

CAMPBELL



PATERSON

NEWSLETTER

FOR COLLECTORS OF NEW ZEALAND STAMPS

Volume 63 Number 6, January 2012



lot 1001(a) See Page 11

CP'S NEW ZEALAND STAMPS - WELCOME TO OUR TRADITION

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New Zealand
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Agnes Craig Paterson Watt

A Most Devoted and Dedicated Missionary

by Warwick Paterson
(with research by Jenny Paterson)



This month I feature a few extracts from Agnes Watt's letters and journals written during the 1860's when she and her husband went to the New Hebrides as missionaries. Agnes is my great grand-aunt and of Scottish Presbyterian extraction.

She and her husband were married on the 29th of April 1868 in Glasgow, Rev. William Watt being ordained a missionary to the New Hebrides on the 7th May that year. On June the 3rd they left Glasgow for Liverpool to join the "White Star", a sailing vessel of 2,500 tons which was going out to Melbourne with a large number of emigrants. They arrived in Melbourne on the 21st September and were warmly received by friends of the mission. Their intention had been to proceed direct to the islands by the first vessel available which might be going in that direction; but in Melbourne they were strongly advised to go round by New Zealand. By doing so, they would become acquainted with the church which was to support them and embark for the New Hebrides in the mission vessel "Dayspring".

They reached Wellington at the end of September and spent several months travelling through the country visiting the different congregations. To Agnes with her deep love of nature, the magnificent scenery of New Zealand was a source of great delight. Everywhere they were met with kindness and

formed many lasting friendships, so when they departed at last for their lonely outpost of duty in the New Hebrides they were cheered by the assurance that the church in New Zealand had them constantly in mind in their mission on the island of Tanna.

The Assembly of the Presbyterian Church of New Zealand was held that year in Wellington in November 1868. On account of the unsettled state of the country owing to the Maori War only seven ministers were present. It was agreed to raise Mr Watt's salary to £150 per annum instead of the modest £120 at which he was engaged. They were also granted a whale boat and £30 to purchase timber for a house. Much of the foregoing and the following has been taken from a biographical sketch written by the Watt's nephew but of particular interest is Agnes's account of her visit to Melbourne and later to Wellington and more specifically to a sightseeing trip which they undertook while in Wellington. As a first hand account of conditions in the North Island at that time with its keen observations and reminiscences it provides a colourful background to accounts of mail services – and tourism! – at that time.

1st August 1868 Melbourne, Victoria

Williamstown quite fulfils my idea of a place in the colonies. The greater number of the houses are made of wood, and have verandas. Some of the smaller ones are like match-boxes, but the white painted houses are really beautiful.

The town is being laid out in streets, but to the eye of a stranger it looks as if every one just pitched his tent wherever he pleased. Mr Clark gave us encouraging news of the Mission; all the missionaries seem to be prospering and in good spirits.

After dinner on Tuesday, William and I went down to the vessel and got whatever things I wanted, and took a train from the Pier to Melbourne. The distance altogether is about fourteen miles. It was dark, and I did not see the country round about, but I afterwards saw it, and cannot say I was struck with its beauty. The Yarra is a low lying muddy river. I am told that when they have heavy rain it overflows its banks and floods the streets. You will perhaps like to hear what I thought of Melbourne. Well, it is most wonderful for the time it has been in existence; the streets are wide, and there are some nice shops. Indeed, the buildings and shops are splendid, most of them having shades before the doors, and in them you can get everything "from a needle to an anchor," as the saying is. In the course of a few more years Melbourne will cover as much ground as London. Even now it is a very large town. There are plenty of theatres and low public houses, dozens of signs, – "All drinks threepence." St. Kilda is about four miles from Emerald Hill. We took the train there one day with Miss Middleton (Mr Macdonald's sister-in-law), went round the beach, through the town, and then walked home. Really it is the most beautiful town I have ever seen, and were I going to live near Melbourne it is there I would settle. I only wish you could see it! The one drawback for me is, that out here no one can bathe in the sea for fear of sharks. There are, however, public baths in the sea fenced with rails so close that the sharks cannot get through.

I mentioned in my journal that we were going to New Zealand. Rev. J. and Mrs Inglis are to be there, and we are to go and meet them. There would be no use of setting off to Aneityum (New Hebrides) while Mr Inglis was not there. We will be able to excite interest in the Mission, see the people who are to support us, and sail from thence in the "Dayspring."

Continued on page 5



620(f)



620(a)



620(e)



620(d)



620(b)



615(a)



615(c)



615(b)

Continued from page 3

Monday, 7th August 1868 Wellington New Zealand

The Rev. D. Macdonald introduced us to a young man named Daniel Macdonald, who today came and took us to the Public Library and Museum. The Library is free; anyone can go in and take down a book and read for any length of time without charge. The collection is large and finely bound. In the same building is a picture gallery, and I think the paintings extremely good. There is also a Statuary room. We also went to the Botanical Gardens, where there is much to interest. Most of the plants are foreign to me. Things that only grow in hothouses at home grow in the open air here; such as grapes and peaches. I understand this is a very changeable climate: in the morning it will be bitterly cold, then in the middle of the day a hot wind will spring up, and at night a cold damp chill set in. They are much annoyed with dust storms: I have only seen one. The dust comes in such clouds that I am told business is often stopped. Now I must tell you about Daniel Macdonald. He is a young man nearly seven feet high, strong and muscular looking. He is studying with the view of joining our Mission in the course of two years or so. I like him very much and I think he will make a splendid missionary. If appearance has any effect upon the natives he will have an advantage, for he is head and shoulders above everybody.

Oct. 22, 1868. Manawatu, New Zealand,

Though many the jottings I take of my journeyings in a strange land may seem dry and uninteresting, yet I know you will be glad to read anything sent from me; so I will give you a short account of a trip from Wellington to Manawatu. We rose this morning at four o'clock, and, after a little repast, set out on our day's journey. We had twenty minutes' walk to Cobb and Co.'s "Telegraph Line of Mail Coaches" Office, where we took out tickets, got our luggage put in the coach, and set ourselves beside it. We drove past the Post Office where the mails were lifted, along Lambton Quay and out the road by the Hutt. The morning was fine, and I enjoyed the run to Ngahauranga, where we turned into a valley or gorge winding for six or eight miles up.

The appearance of the sides was very grand, they rose about two hundred feet high, and were covered with rich foliage of a deep green and beautified here and there with clumps of white. After reaching the end of the valley we came to a small village or township named Johnsonville, and just then a thick scotch mist intercepted our view. New Zealand climate and scenery are very like those of Scotland; one feels almost as if at the coast for the summer months; but there are some things that remind one that we are in the colonies. Some of the houses are such miserable huts, not much bigger than a large hat box, and literally buried in mud. The weather has been wet for some time here, and the roads in many places are a foot deep.

When at home in Scotland I could not understand how the missionaries lived in such lonely places; but my knowledge has become greatly extended since then, both with respect to position and quality of houses. Some are miles and miles from their nearest neighbours, surrounded by blacks, and their mansions not so good by a long way as some of our farm appendages at home. You have no idea of the life that some live here to make money. If a story were to get up that there was gold, there would be thousands ready to banish themselves for filthy lucre's sake. It is a disgrace that people are more willing to sacrifice all for that which shall perish in the using, than for the riches that shall stand the

wreck of "falling worlds." However, you must not think that all the houses in the country are so poor. No, there are some which make us look one to another and say, "civilization is here."

We were taking notes as we trudged along. We saw fences put up neatly without nails, just tied with "supple-jack," large trees doing duty as bridges having a fence on one side; other trees were hollowed out like canoes and served for drains and gutters. But to return to my journey. After having passed through the last mentioned village we ran along Porirua Valley, about two miles long; and having reached the other end of it we stopped at Horokiwi Hotel, where we had breakfast. I can tell you I was ready for mine; for although I had had something to eat, after the shaking and jolting I was beginning to feel sufficiently hungry, as it was now ten o'clock. We had a change of horses and set out once more on our journey through Horokiwi Valley, which was about five miles long. The first half, which was over rising ground, reminded me somewhat of the scenery going up to the Falls of Clyde, only far surpassing it in grandeur. You know the insatiable appetite I have for scenery, and you will believe me when I tell you I would not have liked to have missed the feast I had in passing through this and the Paikakariki Valley. Horokiwi Valley was splendid having trees of a great height with leaves twelve feet long. The sides rose to an immense height; in some places, I believe, to more than eight hundred feet. The road was often not a foot broader than was necessary for the coach to pass.

But the most gorgeous part was yet to come, and by far the most dangerous. In descending, there was an awful abyss below us, and the road was cut along the windings of the hill. At the top we were eight hundred and fifty feet above sea level, and looking down the almost perpendicular rock, sheep on the level seemed like so many kittens while our path was if anything, narrower than on the ascent. Had we swerved half-a-foot, or had the horses become restive, we would have been dashed to pieces. It was glorious, and at the same time awful. The driver and horses have gone over this road for three years. We started from Wellington with five horses, but at Horokiwi changed them for two only, which have been trained for these terrific places and having carried us safely over and left us on the sea level, their work for the day was done. We then got five others and broad wheels, for now we had to run along forty miles of beach. How I wish I could paint our route and describe the view we had! On the right hand sandbanks covered with green and yellow grass so tall that you could see nothing beyond it. If you were transported here you would almost think you had come where human foot had never trod, so lovely yet barren like is the shore. On the left was the ocean, stretching away into the far distance. I could see an island (Kapiti) resembling Cumbrae, only that it was much larger. It called up fond recollections of past friends and associations when I thought of the happy picnics and merry sails we had on and round the little island on the Clyde. The tide was out and we had fine roads. The shells along the beach were truly pretty; some were white as the driven snow, others red and green to relieve the dazzling brightness; we also saw some lovely birds...

After a few miles of sandy beach we came to Waikanae, where we got a man on horseback to ford us across the river, where the water was up to the axles of the wheels. Having got across, we resumed the beach, the monotony of which was often varied by having little streams to cross. We again turned off along a dirty swamp, all overgrown with flax, which has the appearance of huge bunches of leeks. Forging another river, deeper than the last, we stopped at Otaki and had dinner. Here we saw a great number of Maoris, and looked

through the native church. The missionary here preaches twice on Sabbaths to natives and once to settlers. The church is mostly of native workmanship, and is lined with native matting. Some of the Maoris were well dressed, some clad in an old blanket, and others in "puris naturalibus". We saw some noble looking men, but I think the women are far uglier than the other sex, and all smoke!

After leaving Otaki we had some little way to go ere we came to the beach, but once there we had smooth roads. We met some Maoris who said we should not be able to cross the Ohau River, which was discouraging; however, we ran on until we reached its bank, and certainly there was a "fresh" on the river. The parcels were all taken and piled on the seats. I sat on the one side with head pressing on the roof, while William and our fellow-traveller were similarly situated on the other. Thus we sailed through the Ohau River in a coach and five with the water above the axles. You get no such treats in Auld Scotland. Having reached the other side and resumed our old places, we betook ourselves to the beach journey again. After this there was nothing worthy of note until we turned up through sand hills and drew up alongside the Manawatu River, where we bade adieu to the coach and got a boat to take us over. One man told us that the Rev. Mr Duncan was waiting on the other side for us. He was on horseback, but had brought a man with a trap to drive us to his house, which was four or five miles distant. Here we got jolting of no ordinary nature; however, we at length arrived safely. After a drive of seventy miles, occupying fourteen hours, but which I enjoyed immensely, I was glad to sit down at last to tea in a comfortable house....

And Rev. William Watt wrote in 1887: "Mission work on Tanna has had a chequered history. Time and again has it been taken up in hope, only to be given up in almost despair. How much is involved in such words as 'giving up', 'abandoning', 'being compelled to leave!' We may be sure that none of the European missionaries deserted their posts as long as they considered the ground tenable and those who know the Samoan and Rarotongan teachers would say the same for them; be it remembered, were faithful even unto death. The story of the evangelisation of Tanna tells of bright hopes fondly cherished, until rudely crushed; days of hard unrelenting toil, of anxious watching and waiting, of trial and reverses. Those of us who are at present at our posts have had much the same experiences as our predecessors, although in the good Providence of God we have been enabled to hold on, and have met with some measure of success.

At her death in 1898 it was said of Agnes "Her humour, her sanctified commonsense, her irrepressible hopefulness and unwavering faith, enabled her to struggle on where many others would have given up in despair. She spared herself no toil, left no means untried whereby she might win her people to Christ. Truly she gave herself for Tanna.

"I like the new layout of the information sheets for New Issues".

J.B., Scotland

EIGHTY-FIVE YEARS AGO

From The New Zealand Stamp Collector – January 1927

PHILATELY AND WIRELESS

"If philately has never had a serious rival in the past", said a prominent collector, "It has a serious one at the present moment. Wireless is indeed a thorn in the side of our hobby."

These words, coming from a philatelist, who has been an ardent collector for many years, has caused us to view the position in a more serious light than we thought would ever be necessary. We would not suggest that the wireless bug is a passing craze. On the contrary, it must be admitted that this latest science, the result of the most marvelous invention of modern times, has come to stay. Furthermore, it is a science which is as yet only in its infancy. The possibilities of wireless are legion. And yet we cannot but believe that philately, as the King of Hobbies, is in an unassailable position. Its magnitude and its wide and diversified appeal combine to make it stand pre-eminent among all other hobbies. There are times when a philatelist loses his ardour and adopts some other pastime; but he invariably returns to his stamps.

When discussing this subject with our collector friend, the question of expense was put forward as a deterrent to stamp collecting, while the initial and final cost of a receiving set was regarded as an incentive to the adoption of wireless as a hobby. We welcomed this suggestion. It placed us in the enjoyable position of being able to explain that philately is a hobby which maintains the interest of the collector. The fact that there is always something required to complete the collection is the incentive to carry on in an endeavour to bring it to completion. A receiving set is purchased and is installed for use as required, and like a gramophone there is the possibility of the owner becoming tired of his instrument. But this is not so with philately. The constant stream of new issues and the many fields of exploration serve to whet the appetite of the philatelist. And although he may decide to discard his hobby for the new science, it will be found that in due course stamps will again claim him and he will return to the philatelic fold with renewed enthusiasm.

Perhaps the ideal combination is that of another friend, who may be seen at nights sorting and mounting his stamps with his head 'phones in position.

Yes, hobbies may come and go, but philately goes on for ever.

FIFTY YEARS AGO

From the Newsletter January 1962

by Campbell Paterson

A VISIT TO HARRISON & SONS (cont.)

Several different types of cylinder were in use on different machines. There was the one with successive three rows of stamps inverted in relation to each other – these for Booklets, of course; did my mouth water as I saw stacks of lovely imperforate tête-bêches! Then there was the endless one: this cylinder is completely covered by impressions and as it revolves so does an endless sheet of stamps comes forth. To one who has been stamp conscious all his life there is something positively mesmeric in the resulting roll of stamps – I did not measure it, but it must have been all of four feet in diameter and about two feet wide, for all the world like a good-sized garden roller and all solid stamps through and through! Imperf, too. The purpose of this huge roll is the making of coils for slot machines. A later stage is the cutting of the sheet into strips by an ingenious series of circular cutters under which the sheet is led. The resulting strips are rolled by the same machine. I understand this particular machine embodies numerous inventions and refinements thought up by a member of the senior staff.

The same "local" inventiveness accounts for the amazing speed of production seen in the Booklets. I believe even more automation is on the way, but to me it was difficult to believe

that the job could be done more quickly and efficiently. The Booklets are made up in large "sheets" and only later cut up into the individual Booklets as sold in the post offices.

Harrisons by no means confine their activities to stamp production. Some beautiful multi-colour printing was coming off the presses and although my interest was mainly in the stamps I stopped to admire a long press which was printing three different colours in non-stop sequence. The great necessity with this type of printing is, of course, to use a fast drying ink. For this reason spirit inks are used; the spirit dries in a second or two and so it becomes possible to print second and third colours "further down the line" while the first colour continues in action at the top. I understood Mr Harrison to say that it is possible to print up to eight colours in sequence on this machine, but in fact the maximum attempted at the present time is three. I have not actually said so, but I presume it is clear that all this high-speed printing is done on an endless roll of paper – there may be some but I do not recall seeing any flat-bed printing on paper in sheet form.

Before I actually leave the printing I should mention the "doctor blade" as used in normal photogravure printing from cylinders. The "doctor blade" is a knife edge which removes all the ink from the surface of the cylinder (leaving only that in the minutely recessed "coloured" portions of the design). It must be a matter of exact precision to set the blade right, for any undue pressure caused by too close setting would soon ruin both plate and knife; a too loose setting would leave a film of ink over the cylinder, resulting in an overall colour toning of the printed sheet. In the past I have always pictured the "doctor blade" as moving over the surface of the cylinder; in fact, the blade is rigid and immovable, lying parallel to the cylinder which revolves under it. I asked how long it took a blade to wear out a cylinder – for that is what I expected was the natural result – but I was told that in fact a cylinder will outlast numerous blades. This is fortunate, since blades are obviously a cheaper commodity than printing cylinders.

We moved through many rooms not all of philatelic interest – but I must not omit mention of two, the checking room and the engineers' workshop.

In the checking room we saw girls flicking the finished sheets over at an incredible speed. This they do all day long and contrary to what one might imagine are said to be fond of the work. Each sheet, I was told, is checked twice, both front and back. The inexperienced might justifiably wonder how any defect could be detected by anyone moving the sheets at such speed – they move so fast that, at a guess, I'd say there would be six sheets in motion between right hand and left at any given moment. The answer lies in the same principle that lies behind the cinematograph. Moving at speed, the sheets form a single composite picture before the eye and any defect is immediately noticeable because it disturbs this picture. That errors do slip through we all know – some like 'em, some don't – but the values they command are a measure of their rarity and of the excellence of the checking system. It is always a delight to see the real expert at work on any kind of job and one girl quite fascinated us. Her job, simple enough in theory, was to count sheets into blocks of five hundred (I think that was the figure) for security checking and packing. I do not doubt this could be done by weighing, with a minimal chance of error, but this is "Security" with a capital S, so they must be counted. Speed being of the utmost importance provided accuracy is not sacrificed – something better than the sort of speed that you and I would achieve is called for. It was, as I have said, fascinating to watch. By lifting a corner of the block and giving it a curious twist she managed to spread the sheets in such a way that at a guess (I did not time her) I would say a block of 500 would take perhaps 20 seconds to count, and that with absolute accuracy.

I saw the perforating machines at work, but for the spectator they are not exciting. One cannot actually see the pins descending; all that is visible is an imperf sheet going under a bar and a perforated sheet coming out on the other side. Of more interest was our visit to the workshop where we found the under-part of a perforating head being given something like a rebore. The piece in question is the bed or socket portion of the perforating head. The upper

part carries the pins which descend and effect the perforations by forcing small circles of paper through the holes in the lower portion. The principle is simply that of bringing two straight edges of metal against each other to form a cutting device. In short, the pins are perfectly straight cut, not pointed or concave in cross-section. The holes are purely circular, of the exact diameter of the pins, and their rims a sharp right angle to their length. That is clumsily described – no doubt an engineer could do much better. But I hope it is clear enough. The “bed” section that I have mentioned – I wish I had asked for its technical name – was being dealt with in an interesting manner. It had become worn much as the top of the cylinder in a motor becomes worn. The fine clean edge at the top of each little cylinder (for that describes the socket holes very well) had become blunted and wider than the pins, so that clean perforating was no longer possible; in order to restore the head to efficiency a tool was being used which when struck in near contact with the rim of each hole had the effect of forcing the edges of the hole inward. After this had been done a pin would no longer enter the hole – I tried, using one from a supply on the bench – so I presume each hole would now be drilled anew. Some burnishing would probably be necessary.

It was unfortunate that we had to avoid what were probably the most interesting rooms, but we saw enough to keep us more than interested for the greater part of the day. We left quite late in the afternoon, much indebted to our kindly and charming host and his fellow directors and staff.

“Despite “knowing what was coming”, I really, really enjoyed reading the follow-up article on Carl Aagesen’s split FFQ in the latest CPNL. It was generous of you to devote so much of the issue to that end. The article reads far better than the short reply that I had suggested as the way to go. So, very well done. The jury is still out concerning the origin of the stamp, for sure, but that is what is so nice about philately.” G.R., Wellington

“Many thanks indeed for the wonderful block of KGV Plate 80. An incredible bit of luck and I am so grateful you thought of me for this gem. Now for Plate 61!! What a scarce piece to put into the collection along with the other items as well.” D.P., Staffs, UK

UK VISIT – 2012

Warwick Paterson intends to be in the UK during September this year. While he will be visiting the big Australasian Philatelic Exhibition at that time, he will be available to visit clients by prior arrangement. Should you require advice or assistance regarding New Zealand stamps and if you are considering selling and require a valuation, please do let WP know in good time in order that sufficient time may be put aside.

GOOD AND SERVICES TAX

GST will be added to all prices in this Newsletter for local orders (15%).
Overseas orders are “zero-rated” and do not pay GST.

NEW ISSUES AND VARIETIES

by Andrew Dolphin

Victoria Cross – The New Zealand Story Imperforate Sheet

This imperf sheet is only available in the special annual book, The New Zealand Collection 2011, released 14 November 2011. This copiously illustrated hardback book is subtitled "New Zealand Stamps and the Stories They Tell". It is divided into three chapters; "Our People Our Culture", "Our People Our World" and "Our People Our Festivities". It contains mounts for housing the thirteen sets of stamps and sheetlets issued through 2011. And, in the Introduction they have a special page for the Limited Edition imperforate stamp sheet celebrating New Zealand recipients of the Victoria Cross. This imperf sheet will be listed in the CP Catalogue.

The total face value of stamps enclosed is \$123.40, and the Year Book complete is available on **Special Request Only @ \$180.40.**

Or the Victoria Cross Imperf sheet only @ **\$65**

1001(a) GB 1911 Coronation Airmail Postcard London to Auckland

GB 1911 Coronation First UK Aerial Post postcard, flown from London to Windsor. GB George V ½d green stamp, postmarked First United Kingdom Aerial Post, London 9 Sept 1911 to New Zealand. "T10" Postage Due cachet, "2d To Pay" postage cachet with manuscript alteration 1d, plus further "1d To Pay" postage cachet at correct rate, plus Y16b 1d Postage Due, franked Auckland 23 Oct 1911. Message on reverse:

"Dear Charlie, Sept 8, 1911
Somewhat unique card and occasion. This will be carried tomorrow by the first aerial post in England. The mail will leave Hendon Saturday afternoon by aeroplane to Windsor, whence thousands of letters and cards will be despatched by ordinary mail to their destinations. Immense interest has been aroused.
James J.R. Jones"

About 25 GB 1911 Coronation Airmail postcards are known to New Zealand. As the writer perceptively states, with Postage Due, probably unique. An exceptionally interesting 101 year old item. (ex-Mike Shand) **\$1,600**

NEW ZEALAND CALs

CP Listed – in Appendix C.

SG listed – "Customised Advertising Labels" – in SG NZ Catalogue, before 'Stamp Booklets'. Issued by New Zealand Post Retail Group, featuring the NZ Post 'Envelope' logo and fully valid for postage.

An important part of the complete New Zealand collection.

615(a)	2004	Wellington Arts Festival (photo p.4)	\$3000
(b)	2004	ANZ Bank, set of three (photo p.4)	\$120
(c)	2004	BMW Cars (photo p.4)	\$500
NZ Post CAL Packs Collections Complete			
(d)	2005-6		\$18
(e)	2007		\$80
(f)	2008		\$50
(g)	2009		\$113
(h)	2010		\$102

All fine, unmounted mint

1935-1947 POSTAL HISTORY - PART 6

- 305(r) **1942 Nov 7 L12d 1/- Tui, M7c GVI 3d Blue** Wellington to Cedar Falls, Iowa, USA at 1/3d Air rate to USA. Opened by Censor in New Zealand tape and Passed by Censor NZ 58 cachet. \$30
- (s) **1943 Jan 13 L9d 6d Harvesting, L12d 1/- Tui, M2d GVI 1d Green** Auckland to New York, USA on Auckland Registered Airmail cover R1766 Auckland C1 at 1/7d Registration fee and postage rate on Motor Traders envelope. Opened by Examiner DDA77 tape, back-stamps 2 Feb 1943 San Francisco, 3 Feb 1943 New York oval and 4 Feb 1943 New York Registered. Nice cover. \$75
- (t) **1944 March 3 L4f 2d Whare, L12d 1/- Tui, M2d GVI 1d Green** at 1/3d Air rate to USA, Wellington to San Francisco on Coopers Seeds envelope. Opened by Examiner DDA37 tape. \$40
- (u) **1944 May 8 L12d 1/- Tui, M7c GVI 3d Blue** Wellington to Pennsylvania, USA Airmail 1/3d rate. Opened by Examiner DDA37 tape. \$30
- (v) **1944 Aug 9 L12d 1/- Tui, M7c GVI 3d Blue** Wellington to San Francisco, USA on Coopers Seeds envelope. Opened by Examiner DDA262 tape. \$30
- (w) **1945 Jan 16 Z30d 1/3d Arms Orange-yellow** Wellington to Pennsylvania, USA at Airmail 1/3d rate. opened by Examiner DDA31 tape. \$40
- (x) **1938 Feb 28 L1b 1/2d Fantail** Mercer local item. Mercer 28 Feb 1938 back-stamp. Last Day cover. Unusual. \$32
- (y) **1938 March 1 L1b 1/2d Fantail, M1a GVI 1/2d Green** Invercargil to Kidderminster, England on First Day of Issue cover. \$15
- (z) **1951 Feb 5 pair S39a 1/2d Peace** Papakura to Whangarei on envelope marked 40th Anniversary of First Aeroplane Flight in NZ on Feb 5 1911 with hand-drawn pen and ink coloured drawing of bi-plane and New Zealand map. Most attractive. \$150
- 306(a) **1936 Oct 12 L4b 2d Whare** Fiscally used on Wainuiomata Developments Official Receipt No. B7953. \$5

LARGE BLOCKS, LARGE MINIATURE SHEETS AND SHEETLETS

- 630(a) **Section PA Roses Definitives Plate Blocks of 20**
- | | | | |
|---|---------------------|-----|---------|
| PA1a 1975 1c Sterling Silver | Plate 1A three dots | UHM | \$30 |
| (b) PA1a ditto | Plate 1B three dots | UHM | \$30 |
| (c) PA2a 1975 2c Lilli Marlene | Plate 1A two dots | UHM | \$13.50 |
| (d) PA3a 1975 3c Queen Elizabeth | Plate 1A original | UHM | \$19 |
| (e) PA3b 1979 3c Queen Elizabeth | Plate 2B one dot | UHM | \$47.50 |
| (f) PA5a 1975 5c Diamond Jubilee | Plate 1A three dots | UHM | \$35 |
| (g) PA5a ditto | Plate 1B one dot | UHM | \$21.50 |
| (h) PA5a ditto | Plate 1B three dots | UHM | \$35 |
- 631(a) **SSM109-14 1995 Night Lights** Miniature Sheet for Singapore '95 and Jakarta '95 UHM \$50
- (b) **SSM109-14** Miniature Sheet ditto FU \$60
- (c) **SHM109 2000 First to see the New Dawn** sheetlet inc. SH109a(Z) R3/1 flaw NZ Millennium logo missing UHM \$9 FU \$10

Continued on page 14

25(b)

ON HIS MAJESTY'S SERVICE.

UNCLAIMED

MR. ANTONIO MATTEINOVICH,



PURU
JUL 1

On His Majesty's Service.

On His Majesty's Service.

WELLINGTON
14 SEP - 6-15P



Nov 7. 9. 8. M.L.

Thomas Miller

144 Main South Rd

Dunedin

25(a)

25(i)

Continued from page 12

NZ Sheetlets (cont.)

631(d)	SM823-42 2003 Armed Forces Uniforms sheetlet	UHM \$30	U \$30
(e)	SM843-4 2003 Conquest of Mt Everest sheetlet	FU	\$30
(f)	S957-60(Z) 2005 WWF Kakapo sheetlet of four se-tenant strips	UHM	\$16
(g)	SM982-1001 2006 Hawkes Bay Earthquake sheetlet	UHM \$25	U \$25
(h)	S1024a 2007 Centenaries 50c Home of Compassion sheetlet of 20	UHM	\$30
(i)	SM1031-50 2007 Classic Kiwi Lingo sheetlet	UHM \$20	U \$20
(j)	SM1085-1110 2008 A-Z of New Zealand sheetlet	UHM \$26	U \$26
(k)	S1147-70 2009 Tiki Tour sheetlet	UHM \$25	U \$25
(l)	SM1185-9 2010 Ancient Reptiles self-adhesive M/S, plus cinderella sheetlet	UHM \$16.80	U \$16.80
(m)	SM1207-31 2010 A Slice of Heaven sheetlet	UHM \$30	U \$30
(n)	SM1243-64 2011 Victoria Cross sheetlet	UHM \$26.40	U \$26.40
(o)	SM1243-64 ditto imperf sheetlet	UHM	\$65
(p)	SM1243-64 ditto complete miniature sheet set from hardback book	UHM	\$140
(q)	SM1265-76 2011 Beyond the Coast sheetlet	UHM \$19.60	U \$19.60
(r)	SM1277-97 2011 Counting in Kiwi sheetlet	UHM \$25.20	U \$25.20

MODERN ERRORS

- 620(a) **PC17a(Z) 1988 70c Paradise Shelduck** triple impression of black colour, centred to low and right as all these triple impressions are. A very visual error. UHM (*photo p.4*) \$350
- (b) **S218a(Z) 1977 AA, RACS** pair, grey colour omitted. Prominent missing colour error. Fine UHM (*photo p.4*) \$1500
- (c) **SH31a(Z) 1990 Te Maori 40c** chalky blue colour omitted, 40c value missing UHM \$850
- (d) **SH116a(Y) 2005 Café Culture** die-cut outline inverted and two phosphor outlines, one inverted. Major error UHM (*photo p.4*) \$995
- (e) **SS141a(Z) 2000 \$1.20 Rainbow Mountain Scenic Reserve, Rotorua** Major perforation shift deleting sky. Spectacular UHM (*photo p.4*) \$450
- (f) **SS141a(Z)** ditto in lower selvage pair with lower stamp now showing large white band due to perf shift UHM (*photo p.4*) \$950

Health Errors

- 621(a) **T36a(Z) 1964 2½d Tarapunga** red colour omitted. A fine example of this well known missing colour error. UHM \$800
- (b) **T50b(X) 1978 12c Heart Foundation** chestnut colour omitted. This now shows lighter skin tones on hands and faces of the medical team. A scarce error. UHM \$1000
- (c) **T56b(V), (X) 1984 Horses 24c** block of four orange colour major shift on one pair and orange colour omitted on second pair, plus traffic lights UHM \$1775

625(a) GEORGE VI SCARCE PLATE BLOCK

M2d 1941 1d Green Coarse paper vertical mesh Plate 126.

Fine, plate block of six of this undoubtedly **rare** plate block No.126

(Cat \$3,000) 5 x UHM, 1 x VLHM **\$2,750**

POSTAL HISTORY 1917-1939

Proceeds of a major specialised collection of George V and George VI recently purchased in London. Further listings will appear in the February 2012 and subsequent CP Newsletters.

- 25(a) 1917 Sept 14 KO17a GV 1½d Black Official London Plate**
Wellington to Dunedin on OHMS envelope, postmarked Wellington machine cancel 14 SP without year, with contents a Form from the Office of Director of Recruiting, Wellington. (*photo p.13*) \$125
- (b) 1918 May 29 KO13a ½d Green Official, KO4a 3d Chocolate Official**
on Registered OHMS cover Auckland to Te Kopuru. Auckland S R-1906, received Te Kopuru 31 May 1918. Nice circular AR marking advice of delivery (Avis de Reception), other markings: Unclaimed, Notice Re Caveat, Te Kopuru 3 July 1918, Auckland Unclaimed 6 July 1918. Fine returned cover with excellent use of AR hand-stamp. (*photo p.13*) \$600
- (c) 1919 Aug 23 KO13a George V ½d Green Official** on 3d Registered envelope Wellington to Dunedin Registered B.R.180, plus contents, Soldier's Copy of NZ Expeditionary Force, Leave and Notice of Discharge Certificate August to September 1919, plus Clothing Warrant Issued cachet 11 August 1919. Excellent Registered with Military contents. \$120
- (d) 1919 Oct 31 KO13a GV ½d Green Official, KO4b 3d Chocolate Official** on Registered OHMS cover Auckland to Ngawa, Registered Auckland R1967. Manuscript red ink "Gone No Address" octagonal handstamps 1 Dec 1919 Ohaeawai, 6 Dec 1919 Auckland Unclaimed, on reverse 8 Dec 1919 Dead Letter Office, Wellington. \$50
- (e) 1919 Dec 4 KO13a GV ½d Green Official** on 3d Registered envelope Wellington to Palmerston North, Registered B.R.2629, back-stamp Palmerston North 4 Dec 1919 from Base Records, Wellington. \$30
- (f) 1927 Feb 3 KO13e GV ½d Green Official** Addington to Hornby readdressed to Sockburn On Railway Business Only envelope, transit on front Hornby 4 Feb 1927, on reverse Hornby 4 Feb 1927, Sockburn 4 Feb 1927. \$90
- (g) 1927 April 14 K7a GV 5d Blue** on Registered OHMS envelope, Wellington to Wraybury, England Registered Secretary GPO, Wellington R182 from NZ Post & Telegraph Department. \$90
- (h) 1927 May 17 KO15a 1d Field Marshal Official** on OHMS envelope Wellington to Washington DC, USA from Biological Laboratory, Wellington. \$30
- (i) 1927 Aug 17 KO15a 1d Field Marshal Official** on OHMS Public Service Superannuation envelope Wellington to Napier, back-stamped Napier Postman's Branch 19 Aug 1927, "Gone No Address", Return to Sender, Napier Unclaimed 31 Aug 1927. Addressed to the Gaoler HM Prison, Napier. Interesting item. (*photo p.13*) \$120
- (j) 1927 date unclear KO5g GV 4d Purple Official Plate 44**, Auckland to Devonport on Registered OHMS Land Registry Office, Auckland envelope. Registered Auckland C1 R1705. \$40
- (k) 1930 Oct 3 KO15a 1d Field Marshal Official** on OHMS envelope Westport local item, on reverse Westport 4 Oct 1930, Unclaimed Westport 17 Nov 1930, Unclaimed. \$25

Postal History (cont.)

- 25(l) 1931 Sept 25 K15a 1d Field Marshal** on OHMS envelope Westport to Inangahua Junction on reverse Inangahua Junction 26 Sept 1931, manuscript "Unknown" Unclaimed Inangahua Junction 21 Oct 1931, Westport Unclaimed 27 Oct 1931. Nice cover. \$40
- (m) 1931 Oct 7 K15a 1d Field Marshal** on OHMS envelope Westport to Denniston, on reverse Denniston 9 Oct 1931 contents re Bankruptcy Westport 7 Oct 1931, Unclaimed, Return to Sender, Gone No Address, Denniston 19 Oct 1931. \$30
- (n) 1931 Nov 12 KO18e GV 2d Yellow Official** on OHMS Patent Office, Wellington envelope, Wellington to Wisconsin, USA. \$35
- (o) 1932 June 4 KO13f GV 1/2d Green Official** on OHMS envelope Westport to Denniston, "Refused" 24 June '32 and 4 July '32, Unclaimed Westport 5 July 1932. Somewhat damaged. \$10
- (p) 1934 Feb 19 KO13f GV 1/2d Green Official** on OHMS envelope Westport to Carter's Junction, on reverse Westport 19 Feb 1934 Unclaimed Return to Sender Westport Unclaimed 7 March 1934. \$90
- (q) 1936 Feb 13 KO15b 1d Field Marshal Official** on OHMS Pensions Dept 'Mourning' envelope, Christchurch to Wellington. \$60
- (r) 1936 Feb 24 KO15b 1d Field Marshal Official** on State Fire & Accident Insurance State Guarantee 'Mourning' envelope Napier local item. Neat and tidy item. \$80
- (s) 1936 March 3 KO15b 1d Field Marshal Official, KO19c 3d Chocolate Official** on Registered OHMS 'Mourning' envelope Mapua to Christchurch. Registered Mapua R106 on Department of Agriculture envelope. Good cover. \$50
- (t) 1937 Jan 26 KO13e GV 1/2d Green Official** St Albans to Christchurch, received 27 Jan 1937, readdressed to South Springston, from Christchurch Girls High School. \$45
- (u) 1937 March 18 KO13e GV 1/2d Green Official** on OHMS from Hawera Police Station to Subenumerator Agricultural & Pastoral Statistics, Hawera. Neat envelope. \$85
- (v) 1937 April 14 KO13e GV 1/2d Green Official** on Dunedin CPO souvenir cover, postmarked CPO Opening, Dunedin to Wellington. \$30
- (w) 1937 Sept 10 KO13e GV 1/2d Green Official** on State Fire & Accident Insurance Office State Guarantee envelope, Christchurch to St Albans. \$50
- (x) 1938 March 1 pair M1a GVI 1/2d Green** Tauranga to Cheddar, Somerset, England FDC. \$6
- (y) 1938 July 1 M2a GVI 1d Scarlet** Gore to Colombo, Ceylon FDC \$6
- (z) 1938 July 26 strip of three M4a GVI 1/2d Chocolate** Wellington to New York (no country stated) backstamped Highland, NY 30 Aug 1936, manuscript New Zealand First Day Cover July 26 '38. \$25
- 26(a) 1939 March 22 M4a GVI 1/2d Chocolate** Auckland to Warrington, Lancs, England. \$5

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