

# THE NEWFIE NEWSLETTER



## OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS

Number 169

October-December 2017

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### Editor's Comments and News

**NEW!** John Walsh sent along the following link. [www.nfldstamps.com](http://www.nfldstamps.com). Look under the heading NEW. There is a link to the "Collectors Club of Chicago Robert H. Pratt Slides". In John's words "What a treat all Nfld. stamp collectors can experience." (see page 14)

This is the first issue in a very long time without any input from our friend and colleague Norris Robert "Bob" Dyer. It certainly felt strange putting this issue together without some input from Bob. I must admit though, I'm sure I felt his admonishment for being late with this newsletter. This brings me to the reason. In the past I am sure we have all heard from Bob encouraging us to submit an article for the newsletter. I have no articles in the ``bank``, and it was touch and go to get enough material together for this issue. Thank you to all who submitted. If we are to keep this Study Group going, we are going to need everyone's help by writing an article or two. We also still need someone to step forward to take on the role of Chairman. Please give these items your careful consideration.

Chairman: vacant

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**NOTES ON NWF 163a - THE DOUBLE PRINTED 1¢ MAP STAMP**

by W. Joseph Schlitt

The current Unitrade catalogue lists several varieties of the 1929 re-engraved 1¢ map stamp from the pictorial issue. One of these is a double-printed stamp, which has the catalogue number 163a. The Newfoundland Specialized Catalogue (Walsh & Butts) lists the same variety as 155a. Neither catalogue provides an illustration of the variety. However, an interesting example of this double impression is shown below in a 3x2 marginal block. This was sold as Lot 1179 in a recent Maresch auction (Sale 523).

The right-hand vertical pair is fully inked and appears perfectly normal, with no sign of a second impression. The center vertical pair also shows no indication of a second impression. However, these stamps are under-inked, with the degree of under-inking increasing from right to left. The left-hand vertical pair is also under-inked along the extreme right edge of the stamps. The remaining portions of both left-hand stamps are covered with a second impression of the design. This is displaced downward about 3 mm relative to the initial impression.



Fig. 1. 3x2 marginal block Unitrade 163a

At first glance the block also appears to have a fourth vertical pair of stamps to the far left that is imperforate horizontally. This issue is known to have such an error, which is catalogued as 163b. However, upon closer inspection, it can be seen that the second impression of the design actually extends onto the sheet selvage. Since the selvage is not perforated horizontally, the appearance is rather deceiving.

At least one other example of the double-printed variety is known. John Jamieson of Saskatoon Stamp Centre has advised that he handled the UL corner block from the same sheet. All features of that block are identical to those shown. The UL block was sold more than 25 years ago and has apparently been off the market ever since. The writer<sup>1</sup> would be interesting in knowing if other examples of 163a are the same as these two. If so, the variety is likely limited to a single sheet. Assuming that the sheet had the usual 10x10 format, there would only be 10 double printed horizontal marginal strips, with four of them accounted for here. In any case, 163a appears to be a very rare item. This may be one reason why neither of the catalogues includes a description or illustration of this variety. Another may be the fact that the variety has a number of features, making it hard to describe in just a few words.

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<sup>1</sup> The writer can be contacted at [wylecotejs@earthlink.net](mailto:wylecotejs@earthlink.net)

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**EARLY INCOMING MAIL TO REV E.A. BUTLER, SANDY POINT.**  
**SHEET HARBOUR, NOVA SCOTIA TO SANDY POINT NFL. 1929.**

by Bruce Robertson

*Sometimes, the aftermath is more devastating than the storm.*

*Capt'n Bruce*

**Sheet Harbour N.S.**

Sheet Harbour is a rural community on the Eastern Shore of Nova Scotia, Canada, approximately 117 kilometres (73 mi) northeast of Halifax. Almost all of the present land area of Sheet Harbour was granted in 1773, and the settlement was established around 1784, by Loyalist refugees and British veterans of the American Revolution. It became a prosperous centre for the lumber industry.

In 1922, a ground-wood pulp mill, owned by the American Pulp and Wrapping Paper Co. of Albany, began operation on the West River at the head of the Northwest Arm of Sheet Harbour. They had purchased it from Rhodes and Currie, the previous owners who were a lumber company. It produced its first ground-wood pulp on October 5, 1925. Under several different ownerships, it remained in operation until it was destroyed by Hurricane Beth in August 1971.



APW1 Sheet Harbour, Nova Scotia, showing lumber on river.  
(<https://novascotia.ca/archives/notman/archives.asp?ID=633>)

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**Early incoming mail to Rev E.A. Butler, Sandy Point.**

- continued

**Sandy Point NFL.** The once bustling entrepôt settlement of Sandy Point, St George's Bay was not as lucky. A declining fishing industry and Confederation in 1949, whereupon the



provincial government began a program of voluntary and forced resettlement of coastal communities that had already begun, put an end to the settlement of Sandy Point. The Anglican vicar of Sandy Point, Rev. Butler had already retired by the late 1940s, and the settlement was in decline when in the 1960s, a severe storm washed away the isthmus connection with the mainland – leaving Sandy Point an isolated island. The last residents left about the same time as Hurricane Beth hit neighbouring Nova Scotia.

APW4 Sandy Point Lighthouse – a solitary survivor.



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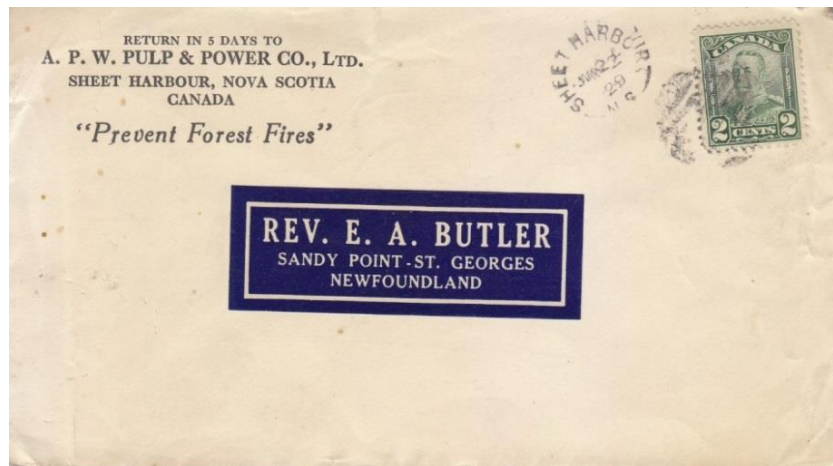
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**Early incoming mail to Rev E.A. Butler, Sandy Point.**

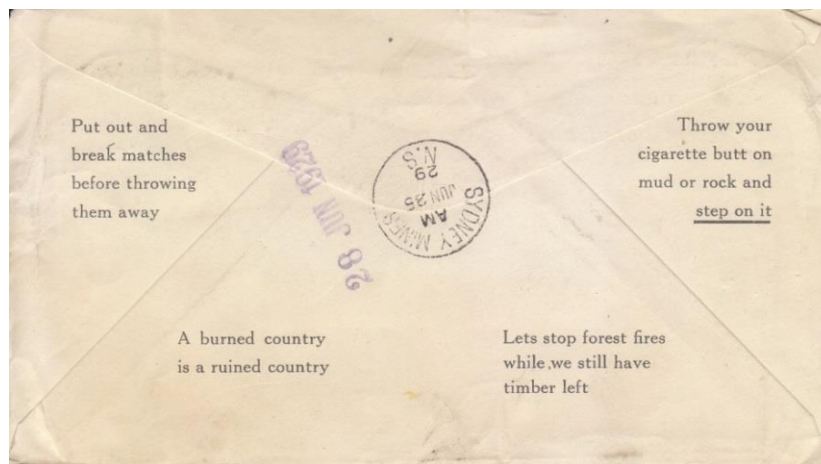
- conclusion

**The cover**

The corner card cover is from A.P.W. Pulp & Power Co Ltd. The 2c King George V is cancelled Sheet Harbour, June 22, 1929 and has a back stamp for Sydney Mines N.S. June 25. The cover is addressed using the distinctive dark blue Rev. E.A. Butler address label which he sent out with orders to encourage repeat business.



AKP2 In the 1920s, hurricanes were not perceived as the major danger in Sheet Harbour, but forest fires were.



AKP3 The back of the cover displays several slogans to this effect.

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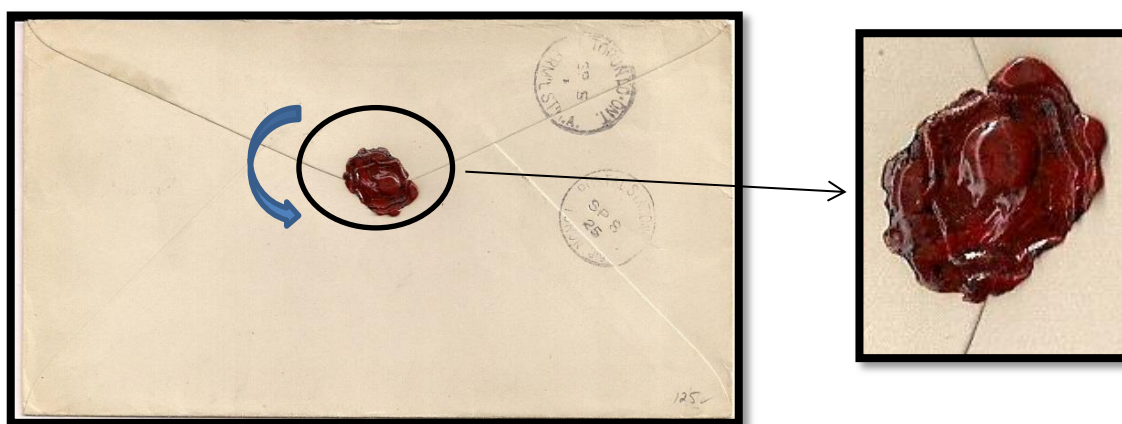
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**ANOTHER BUTLER COVER WITH WAX SEAL**

by Malcolm Back

After reading Bruce Robertson's article in NN167 I looked at my collection and found the following registered cover, also with a wax seal. The effigy is not that of an Indian but a male's head. The border surrounding the effigy is very similar to that of the Indian head in the previous issue. The cancel is a Sandy Point cancel dated SP 2, 25 and on the reverse two different Toronto cancels; TORONTO•ONT• TERM'L ST'N.A. dated SP 5 25, and a POSTAL STATION ?? TORONTO ?? dated SP 8 25.



Note the "Registered Return Receipt Requested" hand stamp in the upper left corner. It is not clear if this was a Post Office device or something used by the Rev. Butler. **Any thoughts?**

The addressee was also traceable. He is Dr. Earl S. Ball of Toronto, and was President of the RPSC between 1935-1940. There are gaps in the RPSC archive record during the war years, and it is possible he was President for a longer period of time.

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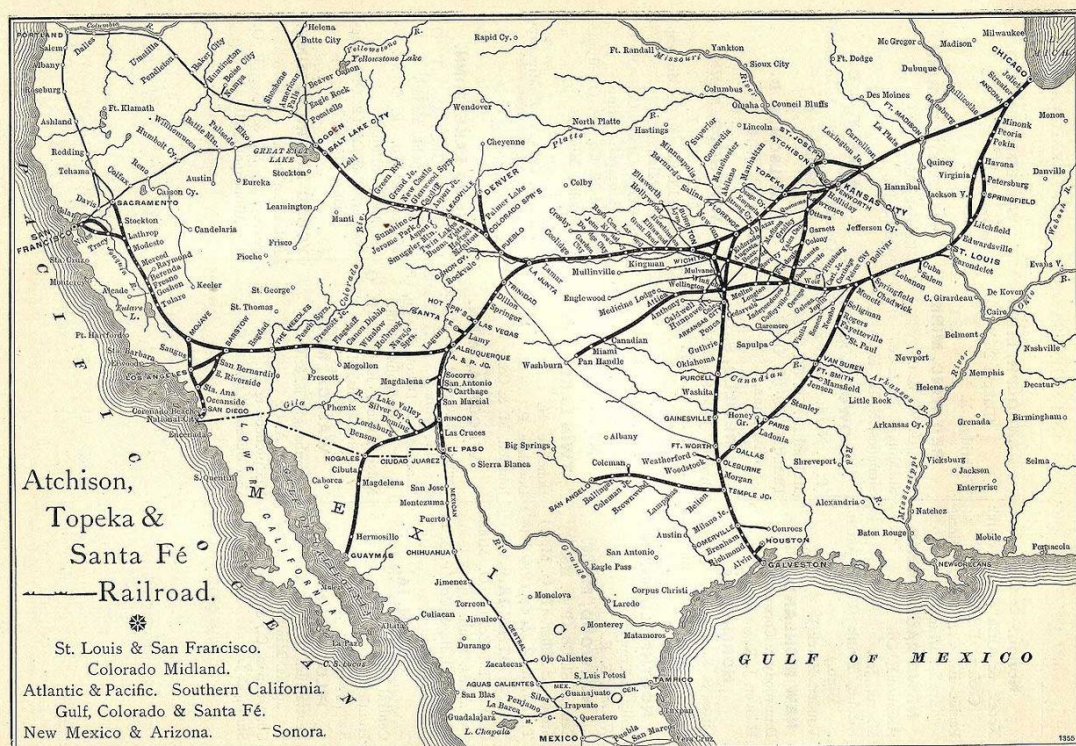
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**ANOTHER ARTICLE ON REV. BUTLER'S CUSTOMERS**

by Bruce Robertson

Eleazer Alfred Butler was born at Kelligrews on March 14th, 1872 going on to become the eminent Newfoundland stamp dealer of Sandy Point – Rev. E.A. Butler. The year before, and thousands of miles away in Kansas USA, the Atchison, Topeka and Santa Fe Railway extended a main line from Emporia westward to Newton by July 1871. The town soon became an important railroad shipping point of Texas cattle and was quickly incorporated, achieving instant notoriety with a deadly shoot-out: a Gunfight in which a total of eight men were killed. The incident began with an argument between two local lawmen, Billy Bailey and Mike McCluskie. Because of this incident, Newton became known as "bloody and lawless—the wickedest city in the west."



A decade later, in 1881, Oliver Moorshead was born in Chicago. As a young man, he worked his way westward, following the ever-expanding Atchison, Topeka and Santa Fe Railway. Landing up in 1907 in Newton, Kansas, where he became associated with a Mr. Hanlin,



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**ANOTHER ARTICLE ON REV. BUTLER'S CUSTOMERS**

- continued

an important Newtown merchant. With the expansion of the rail system, Hanlin and the young Moorshead set up a commissary company in 1908, under the name of the Hanlin Supply Company. A contract between the company and the Atchison, Topeka & Santa Fe railway company ensured, whereby the Hanlin Supply Company was to supply commissary for all extra gang labor on the railway company's lines between Chicago and El Paso – becoming the first and largest railroad extra gang commissary business in the world.

A far-sighted young man, Oliver Moorshead had taken the precaution of marrying the boss's daughter, and was to take over running the company when his father in law retired.

The business prospered, and Moorshead and his family had the money to travel to England and that is where he decided he would build an estate like those he saw in England. In the 1930's he built this estate on almost a square mile of land located west of Newton. He called it "MOORLANDS". The estate had a big English brick Tudor-style house and a carriage house over a three-car garage for their limousines, and a 9-hole golf course.

Moorshead continued to travel, to China and Japan where he developed an interest in exotic plants, and once back at home, he developed huge greenhouses and acreage to grow exotic plants.

His interests were not all large in scale. Another hobby was stamp collecting – including those from Newfoundland, supplied by Rev Butler.

The covers and price-list illustrated here are dated between 1934 and 1940. All the covers are addressed by Rev Butler in his own hand. Of particular interest is the evolution of envelope's printed 'corner card'. The 1934 Price List features the 1 cent Gilbert stamp on the cover, and has Moorshead's account number '1096'





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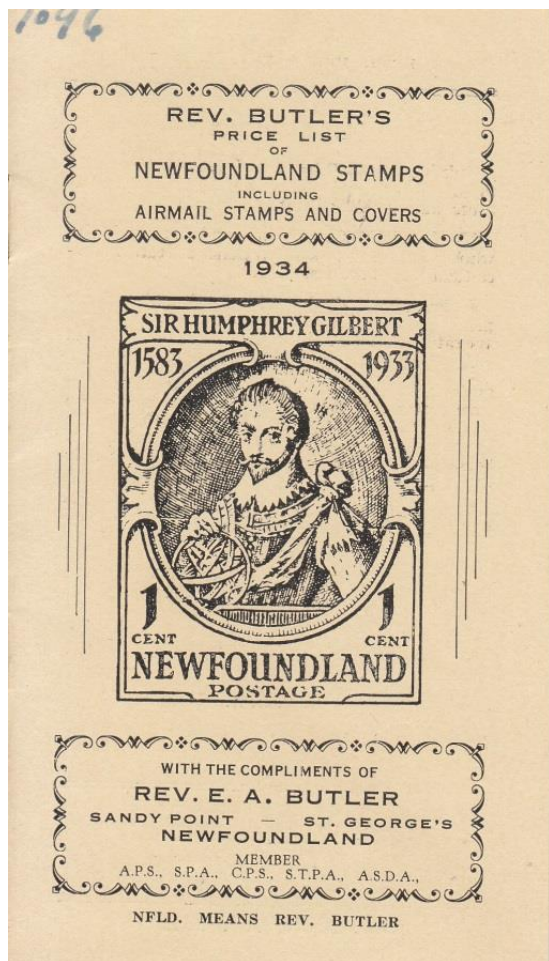
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**ANOTHER ARTICLE ON REV. BUTLER'S CUSTOMERS**

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written at the top. The printing on the cover enclosing the 1934 price list is a tour-de-force: utilising no less than 6 different font styles.

We can only speculate whether Rev Butler ever knew just who his customers were. We can only assume he was thankful for Moorshead's continued custom which appears to have lasted throughout the 1930s and 40s – contributing towards Butler's meagre reverend's stipend.



In 1912 he began the erection of the present home of the Hanlin Supply Co. at Fifth and Oak streets. His son-in-law Oliver Moorshead took over running the company when Mr. Hanlin retired.

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**NEWFOUNDLAND 1942 LAST RESOURCES ISSUE 24 CENT;**  
**A SELDOM OBSERVED PLATE TYPE**

by John M. Walsh, FRPSC

On eBay is an interesting Newfoundland left side margin plate block of the 24¢ denomination as shown.

From the published twenty page monogram entitled *The Last Stamps of Newfoundland* by John Ayshford in 1978 is the following information as quoted by Ayshford and found on page 17: 1942 design of the 24¢ Loading Iron Ore Bell Island.

July 1942 Order 160691 100,000 Printed Plate 41795, “the first imperforate proof for this value bears no legible plate number although the left margin opposite position 51 shows traces of one”. He states that “later proofs bear the number 41795 and there can therefore be no doubt that this first proof was taken from that plate”. He further states “the centre guide line marks within the corners of the stamp impressions consist of the usual central crosses (3 mm), *in the margins the central lines are marked by a cross each of which has a line and a dot outside it*”. (Walsh italics).

On the bottom margin is written 100,000 stamps = 1,000 Pulls. Wording Correct. Lay square; initialled W. A. and dated 17.11.42



When I was researching the plate numbers of Newfoundland for my previous exhibit Newfoundland Plate Numbers 1897-1947 I had this style designated as plate style 1. At the time I could not find this plate number style for the 24¢ as shown. Thus it was not given any catalogued status in the *Newfoundland Specialized Stamp Catalogue*. From the quantities stated there can only be 1000 such plates. A rare find indeed. I trust those who are chasing it realize it is not readily available! Happy collecting.



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**NEWFOUNDLAND 1942 LAST RESOURCES ISSUE 24 CENT**

by Malcolm Back

When John Walsh submitted the preceding article, I looked in detail at this sheet of the 24 cent Resource issue. Referring to *The Last Stamps of Newfoundland* by John Ayshford, I checked to see if I could determine which of the four printings this sheet came from. Indeed it was possible. It is from 3<sup>rd</sup> or 4<sup>th</sup> printing, October 1947, order 355822, or May 1948, order 357082. There were 2500 sheets printed. The same plate, 41795 was used for all 4 printings. The “half-moon” flaw in position 70 is constant throughout all printings. A fault in position 50, a dot below “E” of TWENTY, has been corrected, and a fault in position 23, a dot below “OR” of ore is present. As well, “marginal guide marks have been augmented by a “dot in circle” and “T” marks in the margins opposite the mid points of positions 6, 41, 50, and 96”(circled in image).



A full sheet of the plate 41795, NSSC plate type 3. Four corner plate numbers and the partial plate number in the right margin opposite position 51 are all present. from the collection of Malcolm Back



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**1931 HARBOUR GRACE TO COPENHAGAN / (HOIRIIS AND HILLIG)**  
**LIBERTY**

by Robin (Rob) Moore

Here is my “Liberty” flight cover to Norway that I purchased from the retail stock of a Canadian dealer this summer. This is a great find, it is only the second flight cover known to have actually flown on this flight.

The first flown cover is written up by John Walsh in BNA Topics 2012 volume 69 number 4 and is pictured on the front. That cover was addressed to Capt. A. Anonsen and is pictured and listed in *Newfoundland Specialized Stamp Catalogue*. My cover is addressed to Mrs. A. Anonsen. The Anonsens were Norwegian and operated The Newfoundland Whaling Company between 1923 and 1931. They visited Harbour Grace airfield to witness a number of transatlantic flights.

The flight departed Harbour Grace at 3:24 am on June 24th, and the cover does not have a Newfoundland cancel because the flight left very early in the morning, before the post office was open. The cover was cancelled København July 7, 1931 where the Danish 25 øre stamp was added and tied to the Newfoundland 50 cent airmail. The cover was backstamped in Oslo, Norway July 8, 1931, where it appears to have been readdressed.



Figure 1

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**1931 HARBOUR GRACE TO COPENHAGAN / (HOIRIIS AND HILLIG)**  
**LIBERTY**

- Conclusion

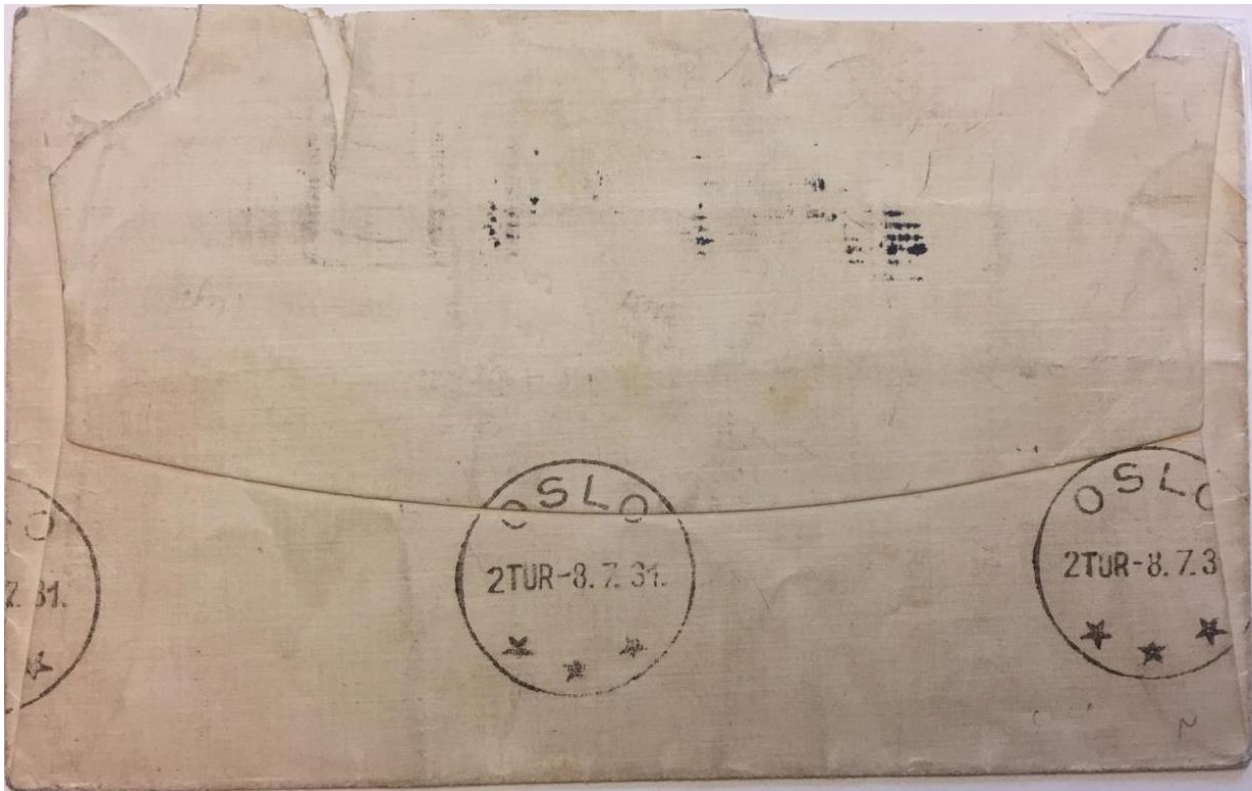


Figure 2

There are also 227 Roessler's covers known which were addressed to Otto Hillig and cancelled Harbour Grace, June 24 or St. John's, June 26, 1931 Those covers were not flown because they missed the flight or were refused by the Newfoundland post office and had to travel by ground.

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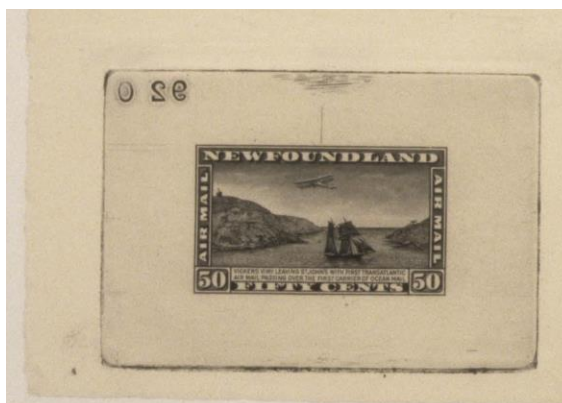
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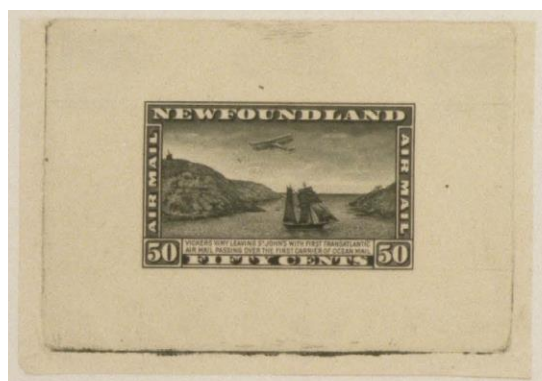
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**COLLECTORS CLUB OF CHICAGO – ROBERT H. PRATT IMAGES**



Engraver `Downey` - Die # 920 – 5 Dec 1930



Approval State Die Proof on wove 0.00375



1931 Plate Proof on wove 0.00550 un-watermarked paper



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**NSSC238 aj, CROSSHATCHED VARIETY**

**by Terry Rhoades; John M. Walsh;  
Rob Moore and Jean-Claude Vasseur.**

NSSC238    NSSC238 in question

NSSC238aj



A query from Terry Rhoades gave the initiative to provide these images to our newsletter. Rhoades asked me if the right hand 3 cent value in the pair he provided was the elusive stamp that shows no crosshatching.

After discussion with Rhoades, Walsh still suggested it had crosshatching. Others were asked opinions. Walsh was comparing it to the far right image which definitely shows 'no crosshatching'.

A request was made of Moore for his opinion. He says it is has 'no crosshatching'. And it is similar to the far right image with the letter development. The development of the letters of the center stamp and the far right stamp resemble each other; poorly formed. Note the TS in CENTS. *Agreed.*

Walsh still believes that 'crosshatching' is visible in the middle stamp compared to the far right. The Walsh NSSC aj stamp without crosshatching has the colour that appears to be a rose carmine. The left stamp is carmine.





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