

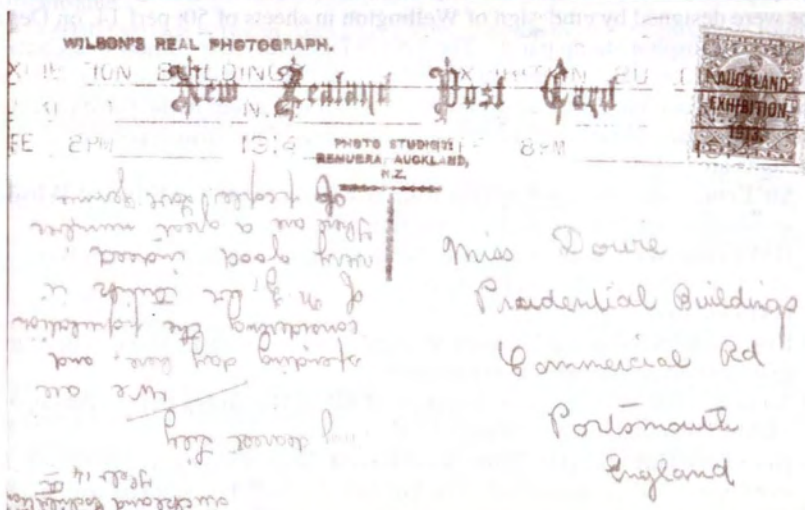
CAMPBELL PATERSON



NEWSLETTER

FOR COLLECTORS OF NEW ZEALAND STAMPS

VOLUME 54 NUMBER 6, JANUARY 2003



CP'S NEW ZEALAND STAMPS - WELCOME TO OUR TRADITION

CAMPBELL PATERSON LIMITED, PO BOX 5555, Auckland 1, New Zealand
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NEW ISSUES & VARIETIES

by Rob Talbot

Holiday Hideaways (6 November 2002)

Very much an issue in the style of the Kiwiana issues of 1994 and 2000. What elsewhere would be termed a holiday home or a cabin is in the North Island called a 'bach' and in the South Island a 'crib'. The frugal baches depicted in this issue are becoming a thing of the past as the availability of coastal land to build on is drying up. Escalating land prices in these desirable locations see luxury homes and even apartment blocks going up in their stead.

Designed by Cato Partners, Wellington and printed by Southern Colour Print, Dunedin by offset lithography in four process colours. Sheets of 25 are perforated 14 on De la Rue 103 gsm red phosphor stamp paper with vertical mesh.

The designs are:

- 40c Paua (a type of clam)
- 40c Sunflower
- 40c Lifebuoy
- 40c Fish Hook (Lure)
- 40c Fish (Snapper)
- 40c Caravan

Note with the exception of "Caravan" the above descriptions (as defined by NZ Post) are based on the image (icon?) behind the value tablet.

Ross Dependency – The Discovery Expedition 1901/4 (6 November 2002)

Stark, historical, photographic images of the real people, equipment and dogs give this issue great impact. Interestingly the printers (Southern Colour Print, Dunedin, by offset lithography) only used three of the four process colours omitting magenta. The six stamps were designed by emdesign of Wellington in sheets of 50, perf 14, on De la Rue 103 gsm red phosphor stamp paper. The 1901/4 Discovery Expedition was Captain Robert Falcon Scott's first attempt at the South Pole. Scott's determination to be the first person to reach the Pole and his untimely and tragic death in the frozen wastes of Antarctica on a later expedition, made him a true hero of the British people.

The designs are:

- 40c **Sir Ernest Shackleton, Captain Robert Falcon Scott and Edward Wilson** standing in front of one of the expedition's sledges.
- 80c **HMS Discovery** (built in Dundee, Scotland) at anchor in Robertson Bay, McMurdo Sound, Victoria Land, 1902.
- 90c **HMS Discovery** in fast ice, 1902/4
- \$1.30 **Ernest Shackleton and Edward Wilson** with their sledges and tent during their first summer overland expedition south.
- \$1.50 An expedition photograph of **the crew of HMS Discovery** before she departed McMurdo Sound on 19 February 1904
- \$2.00 **Discovery Hut and Hut Point, Ross Island**, Scott's base hut used mainly as a store house and cooking shed. The hut still stands today, stocked with many of the things the expedition left behind. Maintained by New Zealand and protected by the Antarctic Treaty, it is a testament to the courage and commitment of the men who built it.

"Stamps just spot-on, thanks" - (JH, LA – U.S.A.)

2002 Christmas Booklet (6 November 2002)

This year's \$4.00 Christmas booklet containing the 40c St Werenfried stamp. This is in addition to the 40c self-adhesive Christmas issued in rolls of 100 on 4 September. Whilst both are printed by Southern Colour Print, Dunedin in offset litho by four process colours, the differences are as follows:

Rolls of 100, 4 Sept 02, SC43g

Paper JAC non DCPSI B1000 paper

Perf 12.8

Vertical mesh

Back-print either vertical oblong over

'Pemara' or blank

Booklets of 10, 6 Nov 02, SC43h

Paper JAC non-detection B100 paper

Perf 9.75 x 10

Vertical mesh

Back-print booklet cover

2002 (Month unknown) 100 Years of Tourism \$9 Booklet 1-Kiwi Reprint

The technical details are unchanged from the earlier printing with paper and tagging appearing to be the same. The black kiwi silhouette appears to the left of the barcode on the back cover.

EARLY MAIL COACH SERVICES

The Way it Was (*Cont.*)

by Noel Lincoln

"On the whole we hail the Ministerial new postal arrangements as a move in the right direction convinced that whether the seat of Government be fixed either at Auckland or Wellington speedy overland communication with headquarters is of paramount importance. The delay occasioned by the transmission of the writs by the 'Gil Blas' proves that some certain rapid communication with the seat of Government is indispensable."

The overland service between Auckland and Wellington must generally have followed the coastline as there were then few roads extending inland which were of any consequence. From the limited weight of the mail carried and the time occupied in accomplishing the journey (ten days) the correspondence would seem to have been partly conveyed on foot.

The outbreak of the Taranaki war in 1860 completely severed the Southern connection of the Auckland – Wellington service, but the connection between Kawhia and Auckland was continued until the rebellion had spread through the King-country. During the continuance of the interruption the military orderlies seem to have been somewhat extensively employed in carrying mails. The troops in the field doubtless used the Post Office largely and this may account for the orderlies being so frequently mentioned as mail-carriers.

In 1865 Messrs Cobb and Company entered into an important coach service to the Waikato which had, in the former years, been established by Messrs Quick Brothers. The heavy thorough-brace six-horse coach started from the Auckland post office, then situated at the end of Princes Street where the Museum now stands, and after picking up passengers at the firm's office at the United Service Hotel, at the corner of Queen and Wellesley Streets, proceeded up Shortland Street, along the Great North Road, and on through Otahuhu, Papatoetoe, Papakura to Drury, at which place a stop was made for change of horses and for refreshment. The route then continued through Pukekohe to the Queen's Redoubt and finally on to the bank of the Maungatawhiri River.

Here the passengers and mails were transferred to the boats awaiting them and conveyed to the Bluff (now Tuakau) on the opposite side of the river. At the Bluff a stop was made for the night, or until such times as a steamer should arrive from Waikato Heads to carry them farther up the (Waikato) river. The first steamer to carry the mails from the Bluff to Ngaruawahia was the well-known "Maori Chief" owned by Mr Ralph Simpson. On her first voyage she took four days owing to the sand banks and other obstacles to be overcome. In 1866 the terminus of the Auckland-Waikato mail line was removed to Mercer whence the Waikato mails were distributed. After the close of the war in 1867 mails were carried between Ngaruawahia and Raglan by two natives named the Barton Brothers. The Kawhia portion of the mail was landed at Motakotako on the Aotea Harbour. The best known mail coach drivers of the district at that time were Mr W.K. Carter, Mr B. Edwards, and a Frenchman known as "James". The water transport of the Waikato mails was in the hands of the Waikato Steam Navigation Company until 1874 when Messrs Cobb and Company placed the despatch boat "Quickstep" on the river and claimed a share of the traffic. A horse service between Morrinsville and Hamilton existed in 1876 and in 1880 this was replaced by a coach which ran between Morrinsville, Hamilton and Te Aroha. In 1883 the armed constabulary ran a weekly mail service between Alexandra (now Pirongia) and Kawhia. The officers started from each terminal station and met at Te Rau-a-moa. In the North Auckland district Mr Joseph McCready performed about the year 1879 a weekly horse service from Whangarei to Kawakawa and Ohaeawai and return. There were no formed roads and the carrier had to travel along bridle tracks. The 40-mile journey to Kawakawa took 14 hours and the onward mails to Ohaeawai were packed on the following day in charge of an old native known as "Jimmy". In the early "eighties" communication was improved by the establishment of a coach service. A post office was opened at Kaitia on the 1st January, 1862, in charge of Mr Wm. Geo. Puckey. It was served by mail fortnightly, which was carried on foot by a Mr Foubister to and from Russell, **via** Awanui. By the route travelled the distance was over 100 miles. Later the mails were conveyed on horseback from Mangonui by Mr Henderson. Twenty years ago the first coach service began, the proprietor being Mr John Harper. Owing to the state of roads in the winter the mails were obliged to be taken on a pack-horse, it being left to his successor, Mr Clement Matthews, to run a coach throughout the year.

Mails for despatch by steamer from Onehunga to New Plymouth were at the outset carried from Auckland by a line of coaches run by Messrs Partington. The year 1869 saw the first 'bus service' established in Auckland. It was conducted by a Mr Smith and ran to and from Mount Eden. In the same year an Auckland suburban mail-cart service was installed by Messrs Foley and London.

The first mail coach service in the Taranaki district was established about 1867 between New Plymouth and Stoney River (Okato). The following letters from the Chief Postmaster, New Plymouth to the Postmaster-General are understood to have played a part in the initiation of this service:-

"Chief Post Office"

New Plymouth

29th November, 1865

'Sir,

"In compliance with the urgent solicitations of the inhabitants of the several districts of Oakura and Pahitere, Tataraimaka, and Stoney River, I beg to forward to you their

request for the establishment of a weekly postal communication between this Office and the southern outposts.

“Authority has been already granted from your Department for the establishment of a post office at the last named station; but, owing to the difficulty of communication, I have not as yet thought it advisable to act upon the same.

“The expense of conveying a mail as above described would amount at the least to one hundred pounds per annum; for which sum a tender has been sent in to me offering to perform the service by vehicle; the distance being about twenty-two miles. I hardly feel myself justified at present in recommending that such an expenditure should be incurred – as I have from the first preferred to consider a line between Stoney River and New Plymouth as only part of a more extensive scheme, in which Patea should form a point of junction between two services performed respectively for New Plymouth and Whanganui.

“I am well aware that the Post Office loses considerably by the irregular transmission of a large amount of correspondence between these posts; while the difficulty of procuring postage stamps at any of the outposts causes much trouble and annoyance at this Office by the number of unstamped letters for town delivery which continually arrive here and are thrown into the posting box to avoid the trouble of delivering them in person. Still, I hardly think that I should be justified in recommending to you to incur this expenditure, until such time as the lands of Patea shall be occupied by those settlers to whom they have been promised.

“I have, etc. (Sgd.) Edwin B Dickson, C.P.M.

Chief Post Office, New Plymouth, 9th April, 1866.

“Sir,

I do myself the honour to report for your information that I despatched the first mail of the southern line on Monday last, the 2nd instant.

I have not deemed it advisable at present to recommend the establishment of any intermediate offices except that already approved by you at Oakura; nor do I think that any will be required before next spring, except one at Omata, where I have not, as yet, found any eligible person to receive the appointment.

I beg to recommend the person for the office of Postmaster at Okato (Stoney River) the terminal station of the line under the circumstances of the Province.

I beg to request what I have already laid before you; that the main reason for the anxiety I have evinced on the subject of the commencement of this service does not lie in the convenience it will afford to the three Companies of military settlers (Nos. 1, 3 and 4) through whose lands it passes, - though this is by no means to be ignored; but in the fact that it is a step towards the establishment of communication with Patea, and through the district with Whanganui and Wellington.”

“I have, etc., (Sgd.) Edwin B. Dickson, C.P.M.

THE HON. THE

POSTMASTER-GENERAL.

The expressed aim of the Chief Postmaster seems to have been accomplished some time later for there is a record of a fortnightly service existing between New Plymouth and Patea in 1867. This was increased to once-weekly in 1870 and twice-weekly in 1871. The Press of this time at Wellington records the arrival from Sydney of Mr

Cole and Captain Anderson with four coaches and 16 horses, being the first instalment of coaching plant to ply between Wellington and Wanganui. It further remarks that Captain Anderson drove his four horse team over the Paekakariki hill in fine style. In a narrative given some years ago by Mr Israel Haigh, an old driver (now deceased) who had formerly been in the employ of Messrs Cobb and Co., he thus describes this service as existing in the "Seventies":-

"After my time with Messrs Hastwell and Macara on the Wellington-Masterton line, I drove for Mr Andrew Young between Patea and New Plymouth for two years. The service was twice-weekly. I never had difficulty with the natives, although they were very troublesome in some other respects. They would not allow the contractors to build stables. This necessitated a thirty mile coaching stage. Nor would they permit Government to erect the telegraph line between Opunake and Stoney River, in consequence of which telegrams were carried over the gap by messengers. The line had not been erected when I left that district. On the coach we always carried a native interpreter between Hawera and New Plymouth. He was in the employ of Government. Mr John Hoggard (Chief Postmaster at Wellington) once came through with me from Patea to enquire into an application for a post office at Inglewood. This was the last time I remember having seen him".

There was through communication between New Plymouth and Wellington fortnightly from 1869; and once-weekly from 1870. The services prior to 1871 appear to have been makeshift and disjointed affairs, but from that year a regular twice-weekly coach service operated between New Plymouth and Wellington. For the section between New Plymouth and Wanganui a subsidy of £3,000 a year was paid and for that between Wanganui and Wellington the sum was £1,050. Referring to the southern portion of the service, the narrator above remarked upon says: "In 1865-66 Messrs Cobb and Co., had a contract with the Government for the carriage of mails between Wellington and Wanganui overland. The frequency was twice-weekly, and the subsidy £3,000 per annum for three years. The road was divided into two sections, namely, Wanganui to the Manawatu, and Manawatu to Wellington. Two drivers were employed, of which I was one. At the outset we tossed up which section each would take, and I secured the Wellington-Manawatu section. Prior to this there was no coach service between Wellington and Wanganui. The coach used to leave Wellington on Monday morning and reach the Manawatu the same evening, the return journey being made on the following day. The second up-journey was made on the Friday, the coach returning on the Saturday. There was then no township to speak of at Palmerston North, the principal places on the route being Bulltown Marton and Turakina. I do not remember there being any place called Feilding"

The Napier Press of December, 1874, lets in a beam of light on the conditions of travel in this district forty years ago in the following paragraph:-

"Travellers by the overland coach between Napier, Wanganui and Wellington who may object to cross the Manawatu Gorge in the wire cage suspended high in the air should bear in mind that there is always a boat or canoe in readiness to ferry them over the river, if they prefer that mode of transit. To those not possessed of strong nerves who contemplate the journey, this will be satisfactory intelligence."

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.

FIFTY YEARS AGO

by Campbell Paterson

From the Newsletter – January 1953 Newsletter

I must apologise for the smaller Newsletter this month. It seemed that our printer could manage a small job, but not a large one in the short time available owing to the holidays. We should be back to normal next month. There will be no Supplement for January.

Loose-leaf Catalogue:

The Catalogues (first batch) were sent out just before I left for the South Island, so that most of the acknowledgements arrived during my absence. The letters were kept aside for me and I have read them all since I returned. It is difficult for me to say much about them without appearing to be indulging in a clumsy form of advertising. Nevertheless, at the risk of so appearing, I acknowledge with sincere gratitude the kindly and encouraging letters that so large a number of collectors sent. The knowledge that collectors have found my book acceptable means a great deal to me. I likewise owe a good deal to our staff, Miss Maher and Mr Keatley, who held the fort so admirably and with commendable patience while the boss sat for days on end with a wet towel round his head.

WANTED TO BUY

“The NEW ZEALAND STAMP COLLECTOR” Magazine

We are seeking to purchase six early copies, from the 1920s, of the New Zealand Stamp Collector magazine, now published by the Royal Philatelic Society of New Zealand, Wellington. If any CPNL readers have early odd copies, as per the list below, in their philatelic libraries, we are **now** offering \$25 each.

5 / 1, 5, 7

6 / 3

8 / 6

10 / 3

Payment now \$25 each (for required copies as above list)

QUOTABLE QUOTES extracted from the Newsletter of the Auckland Philatelic Society Inc., P O Box 1932, Auckland. No.122, September 2002.

“All science is either physics or stamp collecting”. *Ernest Rutherford* (1871-1937).

“For seventeen years he did nothing at all but kill animals and stick in stamps”.
Harold Nicolson (1886-1968), writing about King George V).

“But, remember, I wish to have the best collection, not just one of the best collections in England”. *King George V* to J.A. Tilleard on appointing him as Philatelist to the King.

“Stamp collecting dispels boredom, enlarges our vision, broadens our knowledge, makes us better citizens and in innumerable ways, enriches our lives”. *President F. D. Roosevelt*.

“This morning’s post brought your letter of 4th November plus the ‘Teddy Bear’ health stamp – wonderful! Delighted at your prompt action. A classic stamp **and** ‘Classic Service’ – Thanks very much indeed!” – (I.Mac - Essex)

“Most governments are now alive to the advertising and propaganda value of postage stamps”. *Sir Dudley Stamp*, economic geographer, writing in 1966.

“Postage stamps have started wars, propagated vicious political ideologies, publicized tourist resorts and industries, idolized tyrants, and immortalized generally unknown persons”. *Edward A. Kehr*, author of *The History of Israel’s Postage Stamps*.

“Consider the postage stamp, its usefulness consists in the ability to stick to one thing until it gets there”. American humourist *John Billings*.

“Designs in connection with postage stamps and coinage may be described, I think, as the silent ambassadors on national taste”. *W.B. Yeats*, Irish poet.

“The stamp is an important object. Although very small in format, it carries a message. Stamps are a measure of the culture of a country. This tiny, rectangular piece of paper links the hearts of sender and receiver. It is a bridge between peoples and nations. The stamp knows no borders. It reaches us even in prisons, asylums and hospitals, and wherever we may be on Earth. Stamps should be ambassadors of art and life and not simply soulless proofs of postage paid. The stamp must experience its destiny. The stamp must once again fulfil its purpose, which means it must serve on letters. A true stamp must feel the tongue of the sender moistening its gum. A stamp must experience the darker depths of the post box. A stamp must suffer franking. A stamp must sense the hand of the postman handing the letter to the addressee. A stamp which is not mailed on a letter is no stamp. It has never lived, it is a sham. It is like a fish who have never swum, a bird who has never flown. A stamp must have lived as a stamp. The stamp is the only work of art that everyone can own, young and old, rich and poor, healthy and sick, educated and ignorant, free or robbed of freedom. This precious piece of art reaches everyone as a gift from afar. A stamp should be a testimony to culture, beauty and the creative spirit of mankind”. *Friedensreich Hundertwasser*, artist and stamp designer, 14 February 1990.

“What should I do? I think the best thing is to order a stamp with my face on it”. *Charles, Emperor of Austria* 1882-1922 on learning of his accession to the throne.

“Stamp collectors are people who pay money to acquire stamps. Philatelists are collectors who borrow other people’s stamps to study them”. *Raife Wellsted*, Curator, National Postal Museum.

AIRMAIL FLOWN COVERS (cont.) 1937-1961

449 (a)	1937 Feb 23	V6a 1d Air plate 1	Greymouth to Wellington via Nelson 24 Feb, Greymouth 24 Feb, Nelson 25 Feb	Cook Strait Airways	
	(b)	1937 Feb 23	V6a 1d Air plate 1	Hokitika to Wellington 25 Feb via Hokitika 24 Feb, Nelson 24 Feb, Nelson 25 Feb	Cook Strait Airways
					\$5
					\$5

449 (c)	1937 Feb 23	V6a 1d Air plate 1	Hokitika to Wellington 25 Feb via Hokitika 24 Feb, Greymouth 24 Feb	Cook Strait Airways	
(d)	1937 Jun 27	S18b, 25a, V6a 1d Silver Jubilee, 1d Coronation, 1d Air	Wellington to Wellington 27 Jun via Palmerston North 27 June	Union Airways Ltd	\$5
(e)	1937 Jun 27	S18b, S25a, V6a 1d Silver Jubilee, 1d Coronation, 1d Air	Wellington to Wellington via New Plymouth 27 Jun	Union Airways Ltd	\$5
(f)	1937 Jun 27	S20a, S21a, V6a ½d, 1d	Wellington to Wellington via Auckland 27 Jun	Union Airways Ltd	\$5
(g)	1937 Jun 27	V6a 1d Air	Wellington to Auckland 27 Jun	Union Airways Ltd	\$5
(h)	1937 Jun 27	S25a, V6a, 1d Coronation, 1d Air	Palmerston North to Wellington 27 Jun	Union Airways Ltd	\$5
(i)	1937 Jun 27	S25a, V6a, 1d Coronation, 1d Air	Palmerston North to Wellington via New Plymouth 27 Jun	Union Airways Ltd	\$5
(j)	1937 Jun 27	S25a, V6a 1d Coronation plate 4T, 1d Air	Palmerston North to Wellington via Auckland 27 Jun	Union Airways Ltd	\$5
(k)	1937 Jun 27	S25a, V6a 1d Coronation, 1d Air	New Plymouth to Wellington 27 Jun	Union Airways Ltd	\$5
(l)	1937 Jun 27	S25a, V6a 1d Coronation 1d Air	New Plymouth to Wellington via Palmerton North 27 Jun	Union Airways Ltd	\$5
(m)	1937 Jun 27	S25a, V6a 1d Coronation, 1d Air	New Plymouth to Wellington via Auckland 27 Jun	Union Airways Ltd	\$5
(n)	1937 Jun 27	S25a, V6a 1d Coronation, 1d Air	Auckland to Wellington 27 Jun via New Plymouth	Union Airways Ltd	\$5
(o)	1937 Jun 27	S25a, V6a, 1d Coronation, 1d Air	Auckland to Wellington 27 Jun via Palmerston North	Union Airways Ltd	\$5
(p)	1937 Jun 27	S25a, V6a, 1d Coronation, 1d Air	Auckland to Wellington 27 Jun	Union Airways Ltd	\$5
(q)	1937 Jun 27	V6a/c 1d, 3d, 6d Air	Auckland to Wellington 27 Jun	Union Airways Ltd	\$5
(r)	1937 Dec 28	V6b/c 3d, 6d Air	Auckland to USA 25 Jan via Samoa 1 Jan, USA 24 Jan	NZ-USA First Air Mail	\$10

449 (s)	1937 Dec 28	L12b, L13c, V6b, 1/- Tui, 2/- Cook, 3d Air	Auckland to USA 14 Jan via Hawaii 3 Jan	NZ-USA First Air Mail	
(t)	1937 Dec 28	L14d, V6b, 3/- Egmont, 3d Air	Auckland to USA 14 Jan via Hawaii 3 Jan	NZ-USA First Air Mail	\$10
(u)	1937 Dec 28	L12b, L14d, V6b/c, 1/- Tui, 3/- Egmont, 3d, 6d Air	Auckland to USA 8 Jan, via USA 6 Jan, 7 Jan	NZ-USA First Air Mail	\$10
(v)	1937 Dec 28	L13c, V6b/c 2/- Cook, 3d, 6d Air	Auckland to USA 8 Jan via USA 6 Jan, 7 Jan	NZ-USA First Air Mail	\$10
(w)	1938 Jan 10	S25a 1d Coronation	Wanganui to Wellington 10 Jan via Palmerston North		\$5
(x)	1938 Jan 10	S20a, S25a, ½d Commerce, 1d Coronation	Palmerston North to Wellington via Wanganui 10 Jun		\$5
(y)	1938 July 26	L3d, M4a, 1½d Cooking, 1½d KGVI	Auckland to Devon	Empire Air Service	\$40
(z)	1938 Nov 7	T10, 1d health	Rangiora to Christchurch	Air Mail Exhibition pigeongram, inc. flimsy	\$25
450 (a)	1938 Nov 7	V6a, 1d Air	Christchurch to Wellington	Air Mail Exhibition	\$2
(b)	1940 Apr 27	S33, 5d Centennial	Auckland to Wellington 3 May via Sydney 30 Apr, 1 May	Tasman Empire Airways	\$10
(c)	1940 Apr 27	S27, 28, 30, 1d, 1½d, 2½d Centennial	Auckland to Wellington 3 May via Sydney 30 Apr, 1 May	Tasman Empire Airways	\$2
(d)	1940 Apr 27	S27, 35b, 36, 1d, 8, 9d Centennial	Auckland to London 13 May	Tasman Empire Airways	\$20
(e)	1940 Apr 27	S33 5d Centennial	Auckland to Sydney 30 Apr	Passed by Censor NZ – Tasman Empire Airways	\$10
(f)	1940 Apr 27	S36 9d Centennial	Auckland to London 13 May	Passed by Censor NZ – Tasman Empire Airways	\$25

450 (g)	1941 Nov 11	L11e, S34, 9d Panel, 6d Centennial	Auckland to Wellington via Suva 13 Nov	Fiji Flight	
(h)	1950 Oct 3	M9a 5d KGV1	Wellington to Sydney 7 Oct	TEAL Flying Boat	\$4
(i)	1953 June 2	S59/63 Coronation Set	Wellington to Wanganui via London 6 June, Wellington 12 June	Coronation Mail	\$10
(j)	1954 Mar 1	NO21/7 QEII Officials set	Forbury to USA via USA 6 March		\$15
(k)	1955 Feb 5	N5, 3d QEII	Auckland to Pokeno	First helicopter flight	\$2
(l)	1957 Sep 3	N12a, 13, 1/9d, 2/6d QEII	Auckland to USA		\$20
(m)	1959 Oct 24	N31b, 34b, 1d, 3d QEII	Wellington to Wellington via Christchurch 24 Oct	Wellington airport	\$1
(n)	1959 Oct 24	N31b, 34b, 1d, 3d, QEII	Wellington to Wellington via Blenheim 24 Oct	Wellington Airport	\$1
(o)	1959 Oct 24	N33a, 2d QEII	Wellington to Wellington via Blenheim 24 Oct	Wellington Airport	\$1
(p)	1959 Dec 16	N35b, 4d QEII	Auckland to Wellington via Dargaville 16 Dec	40 th Anniv Air Mail	\$1
(q)	1959 Dec 16	N35b, 4d QEII	Dargaville to Wellington via Auckland 16 Dec	40 th Anniv Air Mail	\$1
(r)	1961 Apr 30	O8a, 6d clematis	Auckland to Sydney	21 st Anniv Tasman Airmail	\$1

“Please find herewith your slide of Chalon’s painting of Queen Victoria.

We wish to thank you very much for your great help. We did our shooting and everything went well. The Director was very pleased with the painting measuring more than 5 feet x 3 half.

We will give this painting to the Postal Museum in Ottawa. I had a copy of the slide made to give to the National Archives also in Ottawa since they only had a black and white one.

So, your slide is going a long way. I also received your fax with all the information and pictures” – (Michèle Houle, Production Manager for GLG Média, Montreal, Quebec)

RECENT PURCHASES

- 482(a) **1899 Sept 11 Cover** Hawarden to Christchurch, received 11 Sep 1899
franked vertical pair 1d SSF p.11, top stamp being flaw bottom left pane
R9/2 **screwdriver D2p(u)**, scarce used on cover UHM \$40
- (b) **E7a Plate Variety EV7a** 2½d Lake Wakitipu R11/9 two coloured lines
appear in the foot of the small 2 of ½, in a corner sheet serial number
block of four UHM \$425
- (c) **E12b Plate Variety EV12b** 4d Lake Taupo R8/10 a line through the top
of the letters ZEA of ZEALAND, in a corner selvage block of four UHM \$250
- (d) **E12c Plate Variety EV12f** 4d Lake Taupo R8/1 lines above palm
doubled, in a corner selvage single (Cat \$100) UHM \$70
- 483 (a) **L4c 2d Whare** p.14 line right selvage single UHM \$40
- (b) **L7c 4d Mitre Peak** p.14 line, fine UHM \$225
- (c) **LO13f(z) 2/- Capt Cook Official** p.12½ coarse in a top selvage vertical
pair, top stamp being R1/4 **COQK** flaw, fine UHM \$345
- (d) **1942 Aug 24 Cover** Westport machine cancel to Wellington, franked **L4f**
2d Whare \$10
- (e) **1946 Apr 15 Cover** Westport to Wellington, franked 2d Whare **L4f** \$10
- 484 (a) **Back in Stock: PC14a(x)** 40c Brown Kiwi original plateblock with
R10/1 flaw spot on Kiwi's neck (was lot 433(s) from the Sept CPNL,
p.14) UHM \$50
- 485 (a) **1914 Feb 14 Postcard:** Wilson's Real Photograph **Auckland Exhibition**
"Palace of Industries" 3098 W T Wilson, postmarked **Exhibition**
Buildings Auckland machine cancel (Rare) to Portsmouth, England,
message: 'Auckland Exhibition Feb 14th My dearest Lily We are
spending day here and considering the population of NZ we think it very
good indeed. There are a great number of people. Love Jennie', franked
S6a 1d Auckland Exhibition. This was an **improper usage**, the
Exhibition stamps being officially valid for postage only locally and to
Australia. This must be one of only a handful of items to have slipped
through the system. Fine and Rare \$475
- (b) **1961 Feb 10 Cover** OHMS Prime Minister, New Zealand with NZ coat of
arms on flap, Wellington to Whangarei, postmark **Prime Minister's**
Office Official Paid \$10
- 486 (a) **Y5a** 1899 5d Postage Due fine used FU \$90
- (b) **Y6a** 1899 6d Postage Due fine used FU \$85

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