of your impressive loose-leaf catalogue of New Zealand stamps, and I'd appreciate information about the cost of the Catalogue and its annual supplements." - (J.I.M. – Mass)



203(g)



203(h)



203(k)



204(s)



204(r)

"What service – I hope you know what huge pleasure your activities generate, both the pleasure of 'doing business' with such a **responsive** team of people, and the pleasure of 'completing' (if only!) bits of my collection so it may be all the more enjoyed, particularly in the long watches of the night which, with age, become not sleep time but time to fill. My collection provides me with endless hours of enjoyment."
- (ELVW, - UK)

Covers

- 629 (a) 1930 March 21 **K13f ½d green KGV p.14** on window envelope from Dunedin \$2
- (b) 1934 March 16 **V3a 7d air** on Airmail cover Trans-Tasman Flight: Sixth Crossing in the "Southern Cross" Christchurch to Fendalton, via Australia 29 March Sydney Airmail (and backstamp) on pair Australia KGV 1d green, via Kaitaia 29 March, contains original 1934 flown note \$30
- (c) 1934 Apr 9 Airmail **Australia** to Wanganui, franked 5d KGV, 3d Air Mail Service, postmarked Sydney, backstamps First Official Airmail cachet, 12 April 1934 New Plymouth \$10
- (d) 1934 April 11 **V3a 7d air** on Airmail cover "Faith in Australia" Official Airmail Christchurch to Fendalton, via Australia 14 April Sydney Airmail (and backstamp) on pair Australia KGV 1d green, via Kaitaia 14 April, plus cachet \$30
- (e) 1934 June 22 **V2a 4d, V3a 7d air, 2 x V4a 5d surcharge air** on Airmail cover Christchurch to Fendalton, plus cachet; on reverse 2 July Kaitaia, 2 July Sydney, 27 July Lae, New Guinea, 1 August Sydney, two cachets Australia Papua and New Guinea July 1934 First Official Airmail and New Guinea Australia similar; contains original 1934 flown note (Cat \$96) \$75
- (f) 1934 July 2 **V3a 7d air x 3** on Airmail cover Kaitaia to Wanganui, plus two cachets; on reverse 2 July Sydney, 27 July Lae New Guinea, 1 August Sydney plus cachet (Cat \$84) \$68
- (g) 1934 Nov 28 **T6a 1934 health Crusader, V2a 4d, 2 x V3a 7d air** on Airmail cover Christchurch to Suffolk, England (Cat \$114) \$99
- (h) 1935 May 1 **L1a ½d fantail, L3a 1½d Maori Cooking, L4a 2d Whare** on Wanganui local \$15
- (i) 1935 May 1 **L6a 3d Maori girl, L8a 5d swordfish, L12a 1/- Tui** on Wanganui local (Cat \$47.05) \$40
- (j) 1935 May 13 **L4a 2d Whare, L12a 1/- Tui, S18b 1d Silver Jubilee, V6a 1d, V6c 6d x 2 airs** Christchurch to London to Fendalton, Airmail Jubilee flight \$35
- (k) 1935 Aug 1 **Tonga Tin Can Mail 2½d Toga blue** Niuafoou Island to Christchurch, numerous cachets front and back, contains original 1935 note ex - "Monowai" \$50
- (l) 1937 Sept 6 **Tonga Tin Can Mail 1½d Toga grey, 1d Toga tree** Niuafoou Island to Christchurch, numerous cachets front and back \$50
- (m) 1958 Oct 14 **S75a First Tasman Flight anniv pair** on Airmail cover Woodbourne Air Force to Wanganui, via Sydney 14 Oct 1958 \$2
- (n) 1958 Oct 14 - ditto - ditto - on souvenir cover \$2
- (o) 1961 Oct 3 **O5a 3d Kowhai** St Albans to Waimate on South Canterbury Centennial Mail souvenir cover \$4

"I received your catalogue today. The quality of the pages is exceptional. Thanks for rapid service." - (BF - Canada)

"All the best and thank you for the excellent service as always. CP is indeed a world class company." - (RL – U.S.A.)

40(a)

1970 Pictorials – Scarce Specialist Plate Blocks

P4a	2½c	Plate block	[10]	LHM	1A1A1A1A
P5a	3c	"	"	"	"
P6a	4c	"	"	"	1B1B1B1B
P7a	5c	"	"	UHM	"
P8a	6c	"	"	"	"
P9a	7c	"	"	"	"

All the above are neatly signed by the designer "Eileen Mayo" in dark blue ink. The signature runs vertically in the left hand selvedge. Sold as one lot. **\$250.00**

"I'm very pleased to have got the lot and thank you very much for actioning my request so quickly and efficiently (it's the level of service I have become used to, during my many years of dealing with your company)" - (N.F. – Wellington)

RECENT PURCHASES

201	(d)	B3a ½d newspaper postmarked Aberfeldie Nov 1894	U	\$40
	(e)	C1b(x) 1d FSF p.10 x 12½ - irregular compound perf: one side p.10 (Cat \$100)	U	\$70
	(f)	D3i(x) 2d SSF p.10 x 11 substituted electro (Cat \$22)	U	\$20
	(g)	D3k 2d SSF p.11 postmarked Port Albert	U	\$2.50
	(h)	E4a 1½d Boer War p.11 postmarked Fanning Island 20 Sept 1913	U	\$25
	(i)	E5a 2d Pembroke Peak postmarked Woodend 30 Sept 1899	U	\$1.50
	(j)	E17b 9d Pink Terrace no wmk p.11 postmarked Strand Arcade 5 Feb 1901	U	\$25
	(k)	F1b ½d green Mt Cook p.14 in a fine used block of four – Nice block	U	\$62.50
	(l)	F4b ½d green Mt Cook p.14 used block of four	U	\$10
	(m)	F4b ditto block of four used A in bars	U	\$5
	(n)	F4b ditto block of four used Travelling P.O. Outwards Dunedin Christchurch 6 Aug 1904	U	\$20
	(o)	F4b ditto pair postmarked Mangahao 6 May 1906	U	\$15
	(p)	F4b ditto postmarked Strand Arcade	U	\$3
	(q)	F4b ditto postmarked Ashhurst 21 Nov 1904	U	\$1
	(r)	F4b ditto postmarked Kaikora North 3 Oct 1903	U	\$5
	(s)	FO4b ½d green Mt Cook Official p.14 block of four used	U	\$20
	(t)	F5b ditto pair postmarked Glen Oroua 10 July 1908	U	\$10
202	(a)	G2a 1d Universal strip of three postmarked Waipawa 22 Jan 1902	U	\$2
	(b)	ditto pair postmarked Te Wharau 19 Apr 1902	U	\$25
	(c)	ditto pair postmarked Clive 20 Sept 01	U	\$1
	(d)	ditto pair postmarked Tikokino 10 Apr 02	U	\$3

	(e)	ditto	pair postmarked Porirua 19 Oct 01	U	\$1
	(f)	ditto	postmarked Otaki 13 June 01	U	\$1
	(g)	ditto	postmarked Otawhao Mar 02	U	\$6
	(h)	ditto	postmarked Martinborough 10 Jul 01	U	\$1
	(i)	ditto	postmarked Picton 4 Jan 02	U	\$1
	(j)	ditto	postmarked Makaraka 9 Dec 01	U	\$5
	(k)	ditto	postmarked Wimbledon 28 Jan 02	U	\$3
	(l)	ditto	postmarked Te Horo 9 Jul 01	U	\$2
	(m)	ditto	postmarked Porangahau	U	\$1
	(n)	ditto	postmarked Makotuku 23 Mar 01	U	\$3
	(o)	ditto	postmarked Spit 23 Aug 01	U	\$6
	(p)	ditto	postmarked Balfour	U	\$2
	(q)	ditto	postmarked Waipukurau 6 Apr 01	U	\$1
	(r)	ditto	postmarked R.P.O. Wn 21 Aug 01	U	\$1
	(s)	ditto	postmarked Palmerston No. 30 Mar 01	U	\$1
	(t)	ditto	postmarked Gladstone 5 May 01	U	\$2
	(u)	ditto	postmarked Cardiff 1901	U	\$5
	(v)	ditto	postmarked Kaikora North Dec 01	U	\$4
	(w)	ditto	postmarked Papatawa 17 Jan 02	U	\$15
	(x)	ditto	postmarked Wairoa 20 Feb 02	U	\$1
	(y)	ditto	postmarked Reefton	U	\$2
	(z)	ditto	postmarked Mangaonoho	U	\$6
203	(a)	ditto	postmarked Waitotara	U	\$1
	(b)	ditto	postmarked Ballance 23 Nov 01	U	\$5
	(c)	ditto	postmarked Eketahuna 12 Dec 01	U	\$2
	(d)	ditto	postmarked Seddon	U	\$1
	(e)	ditto	postmarked Weraroa	U	\$1
	(f)	ditto used block of eight from local plate 1, containing two re-entries R1/6 doubling around NEW ZEALAND, lines below and in most of the letters, "the best re-entry on Local Plate 1"; and R2/17 lines and dots in and around letters, fine block			U \$50
	(g)	G2e mixed perfs superb single with two rows of mixed perfs top and bottom			FU \$325
	(h)	G4d mixed perfs superb single mixed perfs at top			FU \$375
	(i)	G5a two pairs postmarked Travelling P.O. inwards and outwards Wellington – Wanganui 18 Nov 03 and 14 Jan 04			U \$10
	(j)	G5a postmarked Whakataki 5 Nov 02			U \$10
	(k)	G7a booklet pair: W2b(q) pair imperf top & bottom and both sides postmarked Chatham Islds 8 Oct 1904 – fine pair			FU \$100
	(l)	G8a pair postmarked TPO outwards Dunedin – Christchurch			U \$10
	(m)	G8a postmarked Mangatainoka Oct 1904			U \$5
	(n)	G8d mixed perfs fine single mixed perfs at bottom			FU \$40
	(o)	G9a(4) Waterlow aniline carmine shade			VFU \$5
	(p)	G9a(w) single used from Waterlow plate W2 R6/18 no sea under globe with re-entry doubling			U \$35
	(q)	G9a(v) single used – ditto – no sea under globe without re-entry			U \$30
	(r)	G9a single typical Waterlow type re-entry			U \$5
	(s)	G09a(z) and (y) pair no sea under globe set with and without re-entry			U \$125

	(t)	GO9a(y) single no sea under globe without re-entry	U	\$50
	(u)	GO9a single typical Waterlow type re-entry	U	\$10
	(v)	G10a Royle pair (one postmarked Awahuri 22 Apr 07) both with typical Royle type re-entries	U	\$5
	(w)	H1a EVII ½d in lower left corner selvedge block of four imperf black proof – fine item		\$200
	(x)	H1a – ditto – pair on large piece Auckland Exhibition Opens Dec 1913 slogan, postmarked 21 Nov 1912	U	\$10
	(y)	H1a(w) – ditto – pair R3/18 flaw under NY	U	\$50
	(z)	JO1a(w) 1d Dominion R10/19 Q flaw	U	\$65
204	(a)	JO1a(v) – ditto – R9/19 ships bow split flaw	U	\$65
	(b)	K8b 6d KGV p.14 x 14¼ pair postmarked Trentham	U	\$12
	(c)	K8b – ditto – postmarked part NZ in bars	U	\$5
	(d)	K13a ½d green KGV strip of three postmarked Orini 15 Feb 1916	U	\$3
	(e)	K13a ½d green KGV ditto postmarked Seddonville 2 Oct 1917	U	\$3
	(f)	K13a – ditto – postmarked Glen Oroua 23 May 16	U	\$4
	(g)	K13a – ditto – pair postmarked Longburn 21 Feb 18	U	\$3
	(h)	K13a – ditto – postmarked Pohangina 14 Mar 19	U	\$8
	(i)	K13a – ditto – postmarked Aramoho 21 Jan 18	U	\$2
	(j)	K13a ½d green KGV number in bars obliterator	U	\$1
	(k)	K13a – ditto – postmarked Crosscreek 15 Apr 19	U	\$8
	(l)	K13a – ditto – postmarked Ashhurst 14 Aug 16	U	\$1
	(m)	K13e ½d green KGV postmarked Komakorau 5 Jan 1926	U	\$50
	(n)	K13e ½d green KGV postmarked Koputaroa 28 Mar 1927	U	\$3
	(o)	K13e ½d green KGV postmarked Kawau Island 20 Dec 1934	U	\$4
	(p)	K13f ½d green KGV postmarked Scargill 10 June 1930	U	\$2
	(q)	K14a ½d War Stamp postmarked Naumai	U	\$1
	(r)	K14a(x) ½d War Stamp slot machine issue – recognizable by the very distinctive indentations left by the teeth of the vending machine – one of the best copies we have encountered	UHM	\$250
	(s)	K14a(x) ½d War Stamp slot machine issue pair with coil join strip attached, fine	UHM	\$100
	(t)	K15a 1d Field Marshal p.14 pair postmarked TPO Main Auckland 30 July 1931	U	\$1
	(u)	K15a 1d Field Marshal p.14 block of four postmarked Tahunanui 21 Dec 1928	U	\$5
	(v)	K15a(x) 1d Field Marshal offset on back, partial only, tonespot (Cat \$45)	UHM	\$10
	(w)	K15b 1d Field Marshal p.14 x 15 block of four postmarked Waimate 9 July 1935	U	\$5
	(x)	K17a 1½d black pair postmarked Tokomaru 15 July 18	U	\$3
	(y)	KO17a – ditto – postmarked Trentham Military Camp on piece	U	\$6
	(z)	K17b 1½d orange-brown p.14 x 15 postmarked Mokotua 10 May 1920	U	\$12
205	(a)	K17b 1½d orange-brown p.14 x 15 postmarked Trentham Military Camp 4 Jun 1920	U	\$3
	(b)	KO17b – ditto – ditto – ditto	U	\$5
	(c)	KO17b – ditto pair postmarked Marine Post Office on piece	U	\$10

(d)	KO17b – ditto strip of three postmarked Government Buildings 27 Mar 29	U	\$15
(e)	K18a 2d yellow postmarked Tokomaru 4 Feb 18	U	\$1
(f)	K18a 2d yellow postmarked Hikutaia	U	\$1
(g)	K18a 2d yellow postmarked Te Miro Oct 20	U	\$15
(h)	K18a 2d yellow postmarked Kuaotunu 9 Jan 21	U	\$5
(i)	K18a 2d yellow postmarked Woodhill 2 Jun 21	U	\$2
(j)	K18d 2d yellow postmarked RMMS Aorangi Marine Post Office 16 Feb 26	U	\$20
(k)	K18g 2d yellow postmarked Ruru 21 Apr 32	U	\$20
(l)	L2a 1d Kiwi block of four postmarked MOD in heavy ring	U	\$4
(m)	L7d 4d Mitre Peak p.12½ block of four fine used (Cat \$87.50)	U	\$75
(n)	S9a ½d Victory postmarked Takahue 3 Sep 20	U	\$15
(o)	S9a – ditto – postmarked Mangarimu 20 Apr 21	U	\$15
(p)	S9a – ditto – postmarked Cabbage Bay 15 Jan 21	U	\$10
(q)	S9a – ditto – postmarked Half-Moon Bay	U	\$6
(r)	S10a 1d Victory pair postmarked Motueka 25 Aug 20	U	\$4
(s)	S10a – ditto – postmarked Raukokore 3 Dec 21	U	\$10
(t)	S10a – ditto – postmarked Te Kaha	U	\$3
(u)	S10a – ditto – postmarked Ruahine	U	\$8
(v)	S10a – ditto – postmarked Te Hoe 3 Jun 22	U	\$3
(w)	SH109a First to See the New Dawn on NZ Post airmail Postpaid maxicard. We understand these sold out quite soon after issue 1 Jan 2000	U	\$10
(x)	Y16a 1d postage due p.11 pair postmarked Pohangina 30 Jan 07	U	\$20
(y)	Y16b 1d postage due p.14 postmarked Government Buildings 23 May 08	U	\$20
(z)	Y16b – ditto – postmarked Isla Bank 27 Aug 07	U	\$25

Cinderella Corner

921	(a)	1990 June 2-10 Stamp Week ANPS Glenbrook Vintage Railway M/S	UHM	\$8
	(b)	1990 June 9-10 New Zealand 1990 APS Glenbrook Vintage Railway M/S	UHM	\$10
	(c)	1998 August 7-9 Tarapex '98 1898 Pictorial centennial M/S	UHM	\$7
	(d)	2001 Pete's Post Ltd Wanganui stamps, local Virginia Lake, national Waimarie	UHM	\$2

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

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