

CAMPBELL



PATERSON

NEWSLETTER

FOR COLLECTORS OF NEW ZEALAND STAMPS

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Fifty Years of Ballet in New Zealand

The Royal New Zealand Ballet company 1953-2003

CP'S NEW ZEALAND STAMPS - WELCOME TO OUR TRADITION

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NEW ISSUES & VARIETIES

by Andrew Dolphin

The Year of the Sheep 2003 (5 February 2003)

New Zealand Post's second set of commemoratives for 2003 celebrates the Chinese Lunar New Year – the Year of the Sheep. This five stamp set (there being no 80c denomination this time) features illustrations of sheep as New Zealanders know them: 40c In the High Country, 90c At Mustering Time, \$1.30 A Sheepdog Working the Sheep, \$1.50 and \$2.00 At Shearing Time, the shearer and a shearing gang at work. The sheets are divided by a commemorative gutter pair featuring 2003 Year of the Sheep. The stamps all bear their year of issue, 2003, in the top left corner of each stamp. Sheep have been a vital part of New Zealand and its economic livelihood ever since 1773, when Captain Cook first landed two Merinos in the Marlborough Sounds. Today New Zealand has about forty-four to forty-six million sheep. There are six main sheep breeds, Merino, Romney, Coopworth, Perendale, Corriedale and Halfbred. The First Day Cover envelope illustrates wool handlers sorting the fleece. The stamps and First Day Cover are designed by Denise Durkin of Wellington. The stamps were printed by Southern Colour Print, Dunedin, by offset lithography using the four process colours plus an overgloss. The horizontal stamps are in sheets of fifty, printed on De la Rue 103gsm red phosphor stamp paper, perforation 14, vertical mesh.

Accompanying the issue is a Year of the Sheep 2003 miniature sheet. Miniature sheet and First Day Cover designed by Lindy Fisher of Auckland. For this miniature sheet the paper type has not been announced by NZ Post but it is believed to be the same as the sheets, perforation 14 and this time the mesh is horizontal, producing \$1.30 and \$2.00 stamps as listable mesh variations. This is the seventh consecutive year that NZ Post has produced a special miniature sheet to mark the Chinese Lunar calendar. The Year of the Sheep is also known as the Year of the Ram or the Year of the Goat and the Chinese believe that good fortune smiles on those born in the Year of the Sheep. Finally, a presentation pack, entitled Sheep, the New Zealand Story, has also been released. This pack contains stamps and FDC.

Also released is the 2002 New Zealand stamp collectors folder, which contains a complete annual collection of NZ Post stamps, miniature sheets and philatelic exhibition sheets issued for the 2002 calendar year.

Royal New Zealand Ballet 50th Anniversary (5 March 2003)

Another five value set of commemoratives (where have all the 80c stamps gone?). This is a most attractive set issued in bright, bold, vibrant colours, the background colours chosen accentuating the action of the dancers in the foreground. The designs are: 40c 1971 Carmina Burana/Carl Orff, choreographed by Bernard Hourseau and starred New Zealand's most well known dancer Jon Trimmer; 90c 1989 Papillon, choreographed by Paul Jenden; \$1.30 2000 Cinderella/Prokofiev, a modern ballet in the classical style, the stamp featuring on a deep blue background the beautiful Cinderella and her dashing Prince; \$1.50 2001 FrENZy, this was an enterprising combination of Maori culture, contemporary dance and Split Enz music, choreographed by Mark Baldwin, the Ihi FrENZy production combined the ballet with a 40-strong Maori performance group from Rotorua. The

highlights of this performance were Frenzy itself and especially Shark Attack; and finally \$2.00 2002 Swan Lake/Tchaikovsky which has endured to become the most popular of all classical ballet productions performed countless times by the world's finest dancers. First Day Cover design features two contemporary modern dancers.

The stamps and First Day Cover were designed by CommArts Design, Wellington. The Royal New Zealand Ballet was founded in 1953 and comprised three female dancers and an accompanying pianist. The Corps de Ballet today comprises 32 accomplished dancers with an extensive repertoire. The company is celebrating its 50th Anniversary with a 50-centre tour of New Zealand's small-town communities, sponsored by New Zealand Post entitled 'New Zealand Post Tutus on Tour'. The tour is taking a mix of classical and contemporary works to fifty communities around the country, the company will be split into two groups, one touring the North Island visiting towns like Kaitia, Putaruru and Gisborne and one group the South Island. As one of the principal dancers says "the connection and interaction with the audience are exciting, you can feel them even when they are quiet," she says. "In some of these small venues we'll be really up close and we get to talk with people after the show". NZ Post's ticketing arm Red Tickets, is selling tickets to around half of the venues for the tour and ballet fans will also be able to buy their tickets at PostShops – surely a first to buy ballet tickets at Post Offices! The tour has been very favourably reviewed, the New Zealand Herald review reading in part "there is something for everyone in this gorgeous touring programme and the Royal New Zealand Ballet again show the breadth of their talent and the depth of their skills in this most splendid performance".

The five horizontal and vertical stamps were printed by Southern Colour Print, Dunedin, by offset lithography in the four process colours. There are fifty stamps in each sheet printed on De la Rue 103gsm red phosphor stamp paper, perforation 14, vertical mesh on the 90c and \$2.00 stamps, horizontal mesh on the 40c, \$1.30 and \$1.50 stamps. Again there is an accompanying presentation pack Royal New Zealand Ballet 50th Anniversary containing stamps and FDC with the story behind the 50th Anniversary. And finally, NZ Post have chosen the Royal New Zealand Ballet for their latest Limited Edition book containing a limited edition miniature sheet and \$2.00 Swan Lake colour separation set.

Definitive reprint PE19a \$1 Tairua Head was released in November(?) 2002 in a four kiwi reprint. No technical details have changed, there now simply being four kiwis in the selvedge plateblock.

2003 year printed on stamps, we have noticed that with these two issues for the first time, and presumably for the future, the year is actually printed on the stamps. The Year of the Sheep, this is in black in the top left corner of each stamp and for the Ballet it is in the top left corner under the N of NEW in black on four of the stamps and in white on the \$2 stamp.

"Finally, a very popular opera singer here in the 1950's+ who died young alas, was your Inia te Wiata. I rather expected to see him on one of your stamps. Some years ago in NZ House, London, I saw his carving of a huge Maori totem pole, (a thank you offering for the support he'd had when a student). Let's hope he'll make an appearance one day." – (A.M. – Glos.)

NEW ZEALAND NOTES & COMMENT

by Warwick Paterson

Elmar Toime, Royal Mail and “What’s he going to get up to now?”

Continuing my discussion last month about the fear and loathing that Elmar’s arrival at Royal Mail appears to have provoked among some UK philatelic commentators, I notice with interest an article that “Post News” internal magazine of New Zealand Post employees published last month. Post News asked the team at *Courier*, the internal newspaper for all Royal Mail Group employees, to tell us something about Royal Mail. With their permission it is reproduced here in full.

Clearly there is a lot riding on the success at restructuring, which new Chairman Allan Leighton (appointed a year ago) and Elmar Toime can achieve. It seems to me that the good news potential for these changes to British philately far outweigh what the imaginations of the doomcasters may conjure up.

Royal Mail Group is the owner of three of the UK’s most famous brands, Post Office, Royal Mail and Parcelforce Worldwide.

Elmar Toime joins as Executive Deputy Chairman with responsibilities across the entire business. His brief is to help steer our course through perhaps the most difficult time in our history.

Ten years ago Royal Mail was widely regarded as an efficient, profitable company with an unrivalled grip on the domestic letters business. Today the business is losing money – over £1 million a day – and failing performance targets.

Returning to profitability

Chairman Allan Leighton was appointed in February 2002 and quickly ordered radical surgery. This has come in the shape of a three-year Renewal Plan to turn the business around. The plan aims to see the mail and parcels businesses start to make money within three years.

Changes include a move to a single daily mail delivery (Monday-Saturday), the complete revamp of the UK parcels business and a more efficient transport network. During the three years of the Renewal Plan it is estimated that the workforce will be reduced by more than 30,000 people through a combination of natural wastage, redeployment and voluntary redundancy.

Parcelforce Worldwide’s workforce is being reduced from around 12,000 to about 5,000 – with many people offered the opportunity to stay on as owner-drivers. Post Office Ltd is also restructuring and modernising its branch network – which is mostly owned and operated by agents and franchisees. Parliament recently agreed a £210 million compensation and investment package. The programme will involve the closure of up to 3,000 urban branches. At the same time £30m will be invested in the remaining 6,000 branches of the urban network.

Making our business a great place to work

Whilst this sounds tough, it doesn’t mean that Royal Mail is going to stop supporting its people. “Dignity at work” will be a core theme for the new organisation.

Everyone from managers to frontline employees will get the right support and training to help them provide the best service for our customers. New efforts are being made to stamp out bullying and harassment. A confidential telephone helpline – run by an

independent company – has been set up for employees who feel they are being harassed or bullied.

Other initiatives include ‘First Line Fix’ a fast-track purchasing process for ironing out day-to-day nuisances at a local level and ‘Have Your Say’, a listening programme which allows employees to give their verdict.

Finally we are giving all eligible employees of the business a ‘Share in Success’. The Share will be worth upwards of £800 if we hit our operational targets in 2004/05.

These measures are all designed to make our employees feel more valued for the work they do. Of course the success of our renewal plans relies heavily on Royal Mail’s people. We know they have excellent relationships with many of our customers. Research confirms that the people with the biggest impact on customer perception are postmen and women.

Improving our services

Despite all the negative publicity – and the financial crisis the company is dealing with right now – Royal Mail remains a huge business with a lot of muscle. The brand is one of the strongest in the UK – trusted by business and consumers alike.

Royal Mail has an unrivalled distribution network. No other network can collect, process and deliver 81 million items to 27 million addresses each day. While the focus for many years was on the receiver of the mail our focus has now broadened to include the sender. Our business customers now provide 85 percent of our revenue. Our priority is to change the way we work so that everything we do can contribute to their competitive advantage.

The UK postal market has been transformed. The comfortable days of the monopoly are over. Industry regulator, Postcomm, is placing constraints and licensing competitors such as Deutsche Post to provide our existing customers with real alternatives.

Royal Mail is currently failing many of its Minimum Performance Levels agreed under the terms of its licence and during December 2002, Postcomm imposed an enforcement order on us for failing to meet its target for some First Class services. If the business fails to drive up performance it could face legal action from Postcomm or our customers as well as substantial fines.

Current restructuring will result in a reduction of layers between the Board and the frontline. Senior management jobs in the operational part of the business are being redesigned to give managers more opportunity to make decisions at local level.

ROYAL MAIL GROUP

Established – 1635

Status – public limited company wholly owned by Government

Turnover - £8.5bn

Employees – 200,000

Mail volume – 82m items per day

Motor vehicles – 40,000

Bicycles – 33,000

Website – www.royalmailgroup.com

EARLY MAIL COACH SERVICES

The Way it Was (Cont.)

By Noel Lincoln

In 1867, Mr Andrew Peters performed a weekly service between Napier and Wallingford for a payment of £560 a year. A mail service was run daily under the management of Mr George Rymer between Napier and Meeanee in 1866 for a subsidy of £40 a year from the Provincial Government. This service was, in 1873, considered worth striving for and so keen was competition that Mr Rymer tendered at a farthing per annum and secured the service. The subsidy was duly paid and the coin is now in Mr Rymer's possession. For two subsequent years he tendered at the same rate but when applied to, the Chief Postmaster regretted his inability to pay the subsidy as the Department had run out of coin. An explanation of the competition for the service is revealed in the fact that for non-mail coaches a toll of 1s.6d. for Meeanee and 2s.6d. for Taradale was levied in respect of each passenger. The contractor was obliged to jealously guard his privileges, however, for occasionally the toll-keeper would turn obstinate and challenge the free running of mail coaches, the question being fought out with fisticuffs between the driver and the keeper.

In 1883, an important service to the interior was arranged, a four-horse coach being run between Napier and Moawhango to serve the settlers in the Inland Patea country who previously had not enjoyed an outlet to the east coast.

A reference to the condition of mail communication in the Wairarapa district as related by our friend, the former employee of Messrs Cobb and Co. will prove, we think, not altogether uninteresting. To quote his words:-

"After the coach service between Wellington and Wanganui had been running for about a year, Mr Charles Cole, who with his brother and a Mr White was a proprietor in Cobb and Co's lines, opened a line between Masterton and Wellington. He subsequently sold out to Messrs Davis and Forester, who had previously bought the business of Mr Skipper. Mr Forester afterwards sold out of the line to Mr Davis, who later on died. Mr John Martin (afterwards the Hon. John Martin) had been one of the sureties for the service. The line was then put up for sale. Messrs Davis and Forester had, in 1868, opened a line from Wellington to Masterton and carried it on for some little time. Then Mr Hastwell who had recently arrived from Home (*i.e. Great Britain*), came on the scene and bought out the interest of Mr Forester in Cobb and Co's business. Rowe was all this time running in opposition. He was on the road long before I came in 1865. There was at this time very considerable traffic on the road. Previous to the establishment of the coach service the mails were carried by a two-wheeled spring cart having one horse in shafts and one in an outrigger. Prior to Cobb's service in about 1866-67 there was no coach service between Wellington and Masterton. Our (Cobb and Co's) service was twice-weekly. We left Wellington and Masterton at 6am and reached our destination by 6pm unless either the Tauherinikau or the Waingawa river was in flood. After Messrs Forester and Davis ceased connection with the service I drove for Messrs Hastwell and Macara, for about nine or ten years. Mr Macara took my place as driver at the time of the immigration scheme was in full swing. The coach used to leave Masterton on Monday, return on Wednesday, then down again on Thursday and go up on the Saturday. No Maori troubles were experienced on the line." Coming to the Southern districts of New Zealand, we learn from an interesting article on early coaching days which appeared in the Akaroa Mail, that the first attempt at the

carriage of mails over the Akaroa Peninsula was made in 1854, when Mr J Waeckerle used to ride to Purau to meet the boat that connected with Lyttelton.

The state of the road at that time could be better imagined than described. There was only a track which, as the bush was dense on each side, was a mass of wet slush with the traffic of the horses. For many years Mr Waeckerle rode through to Purau, after which Mr Moses Barton brought the mails by whaleboat as far as Pigeon Bay. The old Pigeon Bay road is considered even at the present time to be fairly difficult to negotiate on account of its steepness but its condition in the fifties and sixties was inconceivable to the modern mind. In places the mud was up to the saddle girths. In 1870, the new road was opened and Mr Waeckerle had the distinction of being the first man to drive over the road in a wheeled vehicle.

In 1872, Mr Shadbolt acquired Mr Waeckerle's business and drove an open conveyance to Pigeon Bay. After carrying on the contract for two years, he sold out to Mr T.W. Barker and the latter in turn sold the business in 1877 to Mr Lee who amalgamated the Pigeon Bay line with the Little River Line.

In 1870 a contract was let to Messrs Barton and Mitchell for the carriage of mails from Christchurch to Akaroa at £1,000 per annum. The passenger fare was 25s. single and £2 return. The teams were changed at Tai Tapu, Birdling's Flat, Hill Top and Akaroa. The road at that time was very inferior. The first driver on the road was Mr Crawley. Mr Cramon succeeded Messrs Barton and Mitchell on this route and in 1877 he sold out to Mr Lee who in that year also bought out the Pigeon Bay line and ran the two conjointly. Mr Lee, with an enterprising spirit, reduced the fare to 15s. single and 25s. return to encourage traffic. In 1882, the railway line was opened to Birdling's Flat and Mr Lee further reduced the fare to Akaroa to 10s. each way. In those days the road round Lake Forsyth was in such a soft state that occasionally vehicles sank over the hub in mud. On the Pigeon Bay route the conveyance which carried about ten passengers, connected with the boat "Halcyon", which in 1878 was replaced by the "Akaroa". The fare from Pigeon Bay to Lyttelton was 10s. single and 15s. return. Several years later an opposition launch was placed on this run and competition was so keen that the fare to Lyttelton is said to have been reduced to 1s. return and that many people travelled free. The price paid for the mail service contract reduced very considerably. From 1870 to 1874 it was £1,000 a year and was gradually reduced as the train approached Little River, until Mr Lee received only £175 a year for the Little River route and £128 for the Pigeon Bay route. This price was maintained to 1904. Many amusing incidents in the life of the coaches on the Peninsular are recorded. One of the drivers complained time after time of a bad hole in the road without any result. One day the County Engineer happened to be on the coach and sitting on the box-seat with the driver. When they came to the hole the driver drove right into it. The Engineer was thrown in the air by the concussion and when he recovered himself said to the driver, "Whatever is that?". The driver with great relish answered "That is the hole I've been asking you to fill up for the last three months." On another occasion, a Robinson's Bay man travelling back from Christchurch after visiting the annual agricultural show, was missed. He was seen on the coach at Hill-Top but when they reached Duvauchelle he was not to be found. Mr Lee and the driver had almost given up the search when the missing passenger was found curled up sound asleep under the flap.

Considering the many difficulties which had to be overcome, it is remarkable how uniformly the time was kept by some of the coach drivers on the road, one driver in particular not varying more than five minutes during the year.

HOKITIKA – CHRISTCHURCH

The first service between Hokitika and Christchurch was carried out by Lee Coles, his Manager being Mr Mitchell. The subsidy was £3,000 a year, with a limitation in the weight of mails. The return fare was £10. Coles was succeeded by Messrs Mitchell and Burton and the service was afterwards carried on by Messrs Cassidy and Clarke for a term of seven years. A. Binney and Company subsequently had the contract for two years and then Messrs Binney and Cassidy performed it for ten years. Mr Cassidy later continued to carry on the service with one short interval until the end of 1912. The journey was fraught with difficulties at times, the coach mails and some of the horses on one occasion being lost whilst crossing the treacherous Taipo river.

When the Taipo river was bridged, a service was established between Greymouth and Kumara connecting with Hokitika coach at the latter place.

In 1878, the daily service between Kumara and Greymouth was performed by tram drawn by one horse along a wooden line through four miles of forest of the Teremakau river, across which the mails and passengers were conveyed in a wire cage. The journey thence to Greymouth was by another similar tram line.

HOKITIKA – ROSS

This service was originally by boat from Hokitika to the old Hospital on the south side of the river then by gig or coach to Ross via the sea beach. About the year 1873 a road was constructed from Woodstock to Ross when the service was performed from Hokitika via Kanieri and Woodstock daily by coach or trap. Prior to the river being bridged it was traversed by a punt.

HOKITIKA – GREYMOUTH

In the beginning a twice-weekly service was carried out by four-horse coach along the beach, the Teremakau and Arahura rivers being crossed at the mouth. When the road from Greymouth to Marsden was completed a service by coach was established to proceed via Stafford, Kumara and Marsden. At the time of the gold-rush to Kumara the service was increased in frequency to daily.

WESTPORT – REEFTON

In 1873, Mr Job Lines performed a twice-weekly mail service from Westport to Reefton by coach. There was also at this time a pack horse service to Lyell and another to Charleston via Addison's Flat. The first regular inland mail service in Otago was performed on foot by an Australian native known as "Black Andy" who carried a mail from Dunedin to the Clutha and subsequently right through to Invercargill. "Black Andy" is said to have been unable to read or write, and that when he came to a settler's house would say "I have a letter for you, boy". The letters were then emptied out and the settler would pick out his own, after which the rest would be re-packed and directions given to Andy how to proceed to the next house. This arrangement existed from 1854 until two years later when Jock Graham, a well-known character for many years in Otago obtained a contract at £150 per annum to convey mails between Dunedin and Invercargill. He rode on horseback and packed the bulk of the mails on a mule which was trained to follow him without being led. When the first rush to the gold diggings broke out in 1861 and Gabriel's Gully became a populous centre "Jock" carried mails regularly to the field and distributed the letters as best he could among the

miners. He is said to have procured from somewhere a striking military coat which rendered him a conspicuous figure and of which he was inordinately proud. Tradition further has it that he was wont to announce his approach to the diggings by a blast on a cow's horn. "Jock" carried the mails to the Diggings for a short time only as a mail coach began to run from Dunedin to the Diggings in November, 1862. Influx of population had created a demand for the better transit of mails and passengers. In 1861, Messrs Cole and Hoyle, two enterprising Australian-Americans, had brought over to the Bluff from Victoria (where they had been running lines of coaches for some years) a shipment of 100 horses and coaching plant. After a stay of some months, a removal was made to Dunedin where they established their well-known Cobb and Co's line of coaches. *(to be continued...)*

FIFTY YEARS AGO

by Campbell Paterson

From the Newsletter – April 1953

New George VI 6d Plate and Paper M10b

The 6d has recently been issued in sheets from a new plate, No. 146, and the paper is the Wiggins Teape Royal Cypher or "coarse" grade. This will be a new Catalogue listing, the 6d not having previously been seen on "coarse".

Unlike the 4d, the 6d is not noticeably changed in colour. The new 4d (also on W.T. Royal Cypher) is quite the most striking shade variation yet seen in the Georges. It certainly deserves a distinctive colour name, and "purple-mauve", as distinct from the earlier "magenta", is, I believe, a correct description.

Plate 108, both 1d Green and Provisional 3d M2d, M18a

My notes of February, predicting that Provisionals from Plate 108 would be on "fine" paper (a reasonable prediction, since Plate 108 1d stamps had never been seen on anything but "fine" paper), have misled some collectors. Events have made nonsense of my attempt at prophecy. It now seems that the 1d Plate 108 (and 109 too) appeared on "coarse" paper somewhere about Christmas. No one noticed the change over and there was therefore no reason to anticipate that Provisionals on Plate 108 sheets would confound a would-be prophet by all being on coarse paper. That is to say (one learns to be cautious), **all Plate 108**

Provisionals seen to date have been on coarse paper.

I hope that is clear then. There are **no** reports of any Provisionals on "fine" paper. The coarse paper used has wide variations of thickness, ranging from an almost "pelure" to a "thick white".

Turning now to the 1d stamps issued (it seems) around Christmas 1952, from Plates 108 and 109. These were definitely on coarse paper and therefore a new variety for the Plate block enthusiast. But the vast majority of them have undoubtedly been lost. I know of only one Plate 109 and relatively few 108's. Truly it does not pay to take one's eye "off the ball" even for a minute!

1/- George VI Official – Invert Watermark M013c

Hard on the heels of the report of a single used copy, Mr R A MacDonald sent in a plate 4-2 block, mint. Mr MacDonald has had the block for some time and only recently noticed the watermark. Its office of origin was Rotorua.

New Zealand Coronation Issue S59/63

I have been studying the photographs of the new issue kindly sent out by the Stamps Branch, Wellington. One must always be sparing in adverse criticism and especially with stamps, where so many factors can interfere with and alter the

original designer's intentions, but I must say I think collectors are going to be disappointed with this set.

Once again the (artistically) indefensible step has been taken of combining recess-printed and photogravure stamps in the same set. One does not have to be an artist to know that hanging etchings or engravings check by jowl with photographs would show a regrettable lack of artistic sense.

As a matter of fact, the use of photogravure at all is to be deplored. Photogravure is a cheap form of printing, infinitely inferior to recess printing. This is most evident in stamps like the 8d, which will show Westminster Abbey. The whole building is hazy and ill-defined. How well the Abbey would have looked if treated, as are buildings on modern French stamps, where the engraving is superb and every detail of the beauty of the architecture is clearly shown. It is sincerely to be hoped that we are not on the eve of a spate of photogravure stamps – a very mushy form of printing.

Of the other stamps, I like the 1/6 (Regalia) very much. It has fine, clean lines and a refreshing absence of unnecessary detail cluttering up the design. The 3d, apart from being in photogravure, looks quite well, but it is hard to understand why we could not have a beautiful "classic" portrait such as is being used for the Crown Colonies. In parenthesis, I believe the Crown Colonies design is going to be really beautiful. Perhaps the Empire's most handsome and artistic design since the days of the Chalon Heads.

Of the 2d and 4d stamps in the set, I can bring myself to say no kind words. Frankly, I find them uninspired and ordinary in the extreme. I cannot believe that Mr Berry got much pleasure out of designing these two, and none, I am sure, when he saw the finished articles. It is only charitable to suppose that in their original form of artist's drawings they looked a lot better. As a matter of fact, when I first saw the photos I thought worse of them than I do now. Since then I have seen the new "triple" issues for Australia. These horrible advertising labels, badly designed, badly printed and revolting to the eye, are a disgrace to the Commonwealth. Such things teach one to count one's blessings.

What they said about the CP Catalogue

Gibbons Stamp Monthly (London) "... The dream that many collectors have long had ... The loose-leaf catalogue has materialised ... This catalogue is safely recommended to all specialised collectors of New Zealand stamps".

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"NZ Stamp Collection 2002 – Page 13

90c 'Yulestar' is described as "...cement himself as one of the best horses we'd seen in recent years. His 'coup de grace' however was when he took the 2001 Inter-Dominion Pacer Championship in Brisbane." For a horse to cement himself is odd. The use of 'coup de grace' is odder – this describes the use of his revolver by the Officer of a firing squad when making sure the victim is dead!" – (M.B. - Wanganui)

THE 2/- PICTORIAL OF 1935-1942

Plate 1

Another fabulous listing of the “Two Bob Capt Cook” – possibly the most closely studied stamp in New Zealand philatelic history and certainly one of the most interesting. This listing continues that started last month and is entirely based on very fine used or fine commercially used stamps. Any variation to these standards will be mentioned. This latest section of the collection it follows the monograph by Mr R J G Collins of Christchurch (title as above). The amazing detail of Ray Collins’ work comes through in the monograph and in the work of the collector who put this lot together. Effectively this is a stamp-by-stamp study of every one of the one hundred and twenty positions in Plate 1 and traces the re-entries, flaws and retouches in fine detail. Students who wish to display individual or varied positions in the Plate should pay close attention to the listing. The variations in the rigging as observed by Collins for each position and the flaws appearing in each stamp and their development, are individually described for each position. **Please note:** reserve stocks and research material accompanying the collection will allow us to make up further sets in each position, although of necessity these sets may be incomplete for all printings and offered at commensurately lesser prices. If clients wish to consider alternative sets they should state this as an option. While every effort has been made to verify the plating of copies, specialists should alert us if there are anomalies. Reserve stocks will probably allow for substitutions.

- 975 (1) **Row 1 No.1** All seven printings plus an extra copy of **L13a**. During the latter printing a dot appeared to the right of Cook’s left hand. **L13a** without and with dot (the latter scarcer) **L13c** is Official \$200



- (2) **Row 1 No.2** All seven printings are represented in fine commercially used or very fine. **L13g** is MUH. **L13d** features two dots over N of New. This flaw appears only in **L13d** \$135
- (3) **Row 1 No.3** All seven including **L13d** the dot appearing in this printing to the right of the walking stick. **L13e, f and g** show the thickened lines of the resultant retouch. **L13c and L13f** stained. A lovely flaw and retouch set \$125



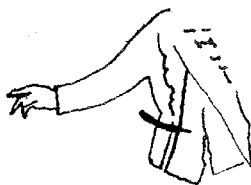
- (4) **Row 1 No.4** The famous COQK flaw. A set of fourteen examples showing all printings with up to four examples of individual printings showing the different states of flaws which exist in this remarkable stamp. These include comma underneath the W of New, flaw on the coat of the officer behind Cook, dot on the shore between the legs of the officer and dots to the right of the shoulder of the sailor with oar. This set includes all the varieties in all their states and features, both mint and used stamps. Note some of the states of the known flaws and retouches and their various combinations are rare and a set such as this will, in the future, be almost impossible to put together. Interested clients should reply promptly, asking to see the set on approval. If further detail is required please email us, or telephone. The remarkable set priced according to condition (generally very fine) \$1,500

COQK

R1/4



R1/4



R1/4



R1/4



R1/4

- (5) **Row 1 No.5** Another set of eight fine commercially used copies (L13g is MUH). In L13d a dot appeared between the right hand and the head of the sailor holding the oar. This was reduced in L13e. L13c stained \$115
- (6) **Row 1 No.6** Seven examples representing all printings L13f and L13g UHM copies. In L13c a flaw appeared to the right of the weapon of the left hand officer. This was retouched in L13d and shows in the other printings. Both states are well represented. In L13f and L13g two small dots appear to the right of the sailor standing in the boat. Lovely and extremely important set, some states being extremely rare \$350



R1/6



R1/6



R1/6

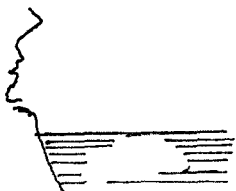


- (7) **Row 1 No.7** Seven copies, **L13g** is UHM. All printings show a vertical line to the right of the e of New – Lovely set \$150



R1/7

- (8) **Row 1 No.8** Seven copies, all very fine or fine commercially used. \$100
- (9) **Row 1 No.9** Eight copies, all VFU or FCU. **L13g** is Official. **L13c** shows the two orientations, 13-14 and 14-13 of this perf head \$110
- (10) **Row 1 No.10** Seven printings, all in fine used \$100
- (11) **Row 1 No.11** Eight copies of this interesting position – all fine or FCU. A flaw to the right of Cook's left arm was noticed before printing and this was removed. In printings **L13a to L13d** there is an uncoloured patch. The impression was retouched before **L13e** but some lines are out of position. In **L13d** a dot to the left of the right hand of the sailor with oar appeared but was retouched before **L13e**. In **L13e, L13f and L13g** the retouch shows as thickening in the lines of shading. Another fascinating stamp with the two states of **L13d** no dot and dot \$200



R1/11 flaw



R1/11 retouch



R1/11 flaw



R1/11 retouch

- (12) **Row 1 No.12** Nine examples, all except **L13g** fine used. In **L13f** there are three states, (a) without flaws, (b) a dot to the left of the officer's face and (c) prominent dot on Cook's left knee, and dots after the y of Bay. This is also found in **L13g** – spectacular set \$150

COMMEMORATIVES MISCELLANY – ALL UHM

600	(a)	SM526/31 1996 Racehorses limited edition overprint Min Sheet ('Cat' \$250)	\$135
	(b)	S531a 1996 Racehorses \$1.80 colour separations set ('Cat' \$50)	\$30
	(c)	S526/31 1996 Racehorses limited edition FDC	\$20
	(d)	SM543/7 1996 Olympic Games limited edition Min Sheet	\$175
	(e)	S543/7 1996 Olympic Games limited edition FDC	\$20
	(f)	SH73b/7b 1996 Maori craft perf 13¼x13 set (3v)	\$6.50
	(g)	1996 Best of Min Sheet set	\$60
601	(a)	S563/8 1997 Year of the Ox gutter pairs	\$26.80
	(b)	S564a(z)/7a(z) 1997 Year of the Ox horizontal mesh set (3v)	\$10.40
	(c)	SM569/74 1997 Vineyards limited edition overprint Min Sheet ('Cat' \$250)	\$125
	(d)	S574a 1997 Vineyards \$1.80 colour separations set ('Cat' \$50)	\$30
	(e)	S579a(z)/80a(z)/79,80a(z) 1997 PigeonGram Centy tête-bêche pairs set of three	\$9.80
	(f)	SSM120/5 1997 Trains limited edition Min Sheet ('Cat' \$325)	\$195
	(g)	SS125a 1997 Trains \$1.80 colour separations set ('Cat' \$75)	\$45
	(h)	SS120/5 1997 Trains limited edition FDC	\$20
	(i)	S585/6a(z) 1997 Roses se tenant pair	\$1.60
	(j)	1997 Roses Chinese version (China set)	\$3.50
	(k)	SM591 1997 Golden Wedding limited edition uncut double Min Sheet set of six ('Cat' \$250)	\$150
	(l)	1997 Best of Min Sheet set	\$60
602	(a)	S592a(z)/7a(z) 1998 Performing Arts perf 12 set (6v)	\$18.20
	(b)	S593a(y),7a(y) 1998 Performing Arts perf 14 set (2v)	\$11
	(c)	S598a/603a 1998 Year of the Tiger gutter pairs	\$26.80
	(d)	SH85/90 1998 A New Beginning limited edition Min Sheet ('Cat' \$250)	\$150
	(e)	SH90a 1998 A New Beginning \$1.80 colour separations set ('Cat' \$50)	\$30
	(f)	S620a(z) 1998 1898 Pictorials Centy \$1.50 coarse print	\$4.50
	(g)	S624a(z)/5a(z) 1998 Peter McIntyre perf 14 set (2v)	\$6.60
	(h)	1998 Turkey joint-issue Turkish set Used	\$6
	(i)	1998 Best of Min Sheet set	\$60
603	(a)	S640a/5a 1999 Year of the Rabbit gutter pairs	\$26.80
	(b)	S640a(z)/2a(z) 1999 Year of the Rabbit vertical mesh set (3v)	\$4.70
	(c)	S650a/9a 1999 Rugby Super 12 Five se tenant pairs from booklets	\$8
	(d)	S650/9a(y) 1999 Rugby Super 12 five se tenant pairs plain backing paper	\$10
	(e)	S650a(z)/9a(z) 1999 Rugby Super 12 perf 14¾ set (10v)	\$9
	(f)	S666a(z)/71a(z) 1999 Yachting vertical mesh set (6v)	\$14.15
	(g)	S672a 1999 Yachting 40c self adhesive from booklet	\$1.20
	(h)	S672a(z) 1999 Yachting 40c self adhesive plain backing paper	\$4
	(i)	S672a(x) 1999 Yachting 40c self adhesive sheetlet of nine	\$20
	(j)	1999 Best of Min Sheet set	\$60

604	(a)	SH109a(z) 2000 New Dawn R3/1 missing symbol error	\$8
	(b)	SH109a(z) 2000 “ “ “ “ “ “ FU	\$10
	(c)	S673a/8a 2000 Year of the Dragon gutter pairs	\$27.20
	(d)	S677a(z)/8a(z) 2000 Year of the Dragon vertical mesh set (2v)	\$6.80
	(e)	SM685/7 2000 Queen Mother uncut Min Sheet strip	\$50
	(f)	S694/5a(z) 2000 Birds se tenant pair	\$2.50
	(g)	2000 Birds French version (France set)	\$6
	(h)	2000 Birds French set used	\$8
	(i)	2000 Best of Min Sheet set	\$50
605	(a)	S711a/6a 2001 Year of the Snake gutter pairs	\$27.60
	(b)	S715a(z)/6a(z) 2001 Year of the Snake vertical mesh set (2v)	\$9
	(c)	SM717/22 2001 Flowers limited edition imperf Min Sheet (‘Cat’ \$250)	\$100
	(d)	S722a 2001 Flowers \$2 colour separations set	\$15
	(e)	S717/22 2001 Flowers limited edition FDC	\$20
	(f)	SM735/40 2001 Queen Elizabeth II limited edition Min Sheet (‘Cat’ \$250)	\$130
	(g)	S735/40 2001 QEII imperf se tenant strip of six	\$50
	(h)	S740a 2001 QEII \$2 colour separations set	\$15
	(i)	S735/40 2001 QEII limited edition FDC	\$20
606	(a)	SM771/5 2002 Art limited edition Min Sheet (‘Cat’ \$250)	\$130
	(b)	S775a 2002 Art \$1.50 colour separation set	\$15
	(c)	S771/7 2002 Art limited edition FDC	\$25
	(d)	2002 Art Swedish version (Sweden booklet)	\$16

“Thank you for your kind attention. My CP is the best purchase I ever made for my collection.” – (M.B. – Wanganui)

RECENT FIRST DAY COVERS, etc.

1998	(a)	14 Jan	Performing Arts	\$10.50
	(b)	11 Feb	Te Papa Museum of New Zealand opening	\$3.70
	(c)	11 Feb	Cats	\$10.00
	(d)	11 Feb	Year of the Tiger Min Sheet	\$8.00
	(e)	18 March	Turkey joint-issue	\$6.80
	(f)	18 March	A New Beginning	\$10.50
	(g)	15 April	Stay in Touch greetings	\$7.20
	(h)	13 May	Israel '98 Trains Min Sheet	\$8.40
	(i)	20 May	1898 Pictorials Centenary (2)	\$24.00
	(j)	24 June	Peter McIntyre Art	\$8.00
	(k)	24 June	Health water safety	\$3.50
	(l)	24 June	Health Min Sheet	\$5.20
	(m)	29 July	Scenic Skies	\$11.15
	(n)	7 Aug	Tarapex '98 1898 Pictorials Min Sheet	\$4.35
	(o)	31 Aug	Fastway Post New Zealand Ltd first day card in folder	\$10.00
	(p)	2 Sept	Christmas	\$11.40

“Again many thanks, it’s great to get service these days – when there isn’t much of it left is there?” – (G.H. – Victoria)

	(q)	14-18 Sept	APPU Meeting Wellington pictorial datestamp cards (set of 5)	\$5.00
	(r)	7 Oct	Underwater World	\$6.40
	(s)	7 Oct	Town Icons	\$7.20
	(t)	7-8 Nov	Opening of Christchurch Philatelic Centre pictorial datestamp cards (set of 2)	\$5.00
	(u)	11 Nov	Urban Transformations	\$10.75
	(v)	11 Nov	Ross Deps Ice Formations	\$11.20
	(w)		Mint set of two Pre-Stamped envelopes Paua Shell and Aotearoa. Postage included within New Zealand	\$2.00
1999	(a)	13 Jan	Native Tree Flowers	\$11.15
	(b)	10 Feb	Popular Pets	\$11.15
	(c)	10 Feb	Year of the Rabbit Min Sheet	\$4.80
	(d)	10 Feb	Art Deco Buildings	\$7.85
	(e)	10 March	Nostalgia	\$11.15
	(f)	19 March	Australia '99 Underwater World Min Sheet	\$4.80
	(g)	7 April	Rugby Super-12 (set of 5)	\$10.00
	(h)	7 April	Victoria University	\$2.00
	(i)	16 June	Doris Lusk Art	\$7.85
	(j)	16 June	Health Children's Books	\$3.50
	(k)	16 June	Health Camps (set of seven)	\$24.25
	(l)	16 June	Health Min Sheet	\$4.80
	(m)	2 July	PhilexFrance '99 Art Min Sheet	\$4.80
	(n)	21 July	APEC	\$2.00
	(o)	28 July	Scenic Walks	\$11.15
	(p)	21 Aug	China '99 Tree Flowers Min Sheet	\$2.40
	(q)	8 Sept	Christmas	\$11.40
	(r)	24-26 Sept	Whakapex '99 Whakatane pictorial datestamp cards (set of 3)	\$5.00
	(s)	1 Oct	Palmpex '99 Scenic Walks Min Sheet	\$3.20
	(t)	1-3 Oct	Palmpex '99 pictorial datestamp cards (set of 3)	\$5.00
	(u)	20 Oct	Yachting Min Sheet	\$11.70
	(v)	17 Nov	Leading the Way	\$11.15
	(w)	17 Nov	Ross Deps Night Skies	\$11.20
	(x)	31 Dec	Last Sunset	\$2.40
	(y)		Mint Postage Paid International postcard, grazing sheep, Te Anau	\$3.00

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