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EXCELLENCE IN NEW ZEALAND STAMPS



HMS "MORNING"

CAMPBELL PATERSON LIMITED

P.O. Box 5555, Auckland 1, New Zealand
Room 404 Canterbury Arcade
Queen Street, Auckland.
Telephone 793-086



UK: P.O. Box 17, Woking, Surrey, England



NEW ZEALAND NOTES - WARWICK PATERSON

HMS MORNING - A "GALLANT LITTLE SHIP"

CAPT. ROBERT FALCON SCOTT'S FIRST ANTARCTIC EXPEDITION 1901-1904

CP Limited's forthcoming Bid-sale No. 3 (closing date 13 November) features an entire correspondence relating to the extraordinary feats of the little Norwegian whaler "Morgen", renamed SY "Morning", which made two voyages to McMurdo Sound to relieve the "Discovery" where she lay trapped in the ice.

The National Antarctic Expedition of 1901-1904 had as one of its most active proponents an ex-Naval man and explorer, President to the Royal Geographical Society, Clements Markham. Markham had a history of involvement with expeditions of exploration into the Arctic and was a man of great energy and integrity who could be described as the architect of British Antarctic Exploration. Markham had met R.F. Scott years before when he was a midshipman and later was to back him in his appointment as leader of the Expedition for The Royal Geographical Society and The Royal Society, joint organisers. This, then, was a scientific expedition in the first instance and Scott, the young Naval commander was appointed in June 1900 to start his work as an adventurer/explorer.

Background to the relief expeditions "Discovery" entered McMurdo Sound on the 8th February 1902, after sailing down the coast of Antarctica. Scott was searching for winter quarters for his ship where she could be protected throughout the long Antarctic winter.

Other notable personalities with Scott were Dr. Edward Wilson - scientist, naturalist and artist - and Ernest Shackleton who was to return later in 1908 to lead his own expedition.

With no experience of the Antarctic, Scott, governed by unseasonable weather, made an early decision to stay at McMurdo Sound - the same McMurdo Sound which was to figure so tragically 77 years later in the destruction of an Air New Zealand jet liner on the nearby volcano, Mt. Erebus. The big freeze came on 28th March, Good Friday. The sea froze over and "Discovery" became fixed in the ice firmly enough to withstand winter gales. The sun disappeared on 20th April, ushering in four months of darkness with temperatures dropping 40° below and endless driving gales. Scott's winter months were a period for planning the sledging operations of the spring. On 22nd August he saw the first light of the sun - a golden ball bringing a brilliant flood of light to McMurdo Sound and the promise of renewed activity.

In England, Sir Clements Markham, haunted by the bitter memory of the loss in the Arctic of Sir John Franklin, in his search for the Northwest Passage, had already begun plans to send a relief ship to help release "Discovery" from the ice. Markham had promised Scott that the relief ship carrying provisions and mail would be sent out the following year to take home the unfit and provide a way of getting home should disaster befall "Discovery". There was little support to be found in England either from the Government or from The Royal Geographical Society in providing a relief ship. However, the New Zealand Government provided £1000 towards the relief project. A tough little Norwegian whaler, the "Morgen" seemed one of the most suitable vessels for the project and she

was bought for £3800 by Markham. Capt. William Colbeck, a merchant officer, was chosen as commander and became captain of the SY "Morning" in time to put together a small crew. "Morning" left London docks on 9th July and arrived at Lyttelton on 16th November 1902, after a long passage round the Cape of Good Hope without landfall. On 6th December, after a warm welcome from New Zealanders, she left, stocked and prepared for the Antarctic.



CAPTAIN COLBECK AND HIS CREW

Colbeck and the little ship narrowly escaped destruction when she went aground, examining too closely a small rock island in the middle of the ocean - later renamed Scott Island. This was not to be the last time her captain's skill would save "Morning".

She battled on through the pack ice, coping with twice the mass which Scott in "Discovery" had met the previous year. Finding her way down the coast of Victoria Land she reached Cape Crozier. Although she had picked up a message earlier at Cape Adare, which told of Scott's safe arrival, she was unable to find a sign of the "Discovery" herself and almost gave up until they found a small record post and read news of Scott's winter quartering plans at McMurdo.

"Morning" pushed on through the ice, sighting "Discovery's" masts and entering McMurdo Sound on 24th January 1903. She reached the icefloe within 10 miles of "Discovery". A sledge party plied between the two ships carrying messages and supplies and Captain Colbeck was welcomed on board "Discovery" by Captain Scott on 3rd February. Scott had just returned from his expedition South. Scott, Wilson and Shackleton were by now in poor condition from physical stress and malnutrition.

FOUR

"Morning" managed to creep closer to the "Discovery" as the sea ice broke up, but after nearly three weeks she was still seven miles from Scott's ship. It was decided that "Morning" could not be delayed as the relief ship had little power and had she been caught in young ice this could have spelt disaster. The rest of the relief stores were sledged across the ice to "Discovery" and this task took ten days. Charges of gun cotton were used to blow holes in the ice without having any lasting effect or starting any general breakup. Eight members of "Discovery's" party were to return to New Zealand and Shackleton had to be sent back in "Morning" due to his deteriorating health.

Early in the day on 2nd March 1903, Colbeck backed away from the icefloe and turned North, en route for New Zealand.

"Morning" returned to Lyttelton carrying the first news of the National Antarctic Expedition and Scott's record march South. Shackleton wrote articles for The Illustrated London News with his own photographs. So little was known about the Antarctic at that time that the magazine used an illustration of a huge polar bear to introduce his articles.

But "Discovery" was still trapped in the ice and the problem facing Sir Clements Markham now was how to find enough money to send "Morning" back on a second relief voyage. The British Government agreed to assist in the project, but only on condition that the "Morning" was handed over lock, stock and barrel. HM Government was interested only in "securing the safety of Naval officers and men". Treasury demanded that ownership be transferred, so that the ship's value could be set against Government expense. The Royal Geographical Society was panicked into signing the ship over immediately and unconditionally without consulting Markham.

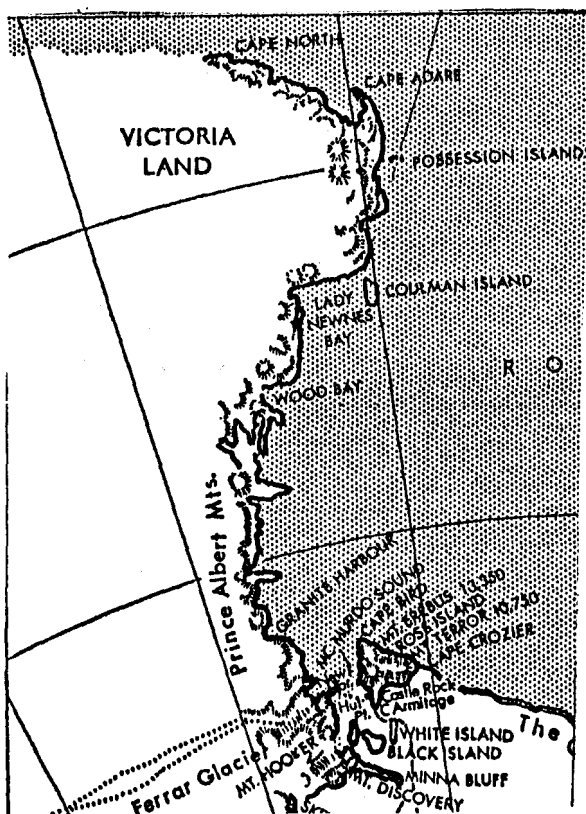
The Admiralty went ahead and bought a second relief ship to accompany HMS Morning. This was the "Terra Nova", described as one of the finest Northern whalers then operating. The price paid was more than eight times as much as Markham had paid for the "Morning" and "Terra Nova" was taken to Dundee for a thorough refit. "Terra Nova" was towed south by cruisers to the Mediterranean, through the Suez Canal and the Indian Ocean to Tasmania. "Morning" joined her there after her stay of seven months in Lyttelton and both ships left Hobart on the 5th December 1903 on the second epic journey down to the ice.

The two ships forced their way through 300 miles of pack ice, to reach McMurdo on 5th January 1904. Captain Scott saw them through his tent door - his greatest surprise being that there were two ships and not one, as before. Scott allayed the alarm felt in England for the safety of the party when he wrote "As a matter of fact we never felt alarmed ... We passed a most pleasant winter entirely free from sickness and anxiety".

Dr. Edward Wilson's diary of the 1901-1904 Expedition gives another account of the meeting of the "Discovery's" men with parties from the "Morning" and "Terra Nova". He says "It was a thrilling moment approaching the ships. The watchman, funnily enough, never saw us until we were quite close up and then each ship thought we were stragglers from the other ship. Then at last four Dundee whaling men from the "Terra Nova" spotted us as strangers and came out to meet us. Then we gathered that the

Government had stepped in and was responsible for the "Terra Nova". I asked them who was doctor on their ship - they didn't know. Who then was on the "Morning"? They didn't know. They apparently knew no names except that Captain McKay was skipper of the "TN". We shook hands with them all round and told them who we were and then boarded the "Morning". We were filthy, of course, - sun-scorched, unwashed, unshaven and in rags. I had not been on the ship to get my clothes off since 15th December 1903, the previous year. We were met by Colbeck and all the old lot of officers and made very welcome".

The Admiralty sent a message to Captain Scott that if "Discovery" could not be freed in time to accompany the relief ships back to New Zealand then she must be abandoned.



The "Terra Nova" got up steam and rammed the ice repeatedly under full power without making any impression on it. Reluctantly, transportation of the "Discovery's" scientific collection and instruments to the relief ships was begun. Twenty days after their arrival the relief ships were still separated from "Discovery" by fourteen miles of ice. At last, the ice began to move and in five days some six miles of it broke away. At this, Scott began blasting operations to help crack up the remaining ice and the entire crew of the three ships dug holes at intervals so that explosive charges could be laid. Yet five weeks after

the arrival of the relief ships there was still six miles of ice between "Discovery" and the open sea. The sun was daily sinking lower, the temperature getting cooler.

Preparations began for the abandonment of "Discovery", but unexpectedly five days later the ice broke up right across the Sound, floe by floe floating free and "Morning" and "Terra Nova" were soon battling their way through in a race to reach the "Discovery". Elation and relief swept through the Expedition and at last when explosives freed the "Discovery" from the last wedge of ice she was free again on 16th February, ready to return to New Zealand.

In her dash towards the open sea "Discovery" met a fierce gale and was driven back onto the shoals with such force that her survival was threatened yet again. After nine hours the wind and sea dropped suddenly and the level of water rose, allowing her to scrape clear of the shoal. On 19th February "Discovery" and the two other ships sailed from McMurdo Sound up the coast to Cape Adare. Scott decided on Port Ross in the Auckland Islands 300 miles from New Zealand as a rendezvous so that after a further period of exploration "Terra Nova" and "Discovery" could rejoin "Morning" there. Violent gales battered the ships on their way to the Auckland Islands, and once again Captain Colbeck's coolness and skill saved his doughty little vessel from disaster. Coal was shared out between the ships to give enough for "Discovery" to finish her journey and on 1st April 1904 the ships were lying off Lyttelton Harbour, "Discovery" berthing before noon alongside the jetty which she had left more than two years before.

The warmth of the welcome from New Zealanders was tremendous. Cantabrians threw open their homes and the explorers were allowed to visit clubs and hotels and use the railways free. Thus, the bond of friendship between New Zealanders and the Antarctic explorers was forged. Dr. Wilson's diary recounts "Preparations in town for a dance we are giving to the people of Christchurch. Decorating the supper room. Ory and Morrison of the "Morning" were given charge and the decoration was voted an unqualified success and the room really looked very pretty indeed. The dance was in every way a grand success. There were 350 guests and the dance finished up at 4 am". This must have contrasted with the reception they received on arriving back in London on 15th September. As the Daily Express commented "London offered no civic hospitality to the men who have so worthily maintained the reputation of English seamen's intrepid explorers". Scott himself commented at a luncheon that was held in a bleak dock shed "An Antarctic Expedition is not a one-man show, or a two-man show, or a ten-man show. It means the cooperation of all ...". These words must have held special meaning for the complement of "Morning" who had laboured so tirelessly to save "Discovery".

The final chapter of the Expedition concerns "Morning" "The last drama of the homecoming was at Plymouth on 6th October when at last the little "Morning" sailed in, her voyage from New Zealand having taken 120 days. Practically the whole of the journey home had been made under canvas, because of continual breakdowns in her machinery". In the words of Dr. Wilson's diary again: "Colbeck has indeed behaved like a brick all through. We manned a whaler and rowed down after dinner and talked there until night. They were all very sleepless and worn out".

Please turn to Page 11 ...

POSTAL HISTORY SELECTIONS

All on postcards of the early 19th century - from an extensive accumulation purchased recently.

Specialists and Postal Historians please note: If you have special wants from this period (card types, subjects and usages etc.) write now. We are updating our records and can supply numbers of items ex current stocks.

MILITARY - WW I

- | | | |
|--------|---|----------|
| 25 (a) | 1916 (27th January) Egypt to NZ Stationary APO No. 1 (NZ Rifle Brigade) early use. "Mary" postcard, Cairo - m/s censored, aged | \$35.00 |
| (b) | 1916 (8th March) Egypt to NZ Base Army PO 16 c.d.s. (Later Gallipoli). Censored, Cairo postcard - fine ... | \$35.00 |
| (c) | 1916 (19th February) Egypt to NZ Stationary P.O. No.1 Super strike on fine Mayers papyrus series postcard. Although censored, states "Still at Zeitoun" | \$40.00 |
| (d) | Picture Postcard Not franked, but superb item, showing Trentham Military Camp. Full description of camp in message and new base Hospital Buildings site marked | \$35.00 |
| (e) | 1916 NZ Postcard - unfranked Featherston Military Camp "Mackenzie" photo. Super | \$35.00 |
| (f) | 1917 (8th May) Sling Camp to NZ OAS postcard. "Hope to be across the channel by the time this reaches you" .. | \$30.00 |
| (g) | 1917 (23rd June) France to NZ Unfranked postcard. Photo troop ship - "Our boat" | \$10.00 |
| (h) | 1916 (12th April) Greece to NZ Square double line frame "On Active Service" - NZ Hospital ship "Marama" cachet and "Passed by censor" single line H.S. "Army Post Office" framed d.s. Stains - good. Not noted in PSNZ, Vol.III (Aged) | \$50.00 |
| (i) | UNDATED Ceylon to NZ Unframed three line "ON ACTIVE SERVICE, NZ HOSPITAL SHIP MAHENO" (Blue) and "Passed by Censor" in Red - H.S. postcard damaged - but scarcer marking | \$100.00 |
| (j) | UNDATED, UNFRANKED Postcard with scene of Codford village, site of NZ Military Hospital and Stationary P.O. No.5. Message reads "The huts are shops put up by the soldiers". Superb military P.H. background material .. | \$45.00 |
| (k) | 1918 (12th August) Hornchurch, England to NZ Unfranked postcard scene of "NZ Convalescent Camp, Grey Towers". Message reads "There are hundreds of boys here who are going back to NZ that really should go to France. I shouldn't say this, but there are a lot of funny things done here" | \$50.00 |

TO NEW ZEALAND

- | | | |
|--------|--|----------|
| 26 (a) | Three Postcards 1905/06 NSW, Victoria and Apia, Samoa (10pf) to NZ | \$20.00 |
| (b) | As above, but Samoa (10pf) dated 27 July (1913?) | \$5.00 |
| (c) | 1911 (21st August) TONGA TO NZ 1d. Red postal stationery card. c.d.s. (HAAPAI). Postcard "Captain Cook's Tree". Absolutely superb - scarce usage | \$275.00 |

.POSTAL HISTORY (Contd.)

POSTAGE DUES

- 27 (a) 1902 2nd Type Dues Set of three of 1d. value. Y16b (1909), Y16f (1937) and Y16a (1906). Also Y13a (damaged) 1906 usage. Four cards \$80.00

COMMEMORATIVE and PUBLICITY CARDS

- 28 (a) 1908 (21st August), Auckland to Tuakau Superb souvenir of the visit of the American Fleet 8-8-08. Flags design and illustration of Welcome Arch, Drill Hall. Condition good used (sl. dog ear). Stamp is Royle Plate Blood Red \$75.00
 (b) German East Africa Designs on litho Munich-printed embossed card - used locally. Fine \$45.00
 (c) NZ Government Department of Tourist and Health Resorts Scenic cards. Two designs "Lake Taupo" (unused) and Auckland Harbour (local usage) - litho, Wanganui. Magnificent. The two \$125.00
 (d) Christchurch Exhibition 1907 No. 2 "The Main Entrance" Fine used. "Posted at Top of Tower" cachet on front .. \$75.00

1d. UNIVERSALS ON PC's

- 29 Reserve Plate
 (a) 1906 usage - fine postcard, plus stamp \$30.00
 (b) 1908 usage - ditto, deep shades \$35.00
- 30 (a) 1d. Green Mt. Cook, p.11, Blackish-green on card plus 1d. Universal surface print on card - both fine (2) \$25.00
- 31 (a) Nelson Relief d.s. 19 NO 06 Fine \$20.00

OTHER COVERS

- 47 (a) Wellington Loose Letter 25 AU 31 - on US 2c printed postcard \$30.00
 (b) 1908 (19th January) Christchurch to London Meter Mark Type 4, PSNZ, Vol. III, p.431. 1d. Universal affixed for overseas transmission. Rare \$315.00
 (c) 1910 (29th May) Wellington to USA. Meter mark. "The NZ Consolidated Dental Co. Ltd." Envelope and printed seal. Pair 1d. Edward Green overlies meter mark Type 8 (p.431). Lovely item. Wellington machine cancel and later Wellington F.M.B. c.d.s. \$250.00
 (d) 1911 (5th May) Meter mark. Wellington to USA. Kempthorne Prosser's envelope with two impressions Wellington No. 27 (Type 6). "T.P.O. OUT Main Trunk" c.d.s. and "Auckland F.M.B." cancels. 2 x 1d. Dominions. Superb! \$250.00
 (e) 1911 (22nd December) Meter mark. Auckland to U.S.A. Type 12 (Auckland No. 10). Kempthorne Prosser envelope, 1d. Dominion affixed \$150.00
 (f) Fanning Island Pre-franked 1d. Dominion on Pacific Cable Board printed envelope. 1920's - date unclear... \$50.00
 (g) 1927 (11th October) Wellington loose letters c.d.s. on 2 x 1d. Field Marshal cover to U.S.A. Fine \$45.00

"Thank you for your great service. It's a real pleasure to receive your stamps." - BJ, Bay of Plenty

NEW ZEALAND CHALONS

A continuation of the superb material of the past few months, much of it unrepeatable. From the same collection at present being broken up.

PERFORATED ISSUES - 1d. RED - PERF. 12½ (and various)

- 32 (a) Alm (SG.110) 1d. Carmine-vermilion Large part o.g.
 Unused - superb shade \$175.00
 Or very fine used \$50.00
 (b) Alm (SG.111) 1d. Orange-vermilion Unused. Nice copy -
 centred high \$125.00
 Or very fine used \$50.00
 Or copy with Province of Auckland postmark \$60.00
 (c) Alm (SG.111) 1d. Vermilion Superb unused copy \$175.00

1d. BROWN (various perfs)

- 33 (a) Alp (SG.128) 1d. Reddish-brown, perf. 10 x 12½ Superb
 unused \$200.00
 Or copy in Brown - well centred - unused \$190.00
 Deep shade - centred right \$190.00
 Good used - prominent postmark \$50.00
 (b) Alq (SG.132a) 1d. Brown, perf 12½ Extended plate wear.
 Or copy with advanced wear - unused. Brown \$160.00
 Or very fine used \$175.00
 (c) Alq (SG.132), 1d. Red-brown Intermediate plate wear.
 Central postmark, but scarce thus \$100.00
 \$85.00

2d. BLUE - PLATE 1

- 34 (a) A2m (SG.113), 2d. Deep Blue (extensive wear) Unused,
 (centred right) \$145.00
 Used - postmark near face \$40.00
 (b) A2m (SG.113) 2d. Blue (Ditto) Bright Blue - central
 postmark \$25.00

2d. BLUE - PLATE 2 - PERF 12½

- 35 (a) A2n (SG.114), 2d. Greenish-blue Unused - scarce - fine
 Or good commercially used \$250.00
 \$45.00
 (b) A2n (SG.114) 2d. Bright Blue Fine used - centred left. \$50.00
 (c) A2n (SG.114), 2d. Pale Blue Superb unused - centred low,
 but exquisite colour \$150.00
 Or used - marking central, but fine \$35.00
 (d) A2n (SG.114), 2d. Deep Royal Blue Centred left - used -
 fine \$35.00
 (e) A2n (SG.114), 2d. Dull Blue Very fine used copy \$35.00
 (f) A2n (SG.115), 2d. Blue Fine used - light postmark \$35.00

- 36 (a) A2n (SG.114), 2d. Blue Copy showing major retouching
 to Plate 2 \$60.00

- 37 (a) A2j (SG.107), NZ watermark, p.12½ Commercially used .. \$40.00

2d. ORANGE - PERF 12½

- 38 (a) A2s (SG.133), 2d. Orange Fine used \$40.00
 (b) A2s (SG.134), 2d. Vermilion Fine used (Tanika star
 postmark) \$50.00

FULL FACES (Contd.)

39 (a)	<u>A2t (SG.138), 2d. Vermilion, no watermark</u>	Fine unused.	\$100.00
	Or fine used		\$40.00
40 (a)	<u>A2v (SG.141), 2d. Vermilion (NZ watermark)</u>	Very good unused	\$625.00
	Commercially used		\$75.00
	Not-so-fine used		\$25.00
	<u>3d. LILAC (PERF 12½)</u>		
41 (a)	<u>A3d (SG.117), 3d. Lilac</u>	Fine unused	\$110.00
	Or fine used		\$50.00
(b)	<u>A3d (SG.117), 3d. Pale Lilac</u>	Fine used	\$45.00
(c)	<u>A3d (SG.118) 3d. Deep Mauve</u>	Fine unused (centred right)	\$500.00
	Fine used (mark near face)		\$85.00
(d)	<u>A3d (SG.118) 3d. Mauve</u>	Nice used	\$75.00
	<u>4d. ROSE (PERF 12½)</u>		
42 (a)	<u>A4a (SG.119) 4d. Rose</u>	Very fine used (Bright!)	\$700.00
(b)	<u>A4a (SG.119) 4d. Deep Rose</u>	Exceptional copy - light postmark	\$750.00
43 (a)	<u>A4b (SG.120), 4d. Pale Yellow</u>	Central postmark, but excellent	\$125.00
(b)	<u>A4b (SG.120), 4d. Deep Yellow</u>	Lovely used	\$150.00
(c)	<u>A4c (SG.139), No watermark, p.12½</u>	Fine unused	\$250.00
	Or excellent commercially used. Absolutely unquestioned authenticity (Wellington duplex)		\$500.00
	<u>6d. RED-BROWN (PERF. 12½)</u>		
44 (a)	<u>A5h (SG.122), 6d. Deep Red-brown</u>	Superb used copy - margins close, but very, very fine	\$50.00
(b)	<u>A5f (SG.108) 6d. Red-brown, NZ watermark</u>	Very fine used	\$60.00
	<u>6d. BLUE (PERF. 12½)</u>		
45 (a)	<u>A5k (SG.135), 6d. Blue</u>	Fine used	\$100.00
(b)	<u>A5k (SG.136), 6d. Pale Blue</u>	Very fine used	\$100.00
	<u>1/- GREEN</u>		
46 (a)	<u>A6m (SG.124), 1/- Dull Yellow-green</u>	Good commercially used	\$75.00
(b)	<u>A6m (SG.124), 1/- Deep Yellow-green</u>	Nice used (centred left)	\$85.00

GOODS AND SERVICES TAX

All prices in this Newsletter are quoted INCLUSIVE of GST. No addition will be made for tax on supplies to NZ clients.

OVERSEAS CLIENTS All offers in this Newsletter are subject to a standard 10% reduction. Quotations are in New Zealand dollars. The only exceptions are material sold "on behalf" which carries no GST. Ask for details when you order.

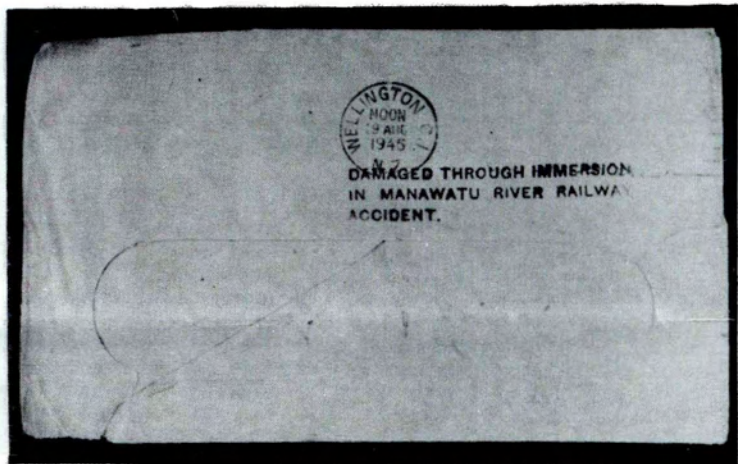
And so ends the little known story of the "Morning" which played such a major part in bringing Scott's first Antarctic Expedition to a close. History was still to relate the high drama which would hold the attention of the British Empire in later years and which would eventually claim the lives of Scott and his fellow Antarctic explorers.

Bibliography:

Harry Ludlum - "Captain Scott - The Full Story" (Foulsham 1965)

Edward Wilson - "Diary of the "Discovery" Expedition to the Antarctic 1901-1904" (Blandford Press 1966)

Recommended Further Reading: "The Voyages of the 'Morning'" - (G.S. Doorly, London 1916)



Disaster mail - from Post-bid Sale No. 3

Post-bid Sale No. 3 To be the most important Postal History Sale of New Zealand material for 1987. Closing date for this big sale is 13 November 1987.

On the front cover of the rarity catalogue is illustrated one of the star items from the sale. This is a used cover in pristine condition of the privately issued Auckland Islands "stamps" ½d., and 1d., franked at the Expedition "Post Office" and returned per "Enterprise", the Expedition vessel. This Expedition was mounted in 1915 in an abortive attempt to recover gold bullion from the ship the "General Grant" which foundered off the islands in 1886 and has never been found since, despite several recovery attempts. The cover is in perfect used condition and is almost certainly best in existence of what must be a mere handful of covers. We at CP Limited have never before seen this outstanding "Cinderella" item, apart from the one which is illustrated in Vol. V of "The Postage Stamps of New Zealand". The New Zealand "Cinderella" *par excellence!*

POST-BID No. 3 (Contd.)

Also included is an extensive collection of New Zealand Airmails from the earliest flights, including wreck and crash covers, some of great rarity. The Full Face Queen selection includes two of the eight known examples of the Headquarters obliterator with inscription excised and undoubtedly the star billing must go to the Antarctica offering of over two dozen items from Captain R.F. Scott's 1901-1904 Expedition. The material has a strong association with HMS "Morning" the relief ship sent with "Terra Nova" to the ice to release the "Discovery (see notes this month). Material from this Expedition appears to be very scarce and the items written while "Morning" traversed the Ross Sea among icebergs and pack ice in its attempt to reach McMurdo Sound constitute almost a brief diary of this dramatic incident in New Zealand/Antarctic history.

Post-bid Sale No. 3 closes on 13 November 1987 and fully illustrated catalogues will be mailed automatically to all Newsletter subscribers. Non-subscribers, \$3 please, for your catalogue of this important sale.

ARTHUR DEXTER

We report with deep regret the passing of one of the established stalwarts of philately in Auckland recently - Arthur Dexter.

Arthur's strongest interest over the years lay in the study of modern and current issues and in his heyday his network of contacts, sources of information and the shoe leather he must have worn out were all legendary. Arthur was an unassuming yet warmly friendly and helpful man who epitomised the best aspects of philately as a source of friendship, cooperation, stimulation and endless enjoyment. His collections were always beautifully presented and his lines of enquiry, while leaving many people wondering where they were heading, usually ended up in producing something interesting or some new revelation about printing processes, perforating or any other aspects of modern printing.

We extend our deepest sympathy to his wife and his family. Arthur Dexter will be sadly missed from the philatelic scene in Auckland.

JUNIOR SPOT FROM VAL MCFARLANE

Chalk Surfaced Paper This paper is coated with a chalky solution for security purposes. The postmark cannot be removed without causing damage to the surface of the stamp. Chalky paper has a sheen and may be distinguished by a simple test - touched with a silver coin, for example, a kind of "pencil" mark is caused. (See 1d. Dominions and some issues of the 1960 NZ Pictorials for good examples).