

CAMPBELL PATERSON



PATERSON

NEWSLETTER

FOR COLLECTORS OF NEW ZEALAND STAMPS

VOLUME 53 NUMBER 04, NOVEMBER 2001

CLASSIC SELECTION



600 (a)



602 (b)



604 (c)



606 (a)

CP'S NEW ZEALAND STAMPS - WELCOME TO OUR TRADITION

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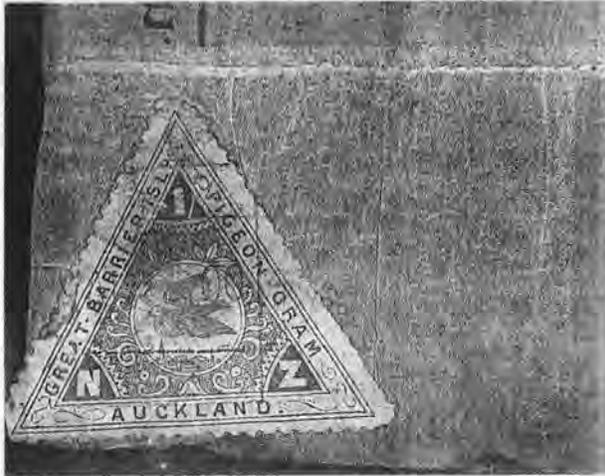


GREAT BARRIER PIGEONGRAM AGENCY

A new theory

by Warwick Paterson

Even in the study of “The World’s First Airmail Service” seems that continual awareness can produce new information – or in the case of an item advertised in the CP Newsletter last month – new theories and speculation.



I have always regarded J Reg Walker’s definitive work (**New Zealand The Great Barrier Island 1898-99 Pigeonpost Stamps**, published by the Collectors Club of New York some years ago) as the bible on the subject of the Pigeongrams. It is certainly encyclopaedic in its recording and analysis, particularly of the philatelic aspects of the stamps issued. To my mind however, there has always been a slightly uneasy feeling that there were gaps in Reg Walker’s account: the actual usage of the stamps; the customs which arose; the stamping, postmarking and sending of flimsies attached to the legs of homing pigeons, from the Great Barrier Island slightly under a hundred miles from Auckland. Generally it is believed that the birds were either flown or taken out to Great Barrier in baskets by steamer ferry. Messages were written in pencil on flimsy, a stamp attached and postmark applied. On arrival at the loft back in Auckland it is assumed that the flimsy with its stamp were retrieved, placed in a normal envelope and sent on by mail to the addressee.

Mr Fricker of “The Agency” had set the fee for messages from Auckland to the Great Barrier Island at 1/-; and those from the Barrier at 6d. This was to undercut the rates provided by “The Service” his bitter rival.

I know that birds were taken to the island by basket as my sometime maths teacher at Auckland Grammar School, Peter “Pas” Stein, told me at some length how his father had been responsible for the birds as Captain of the Northern Steamship Company ferry on their way out to the island.

It is well documented also that the 1/- rate took a message by bird out to the Great Barrier Island. My first assumption is therefore that Mr Fricker would have kept the 1/- red triangular stamps at the loft in Auckland so that he would have stamps to put on the messages on the outward trip. It is also reasonable to assume that the stocks of the 6d triangular stamps (blue) would be kept on the Island as a “working stock”. Note here that stamps were also available at a bookseller in Queen Street, Auckland and at the Barrier for retail sale.

To recap – and we are dealing with probabilities here rather than recorded fact – Mr Fricker at the loft holds a number of 1/- stamps primarily to be attached to messages from Auckland to Great Barrier Island.

Of particular interest then was the Great Barrier Pigeongram Agency flimsy advertised last month in the Newsletter dated January 29th 1900. This was one specially printed for the New Zealand Patriotic Fund excursion to the Barrier on SS Mararoa on that day. This item has unimpeachable provenance having been in the possession of the same family since it was received from the Mararoa on January 29th 1900. Family members were on the excursion and took the opportunity to send a flimsy back to Auckland as a memento, as no doubt did many on the trip.

As the flimsy was coming back from Great Barrier to Auckland, firstly why then did it carry a 1/- red triangular stamp with postmark **not tying the stamp to the flimsy**? In the second place, why was the 1/- stamp used when the rate **should have been 6d** per message travelling in that direction and, thirdly, why does the stamp bear all the appearances of having been **pre-cancelled**?

Now some theorising. I suggest that, particularly in the case of bulk usage for an excursion day from the Barrier to Auckland, that your birds would have been at a premium. It is likely, therefore, that flimsies were written and accepted on board to be attached to the birds' legs *several at a time*. What is even more likely than that, is that stamps *were not affixed at the time of departure but were added on arrival back in Auckland*.

Circumstantial evidence seems to bear this theory out. Mr Fricker would have had 1/- stamps at the loft available – these normally to have been used on the outward trip. Preparatory to “bulk use” on multiple messages coming back several per bird, is it more likely that the stamps available would have been pre-cancelled and affixed on arrival, then to be onsent to the addressee. To accommodate this theory you have to accept that the canceller was not readily available in Auckland and the pre-cancelling had been done at some other time, possibly on the island stamps returned separately from the flimsies.

And the wrong rate? Assuming that a large number of messages were sent – perhaps more than was expected – Mr Fricker may have been reduced to using pre-cancelled 1/- stamps as opposed to 6d blue stamps, the normal rate.

And for corroborating evidence? Reg Walker's book illustrates on page 80 a copy of Agency Form Number 3, bearing a 1/- stamp also sent from Great Barrier back to Auckland with the suggestion that "perhaps the sender overpaid this because of delivery to Wellington". The telling point is that this stamp too bears all the appearance of having been pre-cancelled, being untied to the flimsy. And the most interesting evidence of all? The flimsy illustrated in Walker's book was sent on the 4th February 1900, exactly six days after the New Zealand Patriotic Fund excursion on the SS Mararoa. Did Mr Fricker use one of his pre-cancelled 1/- stamps in the week following the excursion to frank a later message on 4th February which had arrived without a stamp on it? Clearly several possibilities exist to explain these "abnormal" usages. Holders of the flimsies may like to contribute.

OPINION

A Time for the Dependencies?

In the Report of the Annual General Meeting (of the Royal Philatelic Society of New Zealand), I see that Vol IX of Postage Stamps of New Zealand is on hold, but some work is already being done on Vol. X. I wonder how many other members of RPSNZ think, as I do, that it is high time to update the material on the NZ Dependencies in Vol. V. This volume was published 34 years ago, and a great deal of new information has been discovered since 1967. ALL other material has been brought up to date, but not the Dependencies. What is the problem? I urge other members who agree to let their wishes be known. Perhaps Vol. X would be an appropriate vehicle for giving us new and updated material on the Dependencies.

J. Edgar Williams (Member, RPSNZ, Fellow RPSL)

NEW ISSUES AND VARIETIES

by Rob Talbot

Christmas 2001 – Carols (5 September 2001)

A strangely cartoon-like treatment of the images representing the six carols which may not appeal to everyone. Also the figure of value, especially on the self-adhesive, is on the small side for the traditional requirements of good stamp design. This is compensated for by a bright and distinctive colouration identifying the different values rather than the often blurring sameness in the Christmas issue. Despite the previous caveats, an attractive and colourful set.

Design is by Comm Arts Design, Wellington who used the services

of Ross Jones of Watermark, Wellington as illustrator. Printed by Southern Colour Print, Dunedin by offset litho in four process colours plus metallic gold. Paper is 103gsm De la Rue gummed red phosphor coated stamp paper for sheet stamps and JAC non-detection PS1 B90 for self-adhesive.

Sheet stamps are perforated 13.4 x 13.7 and mesh is horizontal. Self-adhesive 100 stamp rolls are die-cut perf 9.8 x 10, comb style, with vertical mesh. There is a booklet to be issued in November. Note the jumbo roll stamps used for FDCs and distributed in hangsell packs are the same die-cut perf but, with a black vertical bar over "SCP" printed on the backing paper (reverse) and a horizontal mesh, they are listable varieties.

The designs are:

40c	"When Christ was born of Mary free"
80c	"Away in a manger"
90c	"Joy to the world"
\$1.30	"Angels we have heard on high"
\$1.50	"O holy night"
\$2.00	"While shepherds watched"
40c	"When Christ was born of Mary free" S/A

Queen Elizabeth II (3 October 2001)

Six great portraits of Her Majesty cleverly wearing the right colours to distinguish between the various stamp values. Two things are clear from this set. Firstly the Queen has worn very well indeed and, in the light of her mother's great age, likely to continue doing so. Secondly, she enjoys coming to New Zealand as five of these stamps commemorate the same number of previous visits. Sadly the sixth, which should have taken place this month, has been cancelled (for now) due to the current height of world terrorism.

Despite the tour's cancellation, this set, the first day cover and already published brochures do not as such mention as a 2001 visit. Consequently, a no doubt relieved NZ Post Stamps Business Unit, went ahead with the planned issue.

Stamps and first day cover were designed by Ann Adams of Wellington. Printing is by Southern Colour Print by offset litho in 4 process colours, metallic silver and overgloss on De la Rue 103 gsm red phosphor stamp paper. Perforation gauges 14 and mesh is horizontal. Each value is obtained in sheets of 25 stamps of one value and also se-tenant strips of all six values. The stamps in the se-tenant strip are only so available and are not differentiated from the stamps in sheets.

The overgloss is printed on the silver band at the top of the stamps. In selvedge blocks this is apparent because the overgloss band colours the all silver selvedge darker according to the incident angle of light. This is particularly dramatic under UV light. In the plate block there are five coloured crowns – the "traffic lights". The top one is overgloss on the underlying silver which is not otherwise represented.

The designs are:

40c	Royal Visit 1953
80c	“ “ 1970
90c	“ “ 1977
\$1.30	“ “ 1986
\$1.50	“ “ 1986
\$2.00	Official New Zealand Portrait 2001

100 Years of tourism (4 July 2001) ADDENDUM

We have discovered that the roll, printed by Southern Colour Print and which we described at the time of issue is probably not the normal roll. The normal (most common) roll has phosphor tagging (phosphor-bands left, right and top) throughout the roll. We believe some matter of urgency forced the printer to use whatever paper they had in stock hence the use of the two different papers. As the tagging (or its absence) allows the naked eye to differentiate the stamps and the untagged, (i.e. phosphor coated paper) is likely to be somewhat scarcer, each stamp will be catalogued separately. The join strip with both papers se-tenant (distributed with core issue) is likely to be even scarcer than first thought.

Also listable is the now discovered “tagged” label set which will be distributed to all customers who would normally expect a label set. As usual this is fully on approval. In addition to the se-tenant join strip, strips fully coated and/or fully tagged are available to order (subject unsold) but note these are also included in the label sets.

The likely Catalogue listing will be:

SS144a	40c	Bungy jumping, Queenstown
“ b	40c	“ “ “ (ex Bklt of 10)
“ c	40c	Bungy jumping (Ex roll of 100 – phosphor tagged)
“ c(Y)	40c	Bungy Jumping (Ex roll of 100 – coated paper)

David Stalker of Erskine, Scotland has pointed out that the different cropping on the above 40c roll stamp compared to the booklet stamp is caused by the image being about 1mm larger vertically and horizontally. So far no one has found a way to differentiate between the three jumbo roll values and those from the booklets “off the backing paper”, i.e. used.

New Zealand Booklets – A Major New Error

The booklets reviewed on page 8 of October 2001 Newsletter were W66b (U) and (V) carrying the advertisements for “New Zealand Stamp Collection” and “Threatened Birds”. This was not clear in the article so our apologies for any confusion – our minds were as blank as the booklets it seems!

“Nowhere else in the world do you see (NZ) stock like this”
- (JB, visiting from Colorado, USA)

*A TRIP ACROSS THE ATLANTIC IN 1853**by John Wilson – the concluding chapter**Forty two days into the voyage and America is at last sighted*

There was an Irishman who had made the passage before and had a good stock laid in to meet such a casualty with whom I scraped up an acquaintance and bought biscuits and cakes from him at an exorbitant price as long as he had them to dispose of; but his stock likewise became exhausted and the nearer we approached the land of promise our hardships grew harder. The ship's allowance was utterly inadequate to sustain us, being about a biscuit a day with the chance of some of the rice or porridge to which I have alluded if the weather was good which was seldom the case. The provisions which the passengers had laid for themselves being now utterly exhausted so that they had nothing to steal from one another led to a result which somewhat mitigated our sufferings. One night when we were all in our bunks, probably calculating how long we would take from that moment to finish half a dozen pies, if we had the chance, for the ever constant cravings of hunger prevented us from musing on anything else. Some of the passengers broke into the ships Storeroom which was on the lower deck and divided from our place by a temporary wooden partition. The oatmeal and flour and biscuit were all packed in barrels and had simply to be rolled out to the light of the lamp, the end knocked out and the contents were laid open. My friend and I lay in our beds and looked on. The scene of operations was not far from our bunk, but we knew from the character of the Captain, as well as the Officers and crew, that if anyone had been caught in the act, he or she would have been shot on the spot without mercy. Consequently we took no share of the plunder, but the scene was ludicrous in the extreme. Fancy a barrel turned out containing biscuits and a man here and a woman there making a rush from their beds in their usual night habiliments to the centre of attraction and making a grab at a lot, dart away with them into the darkness like so many rats. And then there was the frequent colliding between parties running to and from the barrel and the falling and sprawling of those who were the weaker vessels and the odd and indescribable pictures they presented in their frantic efforts to secure the provender, at the same time tugging violently to keep their night gear in proper order, is easier imagined than described. The affair seemed to have been preconcerted for one was watching while another was breaking open the barrels, another handing out the contents to all comers. At the time when a barrel of oatmeal had been tapped a woman amongst the rest made a rush for the digging expecting to get an armful of biscuit, she was not prepared for a supply of oatmeal but the moments were precious and the goods were valuable. Remember this is no made up story, but a solemn fact, witnessed by myself. Well, you know, the poor woman had to make the best shift she could under the circumstances. She could not afford the time to run back for something to carry the meal in, consequently she turned up the tail of her shift, ever such a small morsel, as she would have done with an apron if she had had one. The man was shovelling it out, with the middle board of the top of the barrel an admirable scoop, which would lift perhaps five or six pounds at a time. In pitching in the first shovelful, the garment in question was dragged down so that she had to hunker down collier fashion to rearrange matters, another couple of shovelfuls was now hastily thrown in, there was plenty of room under the altered conditions but now comes the poser. How was she to get up? There was no time to stand or even

hunker on ceremonies. She must get away and the meal must be kept. At this moment my attention, and let us hope that of the rest, was drawn towards something else, and when we looked again, behold, she was gone.

The whole affair occupied but a few minutes during which I think some six or eight barrels were disposed of, when the chief performers were scared by the steward coming down, and a watch was set upon the store for the remainder of that night. The Captain came down next morning armed with a pair of pistols, followed by the Mates and one or two seamen carrying hatchets to smash open the chests or barrels of those who might be reluctant to open them in the search for the stolen provisions. It was only, however, a demonstration to strike terror into the already cowed and half starved crowd, and nothing was done to any particular one in consequence.

An armed guard however was placed in the Store Room during the remainder of the voyage and the Mate came down occasionally and sold us some biscuits which was an alleviation to some extent of our former sufferings. As I have said the weather in general was stormy, although we had some good days. Sometimes we were becalmed, which was more disagreeable in one sense than when blowing hard. As we then knew we were making no progress in our journey. Forty-six mortal days in such a place, surrounded with all the comforts and elegancies of which I have mentioned is not exactly a voyage which we would wish to be prolonged. Yet some of these calm days presented a variation which helped to break the dull monotony of our existence. On one of them, when we were crossing the banks of Newfoundland, the Captain and one of the passengers who had provided himself with the necessary lines and hooks, had a day's fishing and they caught about a dozen codfish each which met with a ready sale at fabulous prices. But these sort of days were the exception, the stormy ones were the rule. Sometimes a heavy wave would strike the bows of the ship with a clap that would make her shiver from end to end and the passengers shivered too I assure you. But I never saw any of the mountain waves that I have read about. As near as I could calculate the surface of the ocean would never be agitated more than perhaps twenty feet, that is the waves twenty feet high. I have said that owing to the strain in the first storm, the vessel was leaking a little during the whole voyage and the Captain calculating I daresay on the assistance of the passengers, had not his full compliment of a crew, and as the pump had to be kept often going especially when it was blowing hard, the passengers had this job. And those who were the most willing workers got the best share of the porridge. When a wave would break on the ship, and send a sheet of water thundering down the open hatchway it resembled for a couple of moments as if the ship had foundered and we were going down and already below the surface. And if the pumps were wanted to be wrought in the night time and the sailors otherwise engaged, the Steward would come down and going to some of the men's beds, would whisper, "I don't want to alarm the women, but if you have any regard for the safety of the ship you had better come up and give us half an hour at the pump". And the poor fellows would come down after a while dripping like a Newfoundland dog. But our ship stood the buffeting well and crawled across safely. We had calculated upon the voyage being made in some twenty or twenty-four days. We knew that some vessels had made the run in less than that time but we were looking out for land by the twentieth day but were rather disappointed at not seeing it in the morning and still farther chopfallen at not seeing it in the afternoon, but the twenty-first came and the

thirty-first and the forty-first and still there was nothing to be seen but the apparently endless waste of water. But it came at last and there was a perfect jubilee of rejoicing. We sighted land on Friday forenoon the forty-second day of our voyage and by the afternoon we were drawing pretty closely to it. Darkness coming on we turned below and scraped together the hoarded crumbs to have a last feast on board. It was an easy task to do the carving at that dinner table. But we were in exuberant spirits; in rummaging over my things that night, I found a snuff horn, a keepsake, which I had had for years, but never opened it, there happened to be a little dry snuff in it, which I mixed with my tea and had a glorious smoke and the breakfast which we were to have on Saturday morning in New York conjured up the most delightful anticipations. We were up early tidying ourselves a bit before going ashore and whenever daylight came in we were on deck to feast our eyes on the Promised Land. But you may easier imagine than I can describe our feelings, on learning that the ship had been put on a different tack during the night we were too far to the North and land was again invisible. We were speechless, we couldn't even swear for a minute or two, visions of ham and eggs, were dismissed with a groan. Pease Brose called up the most longing of sighs, joking and smiling were at an end. Everything eatable had been finished the night before, the last pile of tea had been put into one's pipes in the previous evenings jollifications. We felt not only disappointed and wretched but mortified and ashamed as the sailors would smile at us in passing. The Mate however took pity and got up a biscuit sale and again we sighted land in the afternoon. But we were not to be done this time, no more feasts till we were sure of our landing and turned into our bunks with some misgivings as to our fate on the morrow.

But we were roused at midnight by the steward who looked a perfect angel as he shouted his order that the passengers were all to get up and pitch their mattresses and provision barrels overboard, as they would be of no use to us on landing. Never was an order more joyfully obeyed. This was proof positive at any rate that we had not another night to spend on board and considered we were quite justified in taking an extra biscuit each from the stock of six which we had left of our purchase on the previous day. After pitching our mattresses and barrels overboard, we took our bedclothes and made them up into a nice parcel, ready for lifting and wiled away the long hours of the morning in hopeful chat. Voting the steward worthy of promotion, all the crew first class sailors, and I believe we would almost have presented one of our biscuits to the Captain as an acknowledgement of our appreciation of his high qualifications as Commander of a passenger ship. I had made up my mind that as soon as I had made my fortune in New York, I would appoint him Captain of one of my best ships, nay, so kindly disposed was I toward him at that moment, that I believe for a few biscuits I would have consented to let him have a full share in the business. But daylight broke, our barrels and mattresses were nowhere to be seen and land was dimly visible a long way off. We had now served a long apprenticeship to privations and disappointment and we bore this new one with all the fortitude we could muster. Sailing along the whole day with land in sight but apparently drawing no nearer to it, night again came on, provisions were again finished. Our bedclothes had to be again untied and spread on the bare boards and we then discovered that the order for pitching overboard our mattresses and barrels was given that they might be as far out at sea as possible. But the end was near,

about midnight we heard the anchor run out and daylight showed that we were anchored at the mouth of the New York River, the Hudson. We lay here till midday, a tug steamer came but the two Captains couldn't agree and it was with a feeling of agony almost that we saw it steaming away again. The next that came took us in tow, and during our passage up the river, the pangs of hunger were so keen that I offered the Cook half a sovereign if he could give us something to eat but the galleys and the stores were all shut and nothing was to be had. About six in the afternoon we reached the landing pier and the moment we got our foot on shore a spirit shop being the first that showed itself we had a glass of brandy and some tobacco. We then got out our chests and with a man who had been in New York before and with whom we had scraped up an acquaintance during the voyage, we started off for lodgings which he recommended in Twenty-fourth Street some three miles from our landing place. A porter was jogging along with our luggage on a cart and the first bakers shop we saw we didn't pass I assure you. Our jaws had little rest the remainder of our walk, and when we arrived at the place of our destination and got everything snug we required no pressing to draw in our chairs to a well covered tea table. I need not attempt to describe that meal, the recollection of it will be fresh in my mind till my dying day.

Suffice it to say, that we sat there, **not** till we were satisfied but till we were ashamed. I don't think there were many basketfuls remaining. After taking a seat at the stove and a smoke for a while, the craving came on again with redoubled force. We could hardly propose another tea, consequently we went away out and having supplied ourselves with a pocketful of bread and cheese at a neighbouring shop, we went into a spirit store, ordered some ale, and at it again. Now you know this was very dangerous and I have often thought since that it was surprising the consequences were not more serious. Well after sitting some time in this place and our waistcoats considerably better filled and being very wearied, we steered for bed and were immediately asleep. How long we had slept I know not, but my friend and I wakened simultaneously with a most intolerable thirst. The room was dark and the house was all quiet, there was no matches or candle, and a minute or two hastily groping about the room convinced us that there was no water there. Here were we in a strange land, in a strange house, not paying attention to the stairs and passages that led to our bedroom in darkness and at midnight and dying for water. This was not to be borne without an effort, without thinking of putting on my clothes, I started on a voyage of exploration. After groping along a passage and down a stair, I came to a door, and rapped, "Who's there", shouted someone from within, in an angry voice and "I want some water". "Go to the Devil", well I say "I will consider that at another time. In the meantime I must have water if I alarm the whole house for it". "Go down then to the Back Court and you will find a pump well and let us hear no more of you". I have often wondered since, what would have been the consequence if we could not have got a drink that night. The cravings of hunger were as nothing compared to the fierce maddening desire for water at that time, it was got however, in the way I have described, and we were nothing farther the worse, but it was weeks afterwards before we were satisfied at our meals.

And now having occupied the time allotted, and having taxed your patience long enough, I will not attempt on this occasion to inflict upon you an account of what I saw and what I did not see during the time I remained there and of my voyage home again. Like the story-writers in the penny periodicals, I will reserve that for another chapter.

FIFTY YEARS AGO

by Campbell Paterson

From the Newsletter – November 1951

CP Catalogue

I would like to express my very real appreciation of the many kind letters which have reached me from readers who have found the Catalogue to their liking. In many cases I have answered them personally, but a large number arrived while I was away on my recent trip.

It will be readily understood that this enthusiastic reception has been a great relief to me. In compiling the work I introduced many new features. These I thought would be appreciated, but what I thought was hardly important – it was what the readers thought that mattered, and that was something I could not know until the book had been published.

Apart from my natural anxiety that my work should be found satisfactory there was the very potent factor of capital outlay to keep me awake at night. Costs today are quite incredible – in the event, our paper alone costs (approximately) £140; blocks were £180; linotype setting £150; these are basic costs only – to them were added the whole of the printer's costs for compositors' work, printing and binding, and (hardly the least factor) my own time over a period of quite nine months.

As it turned out, things went exceptionally well and we sold the whole original printing order within four weeks of the date of issue. The printer had run a small extra number and these, augmented by some I retrieved from local shops, have availed to keep us going since. We can continue on these lines for a little while yet, but I would certainly not advise anyone to delay their order much longer.

Some suggestions for future editions (always most welcome) have been made by readers and these I will review now.

An Index

This has been suggested by quite a few and I agree it is a good idea. It will be included in future.

Numbering of Pages

The absence of page numbers has caused comment, but some readers realised the reason, which is that the whole book (though bound this year) is based on the loose-leaf idea. No numbers will be possible in the later loose-leaf form, since the addition of extra pages from time to time, as is intended, would soon make such numbering chaotic. The heavy type "leaders" at the top of each page should go far to compensate for lack of numbers.

Older Issues Omitted

The absence of the pre-1898 stamps (caused by costs and the time factor) was of course regrettable, though not more so than the absence of many other sections which will assuredly be added in future years. This year's edition is just a very small beginning and we have in the present book only a faint foreshadowing of things to come. Rome was not built in a day, nor was any existing catalogue in the world first issued in the size and form it takes today. Suffice it to say that this is (we believe) the only catalogue in the world deliberately planned for future expansion on a really large scale – expansion on lines calculated to make it a real handbook on **all** phases of New Zealand philately.

New Numbers

It was inevitable of course that most, if not all, collectors would regret the appearance of "yet another" new numbering system. The majority would realise that there was no alternative. The suggestion that we should use some existing system of numbers, made in all seriousness by more than one collector, quite ignores the existence of the law of copyright. In any case no existing system would fit the new set-up. So it was not really a question of

whether or not to use a new set of numbers – it was a case of new numbers or no Catalogue at all.

Sectional Listing

The new set-up, keeping each issue quite separate from all others and dealing with each value in its entire range before passing on to the next, has been very well received. So I think it should be, as it must inevitably make identification easier. In addition it happens to be the set-up used widely by advanced specialists in the arrangement of their collections.

Prices

This is a subject where it is impossible completely to please anybody. When the collector has the stamp he likes it to increase in price; when he does not have it he likes it to go down! The important thing is that the prices should reflect the true market position. They must also be backed by an available stock which (subject always to sudden market fluctuations in individual cases) the Catalogue publisher is prepared to sell at those prices. Our Catalogue fulfils these requirements, the stock behind it being in all probability the biggest New Zealand stock in the world. A catalogue published by a firm doing little business and holding negligible stocks would be useless as a true market guide.

Novices' Reactions

It has given me great pleasure to note that those who class themselves as novices and beginners are particularly pleased with the Catalogue. For my aim was to produce a highly specialised work which would attract the non-specialist – not an easy task, since the beginner is invariably shy of the difficulties of specialisation.

“It was great to receive another selection of “Adsons” – an excellent batch with so many readable postmarks as well as very clear ads. Thanks very much indeed for your service and kind attention.” - (IM – Essex)

CLASSIC SELECTION

Another series of items chosen from stock for their superb appearance, otherwise very sound condition and the opportunity they present to offer them at **extremely favourable prices.**

London Prints

- | | | |
|---------|---|---------|
| 600 (a) | A6a (SG3) 1/- Yellow-green , lovely four marginal with very light obliterator strike leaving most of the face clear. Fresh appearance, fine colour, minor corner crease (Catalogue \$17,500) | \$5,250 |
| | or another fine looking example this time with full top and bottom margins: slightly cut into lower left and upper right side. Strong ivory head | \$1,500 |
| (b) | A2a (SG2) 2d Deep (greenish) blue , attractive used with very light marking well off the face. Good margins except left side cut into and tiny nick at top. Glorious appearance (Catalogued \$1,750) | \$200 |

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.

Richardson Prints on Blue Paper

- 601 (a) **A1c (SG4) 1d Bright red** unwatermarked Blue Paper. Really superb example in the bright shade with central PB obliator. Four marginal except for very slight touching left bottom. Excellent example of a very scarce item (Catalogued \$7,000) design fully intact \$2,750
or nice lightly marked four marginal example in the duller shade. Very fine indeed (Catalogued \$7,000) \$2,500
- (b) **A6b (SG6) 1/- Green on Blue Paper ditto.** Very nice looking example of this rarity with light marking. Minor thins and cut into slightly at bottom (Catalogued \$12,000) \$325
or another example fully intact with four margins. Marking central and London receiving mark (Catalogued \$12,000) \$425

Richard Prints on White Unwatermarked Paper

- 602 (a) **A1d(1) (SG8) 1d Dull orange on HM paper.** Four marginal example in very fine condition. Marking over the face slightly but light and clean. (Catalogued \$2,000). Lovely commercially used example \$775
or another four marginal example clear to the left of the Queen's head and slight filled thin. An opportunity to complete this slot with an item of award winning appearance (Catalogued \$2,000) \$175
- (b) **A2c(7) (SG10) 2d Blue (VM paper).** Four marginal example, very light marking well off the face – one of the finest we have seen. Minor horizontal bend (Catalogued \$475) \$150
or very similar item in slightly paler shade with very light marking, glorious condition, four marginal \$375
or item in **Pale blue** with horizontal mesh (SG9) stupendous example with four huge margins including 20% of the stamp on the right. Light marking well off the face. This is an exquisite and almost unbeatable chance \$400
- (c) **A5a(10) (SG13) 6d Brown ditto.** Four marginal example with marking over face but light and clear. Copy of impressive freshness and quality (Catalogued \$800) \$575
- (d) **A6ca (SG-) 1/- Blue-green** copy ditto of the rare 1/- in Blue-green with vertical mesh. Touching only at lower right side. Marking central but clean and clear. Catalogued at \$5,000 superb opportunity \$375

Davies Imperforate on Large Star Watermarked Paper

- 604 (a) **A1e(1) (SG33) 1d Bright orange-vermilion.** Really brilliant example unused. Four margins – quite stunning (Catalogued at \$950) \$875
or an equivalent unused example in orange-vermilion, four marginal again (Catalogued at \$1,000) \$850
- (b) **A3a (SG40) 3d Brown-lilac,** unused. Four marginal example in clear deep shade (Catalogued \$900) \$825
- (c) **A5b(4) (SG43) 6d Deep red-brown.** Four marginal example if closer to top right. Small marking to the right of the Queen's

- head, leaving the face completely clear. This is a wonderful example of authenticity and quality \$400
- (d) **A6d(4) (SG45) 1/- Deep yellow-green.** Lovely example with light marking and clear face, four marginal (Catalogue \$900) \$785
- Davies Perf 13 Star Watermark**
- 605 (a) **A3b (SG74) 3d Brown-lilac,** perf 13. Nice fully guaranteed example. Light, if central, marking very deep colour, slightly rounded top right corner (Catalogued \$1,500) \$125
- (b) **A5c(1) (SG75) 6d Black-brown ditto.** Lovely item if centred slightly right. Light marking well off the face. Good fresh appearance (Catalogued \$600) Fully guaranteed \$425
- (c) **A5c(3) (SG77) 6d Deep red-brown ditto,** centred slightly left but wonderful appearance and very light marking (Catalogued \$425) \$275
- (d) **A6e(2) (SG79) 1/- Bronze-green ditto** with light marking mostly off the face. Centred high and right but lovely colour and demonstrably genuine. Slight bleached area on the back (Catalogued \$800) \$315
- Davies Print on Pelure Paper – Unwatermarked**
- 605 (a) **A5d (SG85) 6d Black-Brown.** Very very fine four marginal used copy with very light marking and superb appearance. One of the best we have seen (Catalogued \$1,500) \$985
- Davies Print Imperforate Watermark “NZ”**
- 606 (a) **A1j (SG97) 1d Carmine-vermilion.** Four marginal copy with deep colour, marking off the face and light – very pretty. (Catalogued \$950) \$775
- Printed by Davies on Unwatermarked Paper (Provisional)**
- 607 (a) **A2h (G96) 2d Dull deep blue** with slight plate wear. Four marginal example if close cut on right. Marking heavyish but small and relatively unobtrusive. Nice example of this rarity (Catalogue \$3,000) \$475
- or** perf 13 beautiful looking example if centred a little high and small tear at base A2h(z) (SG96a) (Catalogued \$3,000) \$275

“I have enjoyed both your Newsletter for its very informative points of view and your magnificent Catalogue of vital information”. - (JOT – Ontario)

RECENT PURCHASES

- 206 (a) **Cover 1900 31 Dec 1d White Terrace pair E3a** Devonport to Auckland 8am 31 Dec 00 to Avondale 31 Dec 00, roughly opened \$50
- (b) **E4b 1907 1½d Boer War** top selvedge block of four including two re-entries: EV4a R1/9 and EV4d R2/9 shading behind NEW ZEALAND thickening UHM \$250

- (c) **E6a(y) 1900 2d Pembroke Peak double perforations** at right, cut perfs at top U \$50
- (d) **G3e 1901 1d Universal Basted Mills** mixed perfs: irregular compound perfs from mixed U \$175
- (e) **G4a 1902 1d Universal Cowan no wmk** block of six used -- the first block (of four or six) used we have seen in the no wmk for a long time. This block in beautiful condition, absolutely genuine usage VFU \$150
- (f) **K13e(x) 1925 ½d green George V** watermark inverted (new Cat \$80) FU \$70
- (g) **Cover 1936 30 Nov 1d Kiwi L2d** Te Awamutu 'telephone' slogan to Radio station, Ontario, Canada \$25
- (h) **L11e 1941 9d Maori Panel**, lower selvedge block of six, one black bar, fine UHM \$70
- (i) **L11e 1941 9d Maori Panel** lower left corner selvedge block of four, one black bar, fine, UHM \$55
- (j) **LO1b 1937 ½d Fantail Official** block of four used (Cat \$30) U \$22.50
- (k) **LO2d 1936 1d Kiwi Official** block of four used (Cat \$20) U \$15
- (l) **LO3d 1936 1½d Maori Cooking Official** block of four used (Cat \$55) U \$41.25
- (m) **LO3d ditto, ditto**, block of eight used (Cat \$110) U \$82.50
- (n) **LO7e 1943 4d Mitre Peak Official** block of four used (Cat \$20) U \$15
- (o) **L13b 1935 2/- Captain Cook Landing: LV13a(y) R1/4** COQK flaw in a top selvedge single. UHM. Hinge and mark on selvedge only (Cat \$250) UHM \$200
- (p) **S12a 1922 2d surcharge** Victory postmarked Trentham Military 21 Apr 1922 U \$5
- (q) **S14a 1920 6d** Victory postmarked Omoana 6 Jul 1921 U \$40
- (r) **S14a** " " " " Kumeroa 12 Nov 1920 U \$50
- (s) **S14a** " " " " St John's 14 Jul 1920 U \$35
- (t) **S16a 1923 1d map** postmarked Cowes 14 Dec 1924 U \$6
- (u) **S17b 1925 1d Dunedin** postmarked RMS Niagara 11 May 1926 U \$20
- (v) **S18a 1935 ½d Silver Jubilee** postmarked Ruatapu 9 May 1935 U \$3
- (w) **S18b 1935 1d** " " " Wingatui 30 May 1935 U \$3
- (x) **S18b 1935 1d** " " postmarked Warepa 4 June 1935 U \$6
- (y) **S18b 1935 1d** " " postmarked Green Hills 31 July 1935 U \$3
- (z) **S18b 1935 1d** " " postmarked Lake Coleridge 11 May 1935 U \$3
- 207 (a) **SSM60 1986 Scenic Bays M/S and TM58 1986 Health** M/S at overprinted "Stockholmia '86", scarce set of miniature sheets (Cat \$130) UHM \$95
- (b) **ZO33c 1943 5/- Arms Official** block of four used \$50

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