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Dues Notice

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Editor's Remarks

In this issue Malcolm Bentley continues his exposé on the fascinating confrontation between El Gran General Tomas Cipriano de Mosquera and Queen Victoria.

Beginning on page 4 Robert Müller provides important new information on AR service in Colombia at the end of the 19th century. Notably, he illustrates a formular envelope from Barranquilla intended to acknowledge the receipt of a letter from Honda.

You will find examples of AR stamps being used for postage from the Eric Harris collection on the last page of this journal.

Beginning on page 9 David Zemer clears up the confusion about the David bisects based on a large hoard of material being offered on Ebay. He also is able to clear up the mysteries surrounding the Colon Telegraph newspaper wrappers of 1892-1898.

Ranier Fuchs calls our attention to *COPETRAN*, another private carrier, in an article beginning on page 8.

Colombia at Stampshow

There will be some great Colombian material at Stampshow. In the Champion of Champions competition there are exhibits by Santiago Cruz, *Colombia - The Department of Antioquia 1886-1904*, and Alfredo Frohlich, *United States of Colombia 1868-1881*, as well as Raymond W. Ireson's *The Panama Canal Story*.

In the open competition Manuel Arango will be showing *SCADTA Correspondence 1923-1929*; while Santiago Cruz shows *SCADTA's First Issues - A Traditional Approach to Airmail Stamps*. Alfredo Frohlich will exhibit *Colombia 1904-1905 - The World's First Inflation Rated Mail*; and James C. Johnson will be showing *SCADTA Postal Routes 1923-1929* as well as *SCADTA -*

Fourth Issue.

Colombia Sobreporte

Some of you may have missed the article entitled "Colombia Sobreporte" by Louis-Eugene Langlais which appeared in the December 2011 number of the *London Philatelist*. The article deals with the sobreporte tariff preceding the use of the postage stamps which appeared in 1865. It helps to clear up many of the details about the early international mails from Colombia

Copaphil Auction

Auctioneer Ken Adams is calling for material for the last Copaphil auction of the year. His email is email kenstampneb@cox.net. Please contact him if you wish to sell through our auction.

Fiesta Filatelica in Chicago

Last reminder for the *Fiesta Filatelica* to be held at Chicagopex in November. The

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From the President's Desk

It is not too late to enter an exhibit and/or make plans to attend Chicagopex in November. It should be a remarkable show with wonderful Latin American exhibits. COPAPHIL is pleased to that on Saturday November 17 at 1:30 Santiago Cruz will present our program. His subject is SCADTA's First Issue, A Traditional Approach to Airmail Stamps. His exhibit using this approach has won major awards. The preliminary schedule for Chicagopex also has meetings of Chile, Cuba, Peru, Brazil and Nicaragua specialist societies. If you are planning on attending, the show, please let me know. We can plan an informal dinner if there is sufficient interest.

Articles in recent journals have touched on areas that are of particular interest to Panama collectors. The June *Airpost Journal* has a brief article illustrating a cover and describing the franking and cancellations of a cover from the La Varre Pan American Expedition in 1936. The author was looking for additional information. The cover shown appeared to have fol-

lowed the route of the expedition that lasted July 6-Nov 16, 1936. There are 7 stamps cancelled Panama November 11, 1936. There was also an August 19 Panama postmark and a November 15, 1936 US Postal Agency Barranquilla cancel. The last leg was likely flown on FAM5. The author asked for more information about the expedition. I believe this flight resulted in the film "Flying The Lindbergh Trail," a 1937 Pan American Airways Travelogue. The entire film "**Flying The Lindbergh Trail," a 1937 Pan American Airways Travelogue**, is on the internet. It is described "as his late 1930s travelogue, of a Pan-Am "Clipper Ship" touring South America, follows a flight on a Sikorsky S-42 Flying Boat from Miami to Buenos Aires. The vintage travel wear and cabin is worth a view, as is the Boeing B-307 the passengers transfer to. It is worth watching. <http://www.outsideonline.com/blog/adventure-travel/top-ten-travel-videos.html>

In the July-August *Collectors Club Philatelist* are two

Peru articles with Panama interest. "Peuvian Delays of Australian Ship Letters in the 1850's" by John Barwis includes a discussion of the opening of the Panama route. Unusual covers from Victoria that transited Panama are illustrated and discussed. The second article is "Peruvian Postal History" from the Bernard Peyton Collection". This is part of a continuing series "In the National Postal Museum" written by Tom Lera. The Peyton collection was donated to the Smithsonian in 1961. This article discusses and illustrates 6 covers with Panama postal markings.

A recent development at the Philatelic Foundation in New York is an ongoing project to scan and put online the certificates they have issued. While the project is not completed, there are a number of interesting Colombia and Panama certificates that are now accessible. www.philatelicfoundation.org.

Debby Friedman
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COPAPHIL AUCTION

The auctioneer expects to hold an auction late in the year with details to accompany the September issue.

Please send material for auction to Ken Adams at 5112 S 193rd Street, Omaha, NE 68135 (email kenstampneb@cox.net) by the middle of August.

AR Service in Colombia and Panama 1903: Some additions!

Robert Müller

Several years ago Jim Cross remarked on the development of UPU regulations concerning the sending with AR service (*avis de reception*) (2007). This note will provide some additional information about the operation of that service in Colombia and Panama.

From 1881 until 1892 a special AR receipt formular had to be attached to the cover. The rules changed on 1 July 1892 when the UPU Treaty of Vienna came into effect. It required a special AR marking on front of a cover. The receipt formular was no longer necessary. Instead the receiving post office had to complete a receipt form and send it back to the sender.

From a lot of official *cubiertas* I found the following envelope which shows for the first time a preprinted envelope to provide this service of returning the receipt formular to the sender. The inside of the envelope is the formular (fig. 1a), the outside is the envelope. (fig. 1b). Note that the envelope is inscribed Barranquilla which suggests that each of the major cities was provided with similar envelopes.

Although it is not complete it still gives an interesting impression. The filling date is clearly Barranquilla 17Apr 1893 and the receiving mark probably 31 Apr 1893 with the Honda duplex cancel with flower killer. This cover was sleeping within my collection until I read Jim's article last week and suddenly

Fig. 1b

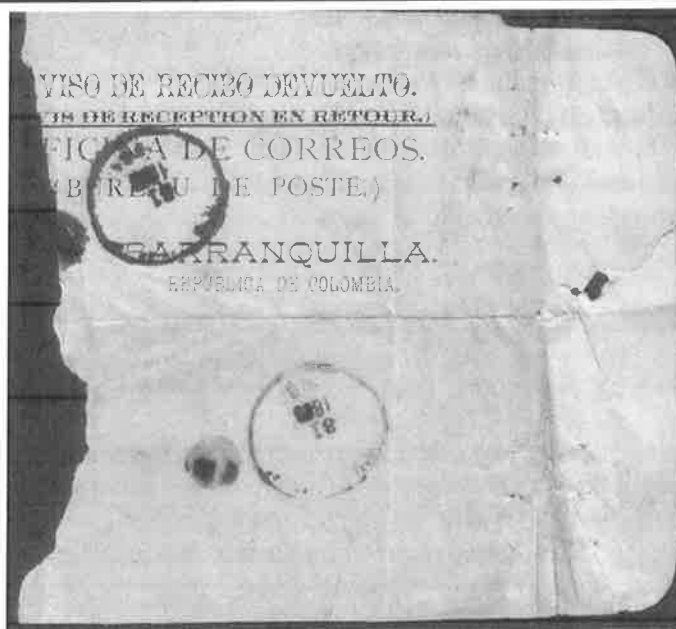


Fig. 1. a) Preprinted envelope to return the receipt formular to the sender, b) inside of envelope.



Fig. 3. 1897 AR cover from Ibagué to France.
(AR-stamp on blue-gray paper, first time on cover)



Fig. 2. AR stamp cancelled in
Bodega Central.

remembered it.

In 1893 Colombia issued a special 5 centavos AR stamp to show the payment fee and to provide the necessary marking.

Further Jim reports about uses of these stamps on cover. He reports just 3 cities from Colombia beside Panama: Barranquilla, Buenaventura and Barabacoas. Fig. 2 shows an AR stamp clearly cancelled *Bodega Central*, probably with a flower killer, previously unrecorded. I do not know the city in which Bodega Central is located.

Jim does not refer to the fact that this stamp on blue grey paper was issued later and that used stamps are much scarcer.

I have only four used stamps and one cover recently bought on Ebay (fig. 3) used from Ibagué. The cover was mailed on 17 Sep 1897 transit-

ing Barranquilla on 3 October. From Barranquilla it was forwarded to Colon where it was placed aboard a French paquebot on 4 October.

Neither the registration stamp nor the AR stamp was cancelled in Ibagué although the AR stamp is cancelled with a manuscript *Ibagué*. Closely examining the cover and regarding the handwritten notes on the left of the cover I have not doubt that this stamp originally belongs to this cover.

There are several additional covers that extend the use of the AR stamp to additional cities. Fig. 4 shows both sides of an 1895 mourning cover from Bo-



Fig. 4. September 1895 AR letter from Bogota to Finland.

gotá to Finland. Unfortunately the cancels are not particularly clear. Barely decipherable is a Barranquilla transit mark dated 3 Sep 1895. It appears to have been routed through Goteborg, Sweden. Like the cover from Ibagué, the AR stamp is cancelled with a manuscript cancel. It is further outlined by maroon crayon perhaps to call attention to the fact that the cover required special treatment in Finland.

The cover in fig. 5 was also mailed from Bogotá, this time to Switzerland. Mailed on 10 Feb 1898, it passed through Barranquilla on 28 Feb and was placed aboard a French paquebot in Colon on 4 March.



Fig. 5. 1898 AR cover from Bogota to Switzerland.

References

Cross, Jim (2007) AR Service in

Colombia and Panama to 1993. *Copacarta* 25:1 6-9.

(Continued from page 2)

dates are November 16-18, 2012. You really should make this one if you possibly can. A half dozen Latin American societies will be meeting there so

it is a great chance to see what others in the hemisphere are doing. Dealers might even dig into their deep stock if they tumble to the fact that Latin America might sell well in Chicago.

In any case, there will be a lot of Latin American material on exhibit. I deeply regret that I shall not be able to attend this important Latin American show.

US of Colombia Designs of 1868-1870 Composite Die Proof

Debby Friedman

In the June 10-11 2011 Investphila auction catalog the item illustrated here was lot 118.

This striking composite die proof was described as follows:

1870, composite die proof including the first post-classic issues of Colombia, all engraved on the same stone where one "cubierta" and two further designs of Cundinamarca were added. See Leo Temprano's "Estampillas de Colombia Siglo XIX" catalogue on page 65. Couple of creases unimportant for this rarity. Unique as exhibiting the complete stone.

The illustration is courtesy of Investphila

In the collection of the late Alex Rendon was another example of this "printing matrix", reduced at the bottom so only the top edge of the cubierta was visible. It was shown on the title page of his exhibit of these designs. I have a copy of that page and the following is his write-up:

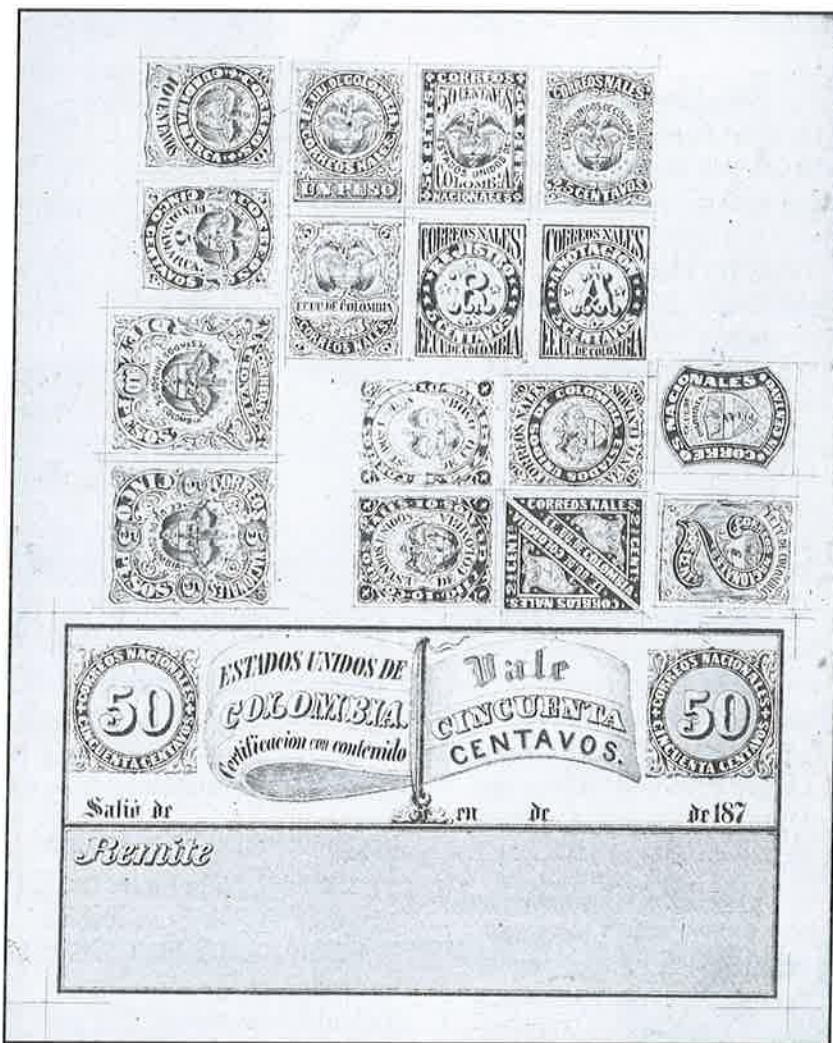
Until 1868 the printing contracts were given out on a yearly basis, were non-renewable, and each issue had a different design. Starting in 1868 the contracts were given out for two years, were renewable, and utilized different designs for each value. The long use of the same stamps caused the need

for additional printing stones as well as many alterations to the dies. This exhibitor has, through plating, sorted out the problems involved separating originals from reprints.

Proof Impressions from around 1890 showing condition of the Matrix at the time

the Michelson reprints were made. This matrix, prepared between 1868 and 1871, contains the designs for all of the stamps bring printed at the time. Transfers from this matrix were used to make stones for government printings, postal forgeries, export

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News from the "Private Carriers" of Colombia: COPETRAN Another „Private Carrier“?

Rainer Fuchs

Since several years I have the shown cover in my collection which always puzzled me as I could not explain the service. Over the years I owned that cover I had the believe that inscription „Servicio de Encomiendas“ was the name of the company and not related with the postal service itself. However, after I looked a bit more intensive on the cover I realized that the name of the private carrier was COPE-TRAN.

On reverse side the cover carries a label inscribed with: „Servicio de Encomiendas“ (Parcel Service) No. 11503. Fecha (Date), Oficina de Origen (Sending Office) and Porte \$ (Postage in Colombian Pesos).

The label is cancelled with the cachet from "Copetran / Agencia - Pamplona" and perforated on top so I assume it was printed in larger sheets, furthermore, the label carries a



Fig. 1. The address side is nothing special with the exception that the cover is not franked. Therefore the cover, which is addressed to Bucaramanga, is shown in reduced size only.

preprinted registration number .

What I could figure out about COPETRAN is, that the company was founded in 1942 in Bucaramanga as a corporation of 3 bus owners. The governor of the province, Dr.

Arturo Santos, had supported one of the companies that was controlled by the government. The first trip was from Bucaramanga to Bogota in a bus with wooden seats and 20 passengers. In front of the bus, 2 jerry cans with gasoline were stored for the trip of 24 hours.

The company is still in operation and the route network currently serves around 100 destinations in Colombia. Their buses are from 2007, have 2 toilets, LCD television with DVD, air conditioning and a capacity for 2 drivers.

Any additional informa-

(Continued on page 12)

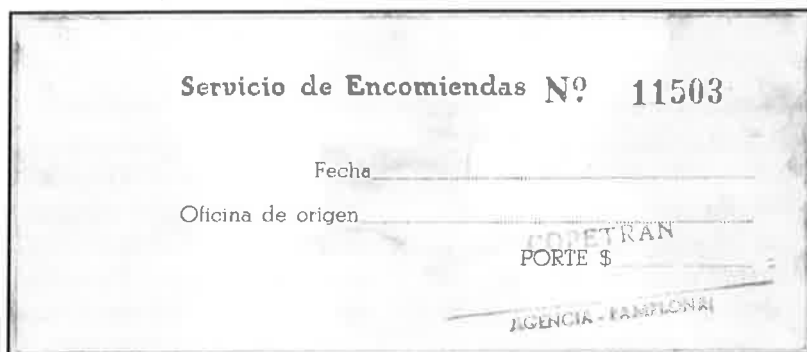


Fig. 1b.

Large Panama Hoard Contains Multiple David Bisepts on Cover and Capt. Bass Wrappers

David Zemer

In March 2012 a large hoard of Panama material was offered for sale on eBay with an asking price of \$ 3500. It did not sell and in April it was being broken up into manageable lots and sold on eBay.

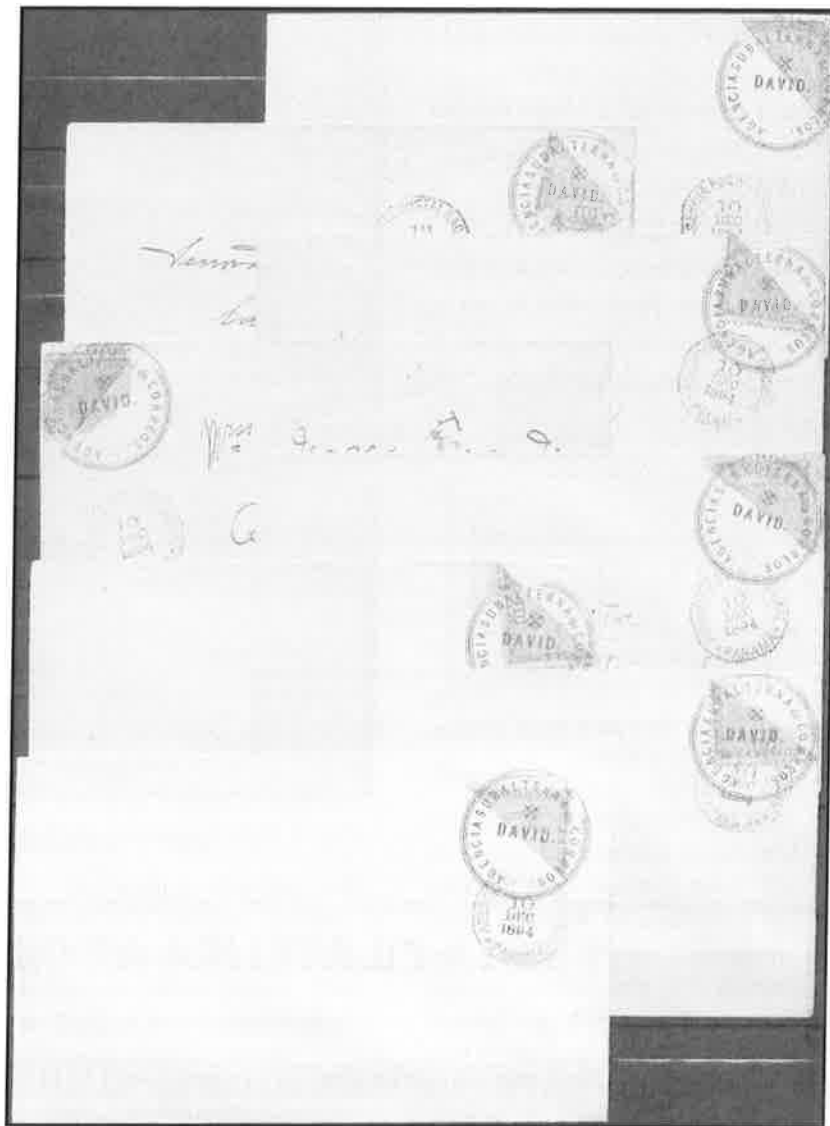
There were two interesting accumulations within this hoard that bear mentioning.

DAVID bisepts dated December 1894

One accumulation was a group of 60 or more covers which have a bisected stamp; Panama 10 Centavo, Sc18. Most of these covers do not have an address. **Fig. 1.** All stamps have a very clear strike of the David cancellation, TWN-DAV-004 (from the 2nd Edition of the Jim Cross *Panama Postal Markings Handbook*). Many also have a blurry Panama cancellation, TWN-PAN-015, dated 10 DEC 1894 (fig. 2)



Fig. 2. David and Panama cancellations on CTO covers.



Fi. 1. David bisepts shown to be favor cancellations.

For many years these bisect stamps have been offered for sale, sometimes on piece and sometimes on covers, usually at rather high prices. This accumulation shows that, at best, these David bisepts now have to be considered favor cancellations intended to deceive the

collector into thinking that they were genuine usage of bisected stamps that had passed through the postal system.

Colon Telegraph newspaper wrappers 1892-1898

The second accumulation was a batch of newspaper wrap-

pers from the Colon Telegraph to the Pacific Steam Nav. Co, usually addressed to Capt. F. Bass, Panama, and sometimes P.O. Box 22, was included. They are all genuine usage and I counted about 250 wrappers dated from 1892 to 1898 (fig. 23.. If bought as one lot they could provide a valuable resource to authenticate the Colon and Panama cancellations in use during these years. One unexpected bonus was a new TARDE marking for Colon (fig. 4).



Fig.4. New tarde mark from Colon.



Fig. 3. Part of an accumulation of 250 wrappers from Colon to Panama.

FIESTA FILATELICA AT CHICAGOPEX

November 16-18, 2012

Six Latin American specialty societies will hold their annual meetings.

A great chance to catch-up on Latin American philately

(Continued from page 7)

printings and the so-called Michelson Reprints. Over the years it was used, the matrix underwent considerable re-touching, which accounts for

all the different Die types found."

Unfortunately, Alex never published his research and I never was able to get a photocopy of this collection. Perhaps

one of our members who collects these issues can add to the story of this unusual item.

Auction Notes

Debby Friedman

Some interesting material has come to auction in the past few months, both at public auctions and on Ebay. In May HR Harmer, California sold the William Sandrik international gold medal collection of disinfected mails. There were 6 covers from Colombia leprosy settlements offered in five lots. These rare covers were sent between c.1917 and 1943. While none of the lots reached their very high estimates, all were sold. Three covers from Contratacion in Santander, with different disinfection markings, brought \$590 each; the estimates for each cover were \$750-1,000. The two other lots were from Agua de Dios. A 1937 cover realized \$384 and the lot of two censored covers from 1942 and 43 also brought \$384. These prices included the buyers premium of 18%. The catalog with the complete descriptions of the covers and photos can be found on line at www.hrharmer.com.

Corinphila

Corinphila sold a fascinating collection of early UPU material in April. The star item was a rare 5¢ first day cover sent July 1, 1881, the day Colombia joined the UPU (fig. 1). It had a starting bid of 1,000 SF and realized 9,000 SF (\$9,500) plus 20% buyers commission.. It would appear this cover was mailed from Panama given the July 1 Savanilla paquebot cancel.

The other six lots of 1881 issue usage on cover all brought more than the start price, in



Fig. 1. FDC from Aspinwall to France via French paquebot brought 9,000 Swiss francs.

some cases as much as four times, reflecting keen interest in this material. The catalog is on the web site www.corinphila.ch.

Heinrich Kohler

Heinrich Kohler had over 100 lots of Colombia airmails in its March sale and a smaller number of classic issues. The catalog and prices realized are on line at www.heinrich-kohler.de. The results deserve a careful review. There was a 1929 Aerogiro 320€ (start price 150€); a 1929 registered cover from Medellin with a manuscript R 360€ (start price 90€). 19% buyers premium additional. The results were mixed. A C1 cover did not sell (start price 700€). There were unsold items, including several Curtiss labels; three C10 covers- each sold for 1300€ (1500€ Start

price). A Euro is approximately \$1.27.

Ebay Sales

On Ebay a number of lots of scarce Colombian locals and carriers were recently sold. The rarest material brought very high prices, reflecting considerable interest in this area. The description of one item was: Commercial cover sent from Sogamoso (13 Sep 1927) to Bogotá, carried by the Compañía de Transportes Terrestres—Autobuses a Boyaca, bearing a Colombian 4 centavos and the company's first issue large yellow stamp (without value indication—probably 20 centavos). The stamp shows an autobus and the list of cities with agencies of the company (Bogotá, Tunja, Chocota, Paipa, Duitama, Santa Rosa, Belen and Sogamoso ...

Less than 7 covers are reported to survive.

The listing also included additional information about the company – this came from Dieter Bortfeldt's book *Private Mail Carriers of Colombia: The Compañía de Transportes Terrestres was founded by Antonio Puerto and others in 1925 with the objective to improve communications between Bogotá and Santander, the service of the existing company of autobuses de Boyacá was merged immediately with the new company, but both companies continued their own identity for quite some time, combined Compañía de Transportes and Autobuses de Boyaca postal markings were used.*

The cover, illustrated here through the courtesy of the seller, Santiago Cruz (fig. 2), brought \$1605. This is the highest auction price I know of for a local or carrier cover. Another seller offered a pair of used stamps off cover, the same stamp as on the preceding cover. Those also rare stamps brought \$711.

The same seller also sold on Ebay a "commercial cover sent from Giradot (29 Mar 1925) to Bogotá carried by the Expreso Colombiano—Julio G. Ribon, bearing a company's first issue 5 centavos stamp less



Fig. 2. Giradot to Bogotá via the Compañía de Transportes Terrestres, 13 Sep 1927, b) reverse of cover.

than 5 covers are reported to survive. This cover brought \$797. The illustration also courtesy of the seller.

Also sold on Ebay were several private printed to order postal cards printed by Ernesto Pehlke. (Higgins and Gage 14A and 17. The ten views are favorites of mine. A mint example of 14A Tequendama Falls sold for \$321; a used 14A Honda with stamps added sold for \$355 and a mint 17 Capitol Bogotá \$301. Other than the almost 100 year old Forbin there is no priced catalog of Colombia revenue stamps. Several early issues brought strong prices. A Forbin #3 1860 with a thin and needle hole \$41; 1861 Forbin #8 \$30 and a lot of two – Forbin 1 & 2 1858 and 1859 cut into design and both thins \$46.



I am not a Panama collector, but noted some interesting items recently sold on Ebay. Panama 212A center inverted, mint, \$699; a Panama 30¢ machine print cover to Bogotá \$210; Scott F25 mint \$107 (\$70 Scott catalog); and a Panama 5¢ registered envelope (overprint on what was a Canal Zone envelope) used from Concepcion \$350. If anyone knows of some interesting Panama auction material that should be mentioned in the future, please let me know.

(Continued from page 8)

tion to the cover, the label, the company COPETTRAN and its agencies and services is highly appreciated.

Due to high number of business travel I am involved, correspondence by Email at raimer@fuchs-online.com is preferred, alternatively also by

ordinary mail to my postal address "Am Burkardstuhl 33" in "97267 Himmelstadt".

El Gran General Tomas Cipriano de Mosquera takes on Queen Victoria, Part III

(A Small Postal Tiff between Colombia and Great Britain in 1867)

Malcolm Bentley

The Panama Railroad Contract

Mosquera's postal difficulties date from the signing of a contract with the French to build a railway across the Isthmus negotiated during his first Presidential term, and signed in Bogotá on 10 May 1847. The Compañía del Ferrocarril de Panamá was sold on to the Americans even before work could begin on the project and a new similar contract was signed with them on 15 April 1850. Postal arrangements were addressed by Articles 28, 29, and 30, as follows (*my translation*):

Art. 28. All correspondence entering the territory of the Republic from foreign countries whatever the final destination, and to be carried on the railroad, will proceed under the control of the New Granadian

Postal Authorities. These Authorities will open a current postage account on an annual basis, so that the proportion of the profits corresponding to New Granada under the terms of Article 30 of this contract can be calculated, and to ensure no fraud is perpetrated in this regard.

Art. 29. As a result of the previous stipulation, the Company agrees to receive for transport on the railroad either to the next port of destination or to an intermediate address

along the route, only those mail bags delivered to the New Granadian Postal Authorities; complying with all the dispositions dictated by the Executive, and also those covered by laws governing the transport of correspondence of foreign nations which has been handed over to this end by employees of the Republic.

Art. 30. The Executive will at all times determine which foreign Nations' correspondence will be allowed to be transported by rail across the Isthmus of Panamá; but in the cases where such mailbags are carried, the contracts and pecuniary arrangements made for the carriage will fall to the Company, and all the income from these contracts and arrangements will form part of the Company's funds, forming one of its sources of profits. To compensate for this benefit, the Company is obliged to transport on the railroad, free of charge, all of New Granada's mailbags, and further-

more to pay to the Government of the Republic five per cent of all the monies received under these contracts or arrangements, whether coming direct from agreements with foreign Governments, other Companies, or from the general rules governing postal charges by Nations with whom the contracts were celebrated.

And it is further stipulated: 1st. However much the Company receives from these contracts, the Government of New Granada will in no case



receive less than ten thousand pesos in each year. 2nd. That this payment will be in addition to the three per cent of the net profits of the business to which New Granada has a right; and 3rd., that the right of the Company to celebrate such contracts will in no way negate the contracts which now exist between the Republic of New Granada and certain foreign Nations for the transport of mail bags across the Isthmus of Panamá”.

So, whilst the Colombian Government was being paid for hosting the mails in three different ways, the British, who were already subsidizing the Colombian post, began to pay twice to cross the Isthmus and the passage was eating up the whole of the postage GB/Pacific being charged. And things were to get worse. The Railroad almost went bankrupt during the construction as it confronted technical difficulties and illness. Thousands, Chinese and Irish among them, perished of typhoid, yellow fever or malaria. It struggled to reach Las Cruces, roughly the halfway point, but when it did, it cut travel time to Panamá substantially, cutting out the river trip up the Chágres. The British then moved their Consulate/post office from Chágres, at the mouth of that river, to Colón (which the Americans insisted on calling Aspinwall after an early pioneer and Director of the Railroad Company), which lay a little further down the coast, on the Caribbean, being the terminus of the railway on that side. The unfinished railway at this junc-

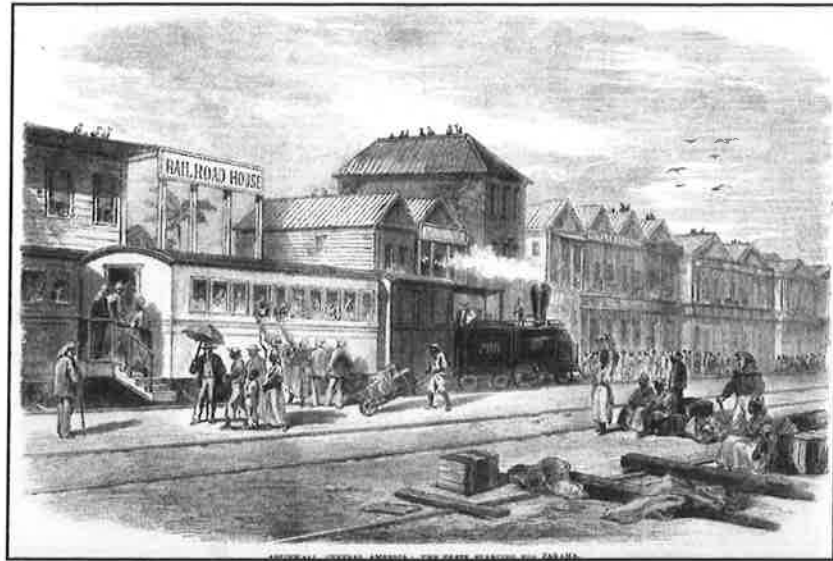


Fig. 2. The train in Aspinwall.



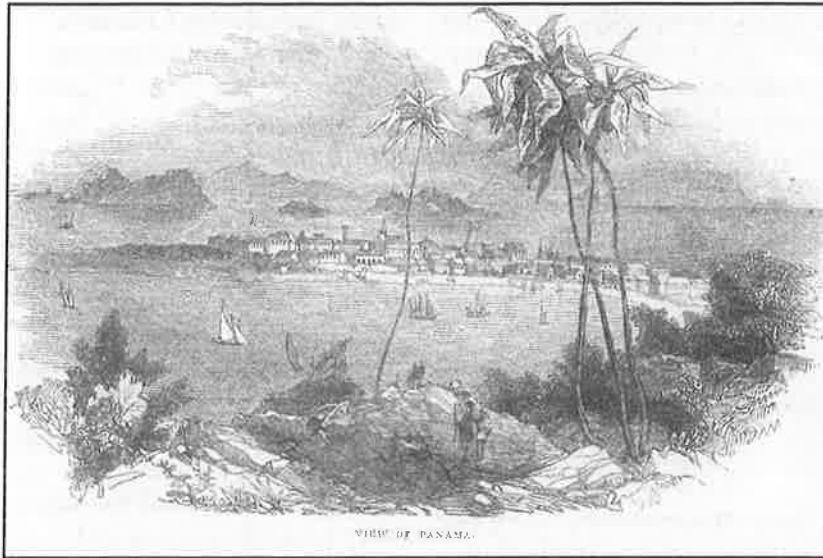
Fig. 1888 letter from Panama Railroad Co. to O.B. Ireland at the Intertropical Institute in Cartagena.

ture still became the quickest route for gold-diggers to travel from the eastern United States to California to join the gold-rush. The new Isthmus crossing resulted in the European posts reaching Australia and other Pacific destinations much more expeditiously.

Two consequences therefore; the Panamá Railroad Company itself became a gold-mine, being the monopoly provider of transport for the crossing, and

the volume of mail the British were paying through the nose for, multiplied. Already in 1853 William Perry the British Consul in Panamá was complaining the £40 a month being charged from Colón only as far as Barbacoas was exorbitant. He accused the Railroad of profiteering and exploitation. But the only alternative was to go back to Chágres and go upriver. Entreaties were





View of Panama.

made to the New Granadian Government to lean on the Railroad, without success, but for a time it was agreed to deduct the rail charge from the Convention charge, but this was repealed in July 1856. Six months before, the GPO began to charge 3d for newspapers crossing to Panamá, an increase of 300%.

It will be recalled that the Convention ran for five years renewable for further five year periods, so not surprisingly on 8 October 1856 Philip Griffith, the British Chargé d'Affaires in Bogotá, wrote to Lino de Pombo the New Granadian Foreign Minister, giving notice of the non-renewal of the 1847 Postal Convention as from 17 December 1857. The letter was published in the *Gazeta Oficial* No. 2035 dated 16 October 1856 at Bogotá. Griffith went on to express his willingness to renegotiate the treaty with specific reference to the charges at Panamá, and this negotiation went ahead normally and produced a document dated 24 December 1859 signed by Lord Elgin & Kin-

cardie and I. de Francisco Martín in London.

Articles 11 to 17 set out the rates to be charged into and out of New Granada and they made it abundantly clear that no postal charge would be made by New Granada on letters, book packets and newspapers crossing the Isthmus of Panamá. Articles 21 and 22 clarify the *modus operandi* of the transfer of mails at Colón and Panamá, and reconfirm the old system of special messengers carrying the mails (now by rail) to and fro at British expense. New Granada was granted under Article 23 a payment of a transit duty of six-pence per pound on the total amount of mail sent in transit. Article 24 stipulates that should any nation enjoy better terms for their mail crossing, then those would be immediately applicable to Great Britain. What could have been more reasonable? The Convention was ratified by the British on 13 March 1860.

Ten months later nothing further had been heard from Bogotá and Mr. Griffith was asked

to "remonstrate" before the New Granadian Government. Finally Sr. de Francisco de Martín was in touch with the Foreign Office apologizing for the delay in attending to this matter, from his base in Paris, blaming a very severe illness which had prevented him from journeying to the "cold and wet" of London. He goes on to state that his desire to renegotiate the terms of the new Convention (in fact, he had been accused by Mosquera of exceeding his authority in making the agreement), arguing that New Granada could not afford to lose the income from the transit charge and suggesting that each letter crossing the Isthmus should pay the basic New Granadian internal rate of postage. This was most certainly unacceptable to the Postmaster General, especially as it had come to his notice that the United States of America was not paying, so that in May 1861 a letter was written to de Francisco Martín advising that if the Convention was not ratified payments still being made to the treasury of the State of Panamá based on the original 1847 agreement would cease altogether. More than six months notice was given of this action in view of the difficulties of communicating with Bogotá – contact with the coast was interrupted because Mosquera was on the march again and preparing to take over government for the third time! Nothing was heard and on New Year's Day 1862 the British Consul at Panamá was advised that the Postmaster General "had resolved to discontinue from this date all payments

whatever for the transit of the mails”.

MOSQUERA INTERVENES

And so matters continued until the General's arrival in London in 1865. There we saw how he encountered a means of entering into correspondence with the Foreign Ministry on questions of the Post.

The main gist of his argument for greater remuneration for the transit of the British Post across the Isthmus is set out in his letter written to Earl Russell on 14 August 1865. Here are some excerpts (*my translation*):

“.....Colombia suffers immeasurably from the lack of a Postal Convention and she cannot continue offering services and allowing the entrance of British mail steamers into her ports on both coasts free of tonnage duties, whilst the mailbags of all Europe are carried across Panamá. The interoceanic route causes Colombia much expense, far in excess of the income resulting from the correspondence...

Maintaining public order to guarantee European commerce en route to the Pacific nations, Australia and Polynesia requires that the Colombian Government subsidize the State of Panamá to the tune of 50.000 pesos per annum as well as the cost of an army and police presence(foreign Governments) should not refuse to pay the postal charges which our Nation has established throughout the whole country and which even the Colombians pay. (*On the question of the defence spending, Mosquera forgets that an army presence was required in*

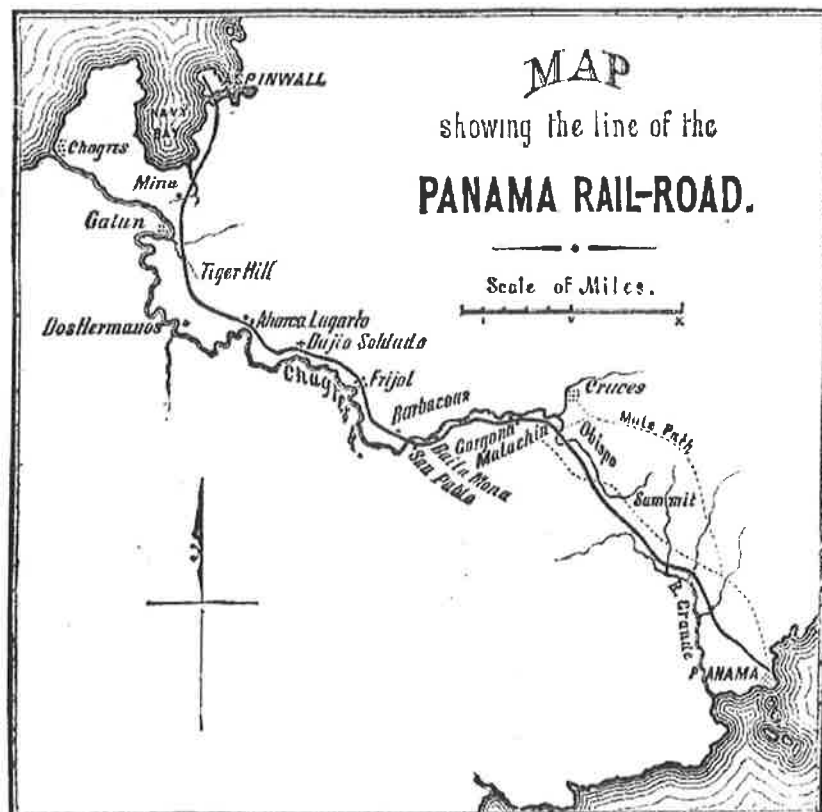
Panamá irrespective of railways or letters. Without one Panamá would undoubtedly declare its independence from Colombia, as it had attempted to do on numerous occasions before).

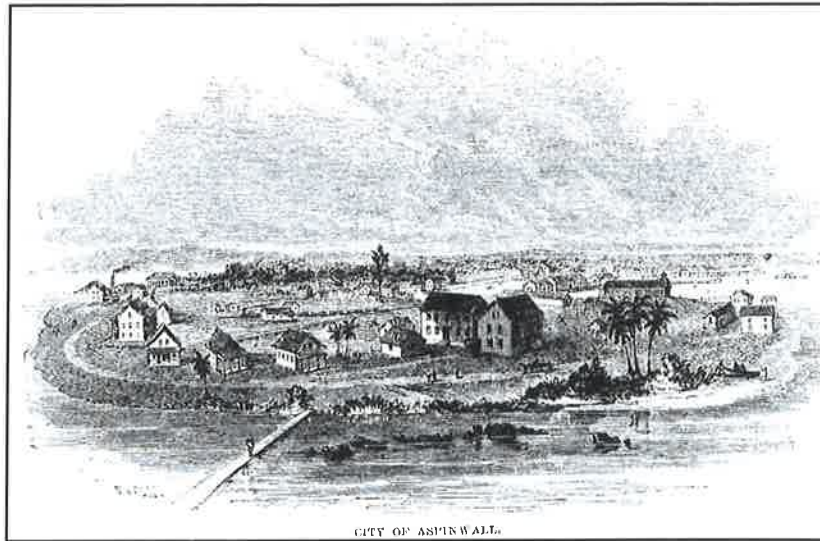
Great Britain, a powerful and just Nation, has always recognized Colombia's rightsand we have no wish to impede the transit of the mails across the Isthmus as we could do.”

On 4 October he writes again on a different subject. He wants the United Kingdom to enter into a treaty guaranteeing the neutrality of Panamá, similar to the one which had earlier been signed with the United States of America (and a lot of good it did to the Colombians in 1903), knowing that action on the part of Great Britain would convince the French to do the

same. In exchange Colombia would guarantee access to the railway and any future Panamá Canal or Canal of Darien. Neither Britain nor France took up the offer, preoccupied that such a treaty could eventually lead to an armed showdown with the USA.

The letter goes on to repeat the argument of cost – the 50.000 pesos (£10.000) subsidy, the 66.000 (£13.200) forgone in customs duties, etc. Furthermore, “no sooner had the railway been inaugurated, and through no fault of the National Government or the local State, American passengers provoked a conflict which caused great concern between Colombia and the USA, only overcome by a monetary transaction in the region of 200.000 to 400.000 dollars, which we have agreed to avoid further conflict, but which





City of Aspinwall or Colón

we cannot pay. I make reference to this, my dear Lord, to show how right Colombia is in wanting to clarify friendly relations in connection with the transit between the two oceans...."

The conflict refers to a riot which happened at Colón, soon after the railroad was inaugurated, and brought about by the use of the route to transport prospectors to the gold mines discovered in California. A group of gold miners and their families were awaiting onward transport to Panamá when one of their number, drunk, purchased a slice of watermelon from a local man and then refused to pay for it. When pressed further for payment the American, exercising an early right to carry a firearm, drew his pistol and promptly shot the poor man dead on the spot. This put the local populace in a frenzy and in the ensuing riot they killed or injured a number of emigrants and set fire to their property as well as the Railroad offices. Claims for compensation were made of the Colom-

bian Government and after several years of negotiation agreement was reached (known as the Herrán/Cass Convention). The relatively few British claimants were eventually indemnified, but the Americans never were. There was simply no money. The noncompliance with Herrán/Cass was one of the pretexts used by the USA to support the independence of Panamá in 1903 leading to the building of the Panamá Canal. None of the General's entreaties met a sympathetic ear and Tomás Cipriano de Mosquera left for Bogotá to assume the Presidency of the United States of Colombia once again.

DECRETO LEI DEL 17 DE AGOSTO DE 1866

Having taken possession on 20 May 1866, El Gran General delayed less than three months before issuing the following Decree Law dated 17 August 1866 and published on the *Diario Oficial (Official Gazette)* No. 728 on the 28th of that month (*my*

translation):

Executive Power of the Union

DECREE

Declaring which foreign ships are subject to the payment of tonnage dues and which are not. T. C. de Mosquera, Gran General, President of the United States of Colombia, in use of his Constitutional powers; and

CONSIDERING

1st. – That it is recorded in the Presidential Office that the Government of Her Britannic Majesty has declared the Postal Convention between Colombia and Great Britain concluded; 2nd. – That as a result of this decision the exemptions in said Postal Convention are cancelled:

DECREE

Art. 1. The ships of those Nations with which no Postal Conventions exist will be subject to the payment of tonnage dues and will deliver up the mailbags of the respective postal administrations, or they will not be allowed to continue their voyage.

Art. 2 The ships of the French St. Nazaire line, and those of the other Nations with whom a Postal Convention exists or a special treaty guaranteeing the neutrality of the Isthmus is in force, will continue to benefit from the privileges granted under that convention or treaty.

To be communicated to whom it may concern.

Signed in Bogotá on 17 August 1866

T. C. de Mosquera

Quantities issued of Boyaca Stamps from 1903

Robert Müller

Sometime ago I found an interesting postcard from a well known Colombian collector, Antonio Rincon, writing to the German stamp company Gebrüder Senf, Leipzig (postmark Barranquilla 26 June 1903). He reports about quantities issued of the Boyacá Issue of 1903. 10c grey is 68.000 perforated plus 2.000 without perforation, 20c car-



Fig. 1. Stamps of the 1903 series.

mine (58.000 + 2.000), 50c green (48.500 + 1.500) and 1 peso red (38.500 + 1.500).

Interesting are especially the small quantities of imperforated stamps.

Although still unclear if this are official figures and if these numbers are referring only to one color (all values have at least 2 color variations) it is an interesting time document. It also suggests that the 5 + 10 peso stamps were issued after the letter was written.

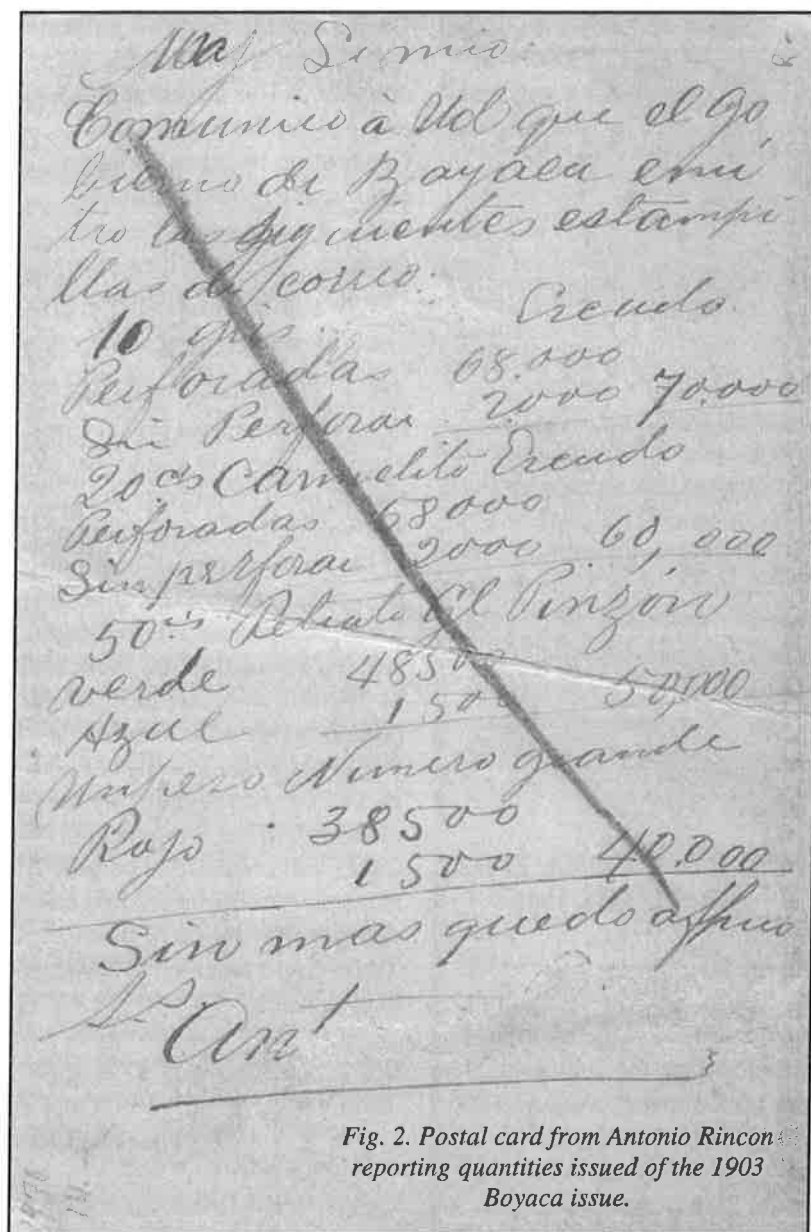


Fig. 2. Postal card from Antonio Rincon reporting quantities issued of the 1903 Boyaca issue.

Write for
Copacarta

Andes to Barbados via Buenaventura in 1911

Thomas P. Myers

My attention was first drawn to the cover in fig. 1 because of the bisected 2c stamp to help pay the 5c UPU rate from Andes to Barbados, a very unusual destination.

Though bisects were never officially sanctioned they passed through the mail with some frequency, seldom drawing the attention of postal clerks to require postage due. Even cities such as Barranquilla, Bogotá, and Cartagena were frequently guilty of such transgressions.

Having taking notice of the bisect, I almost missed the fact that the letter left the exchange office of Buenaventura rather than Barranquilla, which is much more com-

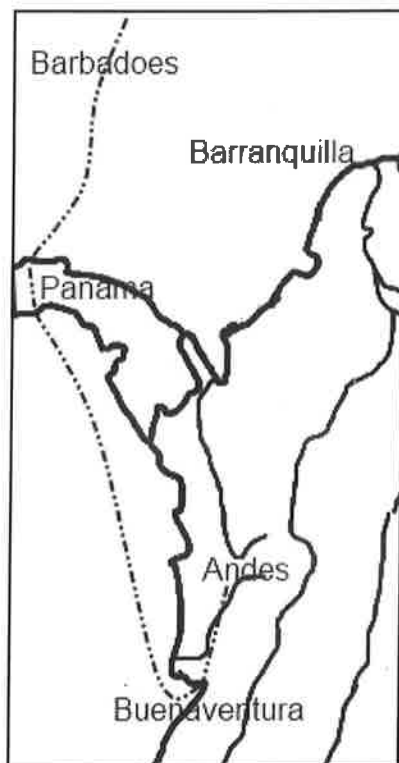


Fig. 2. Routing of a letter from Los Andes to Barbados.



Fig. 1. Andes to Barbados via Buenaventura in 1911.

mon.

The letter was mailed from Los Andes and passed through the exchange office in Buenaventura, on the west coast, on 25 Nov 1911. There it was picked up by a ship of the Pacific Steam Navigation Company which had been visiting Buenaventura since 1846. The letter crossed the Isthmus by rail since the canal would not open until 1914. From Colon the letter was probably carried by the Royal Mail Steam Packet Company, finally reaching Barbados on 17 Jan 1912

(fig. 2).

The routing was somewhat of a surprise. I would have expected the letter to have gone to Medellin, then forwarded by rail to Puerto Berrío on the Magdalena River, and downstream to Barranquilla when it would enter the international mails. The problem with that scenario is that the railroad connecting Medellin with Puerto Berrío was not completed until 1914.

AR STAMPS USED FOR POSTAGE

From the Collection of Eric Harris

CARTAGENA 1904

Because of inflation the various Civil War provisional issues were replaced in 1904 by the first Gold Currency issue, which included the stamp on the upper cover, this issue was replaced, later in the year, by that printed by Arango.

Cartagena
22 June 1904

Bremen
14 July



Cartagena 21 December 1904

New York 3 January 1905

Rate

5c Postage

In both cases AR stamps used because of shortages.

COPACARTA

Volume 30
Number 2
September 2012



A new Garage Hudson cover. See article beginning on p. 4.

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FIESTA FILATELICA AT CHICAGOPEX

November 16-18, 2012

Six Latin American specialty societies will hold their annual meetings.

A great chance to catch-up on Latin American philately

Editor's Remarks

This number features an important addition to the literature on Garage Hudson. It confirms that the printer was indeed Valiente. He also calls attention to the wide and narrow margin varieties of the Garage Hudson stamp. All of the original illustrations are in color but are printed in black and white. I would be glad to send a pdf of the color version to anyone who requests it.

Aficionados of pre-philatelic material will be pleased to find original documentation of the postal rates between Colombia and the UK.

This number also includes the last installment of the battle between Tomas Mosquera and Queen Victoria.

Postal stationery is represented by an article by Robert Müller that addresses the ques-

tion of reprints of the first postal cards.

Tom Myers writes on the SCADTA routes of 1929 while Eric Harris contributed a SCADA cancel from Malaga that had not been reported previously.

Dutch Consular Stamps

Hans Kremer has published an article entitled, "Colombian SCADTA airmail stamps on Dutch mail" in *Netherlands Philately*, Vol. 34, No.1. It may be found at <http://www.angelfire.com/ca2/asnp/Scadta.pdf>.

Authors Needed

The editor is indebted to Rainer Fuchs, David Zemer, Robert Müller, Malcolm Bentley, and Eric Harris for their contributions to this journal. I am indeed fortunate that so many different people are will-

ing to share their knowledge with other members of Copaphil.

I am sure that many others also have something to say, whether a completely new subject or to supplement something that someone else has written.

You may have a question about some aspect of Colombia/Panama philately. Please feel free to contact me at tpmphil@hotmail.com. We can publish the question, and perhaps the answer in the same journal.

Errata.

My apologies! The front page of the June issue of Copacarta was erroneously identified as the September issue.

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From the President's Desk

Congratulations to our members outstanding showing at the August APS STAMP-SHOW in Sacramento. Showing their Grand Award exhibits in the Champion of Champions competition were: Santiago Cruz showing Colombia – The Department of Antioquia 1886-1904 and Alfredo Frohlich showing United States of Colombia 1858-1881.

Additionally, exhibiting in the open competition were:

- Manuel Arango SCADTA Correspondence 1923-1929 – Vermeil
- Santiago Cruz SCADTA's First Issues A Traditional Approach to Airmail Stamps – Gold
- James C. Johnson, SCADTA's Postal Routes 1923-1929 – Gold and American Airmail Society Award
- James C. Johnson SCADTA Fourth Issue – Vermeil
- Alejandro Ortiz Pre-stamp Mail from the Region of Antioquia Between 1786-1865

Chicagopex

CHICAGOPEX, A Latin American Fiesta is coming quickly. I am looking forward to seeing some wonderful exhibits and meeting members who are making the trip. Do plan to attend our Saturday program. If there is interest, we can go out to dinner Friday evening – either let me know in advance of the show or you can leave me a message at the show hotel where I am staying.

Auction

Our auction manager Ken Adams has extended the period for accepting consignments for the next auction. Do consider sending him some of your no longer wanted material for the sale; the auction listing will be included in the December COPACARTA. He can be contacted at kenstampneb@cox.net; his address is 5112 S 193rd ST, Omaha, NE 6813.

Website

Thank you to Patrick Lamastus and Brad Wilde. As some of you may have seen, our web site had been dormant for

awhile. Our webmaster Jerry Kasper has serious vision problems and could no longer continue. Patrick Lamastus, our original webmaster has volunteered to resume this role and has begun to update information. There will soon be two additions to the Resources Section – a listing of Colombia Stamp and Postal Stationery Printers (1865-1983) and a compilation of Colombia Varieties (1918-1973). Both of these listings were compiled by the late Bob Mitchell who co-authored the Colombia and Panama Philatelic Bibliography COPAPHIL published.

Suggestions for content or links to add will be welcome. Brad, who is a long time COPAPHIL member and Panama collector has accepted the position of vice president which has been vacant since Jim Cross passed away. He will be providing auction feedback on Panama from time to time as well as some articles.

Debby Friedman

Rbreuer1@nycap.rr.com

Copaphil Literature for Sale

Panama Vital Statistics :

To US Media Mail \$35
To Canada and Overseas \$50

Postal Markings of Panama

To US – Media Mail \$35
To Canada and overseas \$50

Member prices are \$10 discount on each book.

Paypal fees included in overseas pricing

News from the „Private Mail Carriers“ of Colombia

Garage Hudson

Rainer Fuchs

The stamps of the private mail carrier of Colombia, "Garage Hudson" are some of the rarest of all Colombian private carrier stamps. Fortunately, new items are still being discovered and the most recent discovery inspired me to do a bit more detailed study on these stamps.

The stamps and postal history of Garage Hudson are described in the famous book "The Private Mail Carriers of Colombia" by Dieter Bortfeldt with Carlos Valenzuela A. and Alfredo Frohlich. In addition, there is an article by Don Avery, published in "The American Philatelist", issue November 2006 and by the same author in COPACARTA in September 2007 the article "The search for Garage Hudson" I am not aware of any other articles discussing these stamps, aside from the listing of this company on my website <http://fuchs-online.com/colombia>.

However, Don mentioned an article in "La Pola", the one and only issue of the Colombia Study Circle of England, discussing these stamps. I must admit, I have never heard from that society nor from the magazine but would be interested in receiving a copy.

Furthermore, Don asked the question whether Garage Hudson had a Garage not only in Cartagena, of which he had shown a vintage photograph, but in Barranquilla as well. If they



Fig. 1a. Colors are slightly enhanced to increase contrast

transported mail between Cartagena and Barranquilla and vice-versa, one can assume that they have at least an office for receiving and delivery of mail, though not necessarily a Garage properly speaking. Maybe some Colombian members/collectors could do some research in the archives of Barranquilla and Cartagena?

Recently I purchased the Garage Hudson cover shown in fig. 1a. The cover is undated, addressed to Cartagena with the national Colombian stamp as well as the 10 Centavos red of Garage Hudson being cancelled with the bluish *ANULADA* marking, quite unlike other postmarks known on such covers.

Based on the date of issue of the national stamp I estimate



Fig. 1b. Enlarged image of the Garage Hudson stamp, color enhanced, clearly showing the wide margins.

the cover as of around 1925. Can some member give further information on the *ANULADA* cancel?

The interesting part of the Garage Hudson stamp on that cover is that the stamp is having very wide margin all around, leading me to the theory that the Garage Hudson stamps were printed in small sheetlets con-



Fig. 2. Single used Hudson stamp
(Collection Fuchs)



Fig. 3. Two more Hudson stamps with relatively wide margins: (left)
(Collection Brunstrom and (right) Fuchs (Ex Brunstrom) .



taining one stamp only.

The red 10 centavos Garage Hudson stamps were so far known with relatively small margins only (figs. 2, 3), however, the black 10 centavos Garage Hudson stamp is known with wide margins on the upper, lower and left side. See "The Private Mail Carriers of Colombia" book by Dieter Bortfeldt with Carlos Valenzuela A. and Alfredo Frohlich where on page 190 the unique cover, franked with a 10 Centavos black with

wide margins on left and bottom and relatively wide margins on top is shown.

A collector friend of mine, Mr. Roland Klinger (Email: Roland-Klinger@arcor.de), with far better graphical program capabilities than I, has done some graphical manipulations on the 3 single stamps and the stamp on cover in my collection based on 1200 dpi scans. We came to the conclusion that the 3 single stamps and the one on the cover are in fact from the same cliché

as no notable differences could be detected.

In his September 2007 *Copacarta* article by Donald Avery, he mentioned that the stamps were printed by Francisco Valiente based on the listing in the famous Wilson catalogue that apparently had John Swales as its source.

Well, as you can see above (figs. 5-7), a detailed study of the image reveals the printers name on the stamp on the bottom left corner of the inner picture. But the image only shows the surname, not the name, only a "C" in front of Valiente I can imagine. Valiente, who owned a Printing Press in Barranquilla, also printed the so-called unicolores of the Compañía Colombiana de Navegación Aéreo (CCNA) in 1920. Actually, the red Hudson stamp is having almost the same color shade as the red unicolor stamps.

Some very minor differences can be noted under enlargements of 200-300 % (figs. 9, 10) but this can be explained by printing variances due to the crude printing.

It would be interesting to receive high quality scans (1200 dpi) of such stamps in other col-

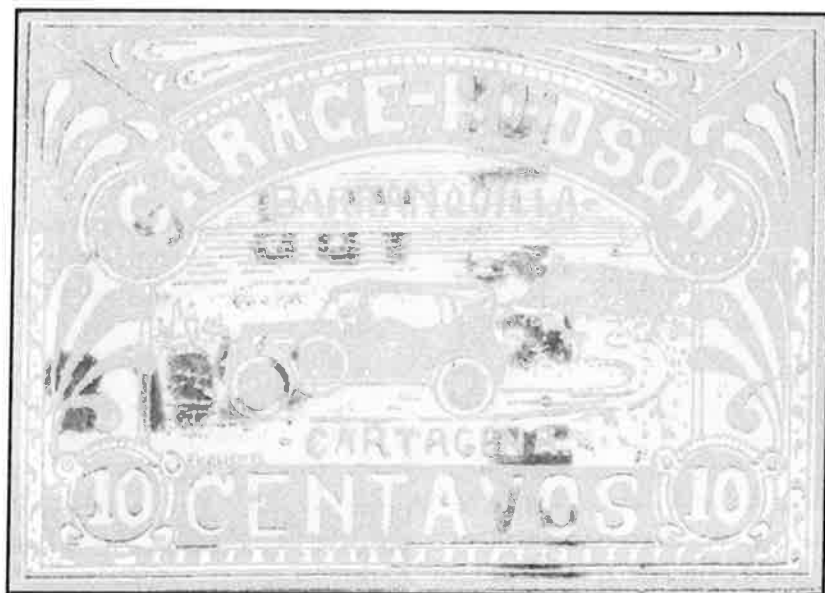


Fig. 4. Single stamp (see fig. 3 left) and the stamp with the very wide margins out my collection (fig. 2) graphically put one over the other, one stamp converted to green color, the other one remained red to spot differences; however, no differences can be discovered in design.



Fig. 5a. CAR of CARTAGENA



Fig. 5b. TAGENA of CARTAGENA



Fig. 6. BARRANQUILLA



Fig. 7. Center Image

lections to do further studies in order to manifest the theory that the red Hudson stamps were indeed printed from one cliché only. Maybe it can be proven that the black Garage Hudson

this is unknown to me; it can not be an error that had been corrected at some point of time since both data formats are known

stamps were printed using the same cliché as the red ones.

A final word on the date marking used on the covers/stamps. I noted that the date marking exists in two varieties: "**APR 8 1924**" and "**ABR 30 1924**." The reason for

I would like to conclude this article with a summary of questions I still have:

Does some member is having information on the ANULADA cancel as shown I the article?

Does some member is having some explanations on the 2 different date formats in the date cancel used on the Garage Hudson stamps?

Is the printer Francisco Valiente identical with C. Valiente M. or are they two different printing companies?

Is the "Barranquilla" single line marking a marking from the Colombian Post or a Garage



Fig. 8. Valiente from center image.

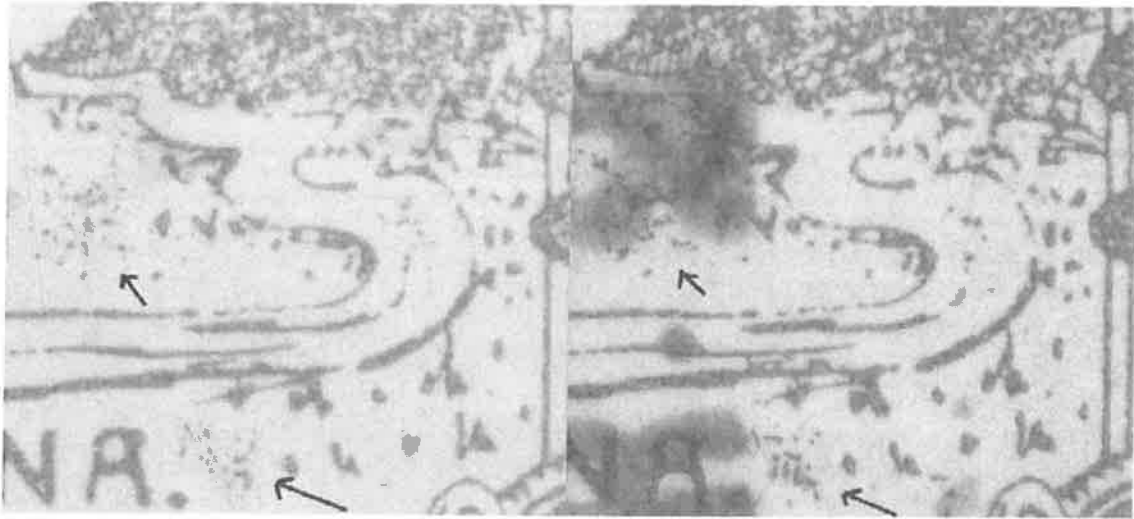


Fig. 9. Notable, minor, printing details indicated by blue arrow, most likely caused by the crude printing method.

Hudson office marking?

Do any members have information on an office or agency of Garage Hudson located in Barranquilla?

Who can supply me with a copy of "La Pola", the one and only issues of the Colombia

Study Circle of England if this magazine was ever published?

Correspondence by Email at rainer@fuchs-online.com is preferred. Alternatively I may be reached by ordinary mail at my postal address "Am Burkardstuhl 33, 97267

Himmelstadt", Germany."

Editor's Note. All of the original illustrations are in color but are printed in black and white. I would be glad to send a pdf of the color version to anyone who requests it.

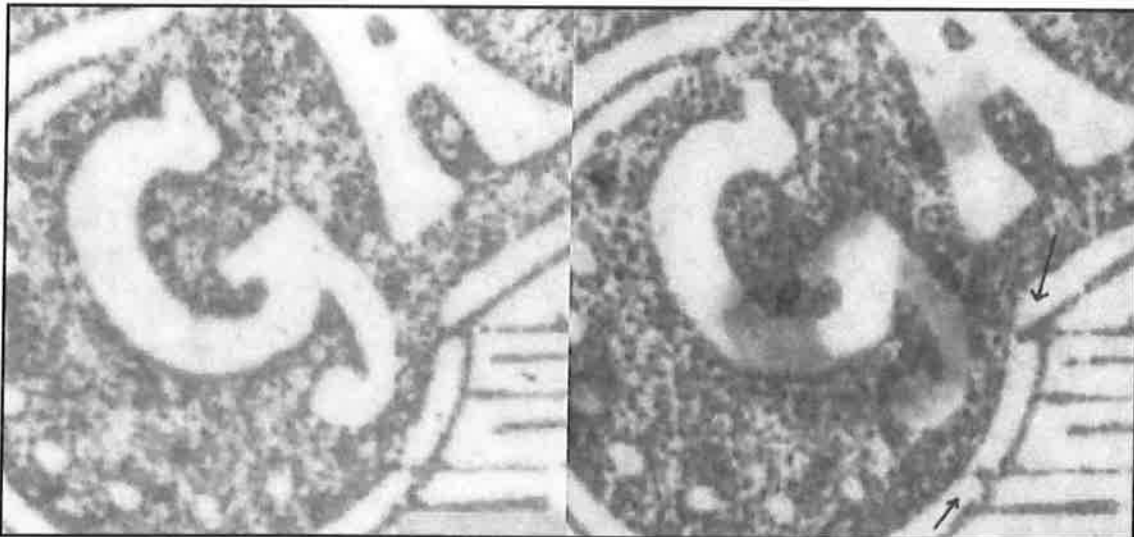


Fig. 10. A more detailed study of the printing indicated some very small differences as indicated in the blue error. But I believe, this does not indicate a different cliché but the beginning of some damage to the printing cliché or something similar.

Rates between the United Kingdom of Great Britain and Ireland and the British West Indies and South America 1825 and 1841

David Zemer

Mailing rates from the Canal Zone are easy to find on the Canal Zone Study Group website today thanks to Tom Brougham.

With the publication of Federico Brid's *The Stamps of Panama 1878-2007: Vital Statistics in 2008* we have a reference for Panama from 1878-2007 but mailing rates before 1878 between Panama/Columbia and the rest of the world have always been a mystery to me.

Through the courtesy of Federico Brid we now have access to a document dated 22 June 1825, *An Act for granting to His Majesty Rates of Postage and Conveyance of Letters and Packets to and from Columbia and Mexico*.

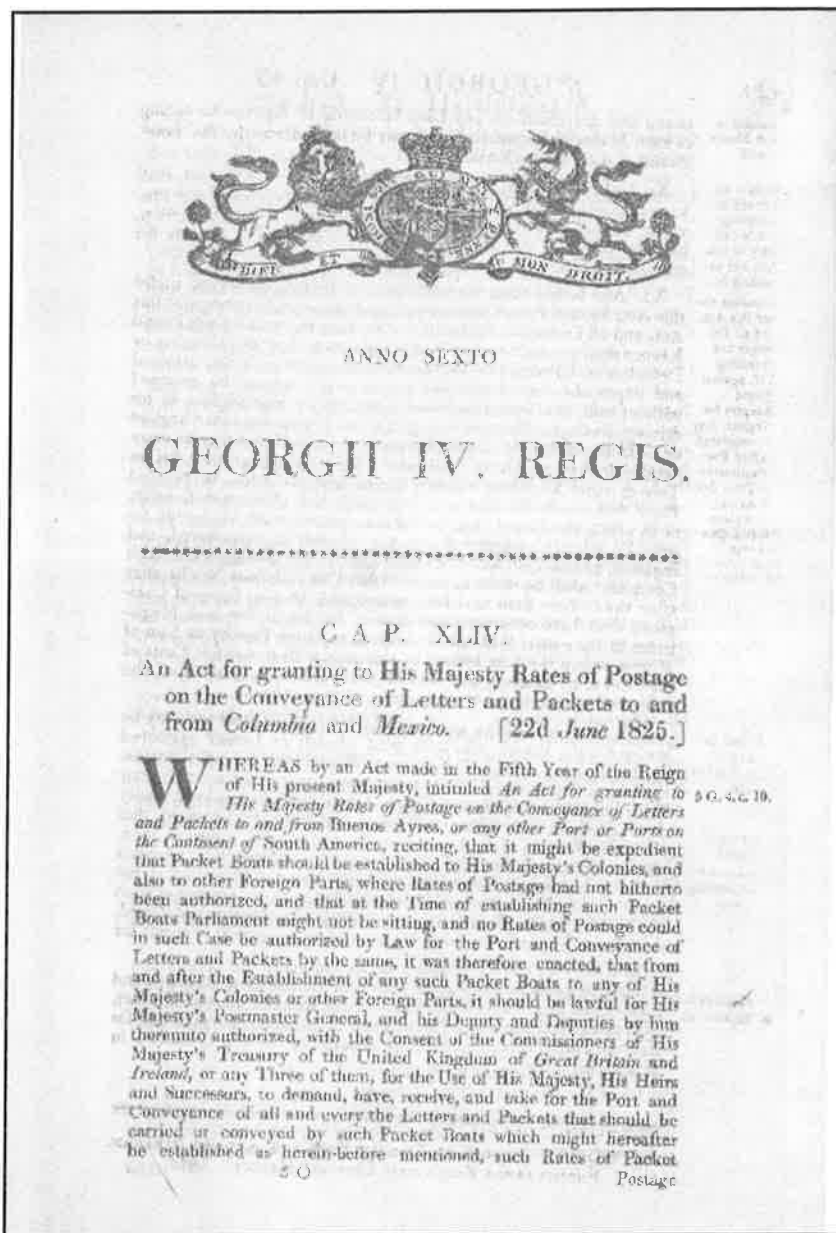
As it is three pages long I will only summarize the rates here but a copy will be sent by email to any interested parties who contact me. It should also soon be available on the CZSG and COPAPHIL websites.

Spelling, for example *Columbia*, in the quoted text is directly from the Act.

The following Packet Boat rates are over and above the all other rates within the United Kingdom.

For the Post and Conveyance of every Single Letter to or from any Port or Ports in Columbia or Mexico, the Sum of Two Shillings and One Penny:

For every Double Letter,



Four Shillings and Two-pence :

For every Treble Letter, Six Shillings and Three-pence :

And for every Ounce, Eight Shillings and Four-pence, and so in proportion for every Packet or Letter of greater

Weight than an Ounce.

And for the Port and Conveyance of all and every the Letters and Packets that shall be carried or conveyed by any of His Majesty's Packets from or to any Port or Ports in the British Colonies in the West Indies,

Postage as should be equal in proportion to the Rates by the now existing Act made payable for the Port or Conveyance of Letters and Packets between *Europe, Africa, or any other Port or Ports on the Continent of Asia, America*; and it was further enacted, that as soon as conveniently might be after the next Session of Parliament concerning the Establishment of such Rates as aforesaid, the Receipt of such Packet Rates of Postage as might then be judged necessary and expedient, should early such Session of Parliament authorized by Law: And whereas since the last Session of Parliament it hath been found expedient for the Convenience and Improvement of Trade and Commerce, to establish Packet Boats between the Port of *London* in this Kingdom and certain Ports in *Columbia and Mexico* on the Continent of *America*, and also between certain Ports in the *British Colonies* in the *West Indies and Columbia and Mexico*; and such Packet Boats have been established accordingly: And whereas it is expedient that the Rates of Postage for the Conveyance of Letters and Packets by Packet Boats between the several Ports aforesaid be authorized by an Act of Parliament: Be it therefore enacted by the King's most Excellent Majesty, by and with the Advice and Consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the Authority of the same, That from and after the passing of this Act, it shall and may be lawful for His Majesty's Postmaster General, and his Deputies and Deputies for him thereunto authorized, for the Use of His Majesty, His Heirs and Successors, to demand, have, receive, and take, for the Port and Conveyance of all and every the Letters and Packets that shall be carried or conveyed by Packet Boats from or to the Port of *London* aforesaid, or from or to any other convenient Port in the United Kingdom of *Great Britain and Ireland*, or from any Port or Ports in *Columbia or Mexico* on the Continent of *America*, and also all other Rates payable for the Conveyance of such Letters and Packets within the said United Kingdom, a Packet Postage according to the Rates and Sums in Writing Money hereinafter mentioned (that is to say),

For the Port and Conveyance of every Single Letter to or from any Port or Ports in *Columbia or Mexico*, the Sum of Two Shillings and One Penny:

For every Double Letter, Four Shillings and Two-pence:

For every Treble Letter, Six Shillings and Three-pence:

And for every Ounce, Eight Shillings and Four-pence, and so in proportion for every Packet or Letter of greater Weight than an Ounce.

And for the Port and Conveyance of all and every the Letters and Packets that shall be carried or conveyed by any of His Majesty's Packets from or to any Port or Ports in the *British Colonies* in the *West Indies*, or from any Port or Ports in *Columbia or Mexico*, the Rates and Duties following: (that is to say),

For every Single Letter, One Shilling:

For every Double Letter, Two Shillings:

For every Treble Letter, Three Shillings:

And for every Ounce in Weight, Four Shillings, and so in proportion for every Packet or Letter above the Weight of an Ounce.

II. And

to or from any Port or Ports in *Columbia or Mexico*, the Rates and Duties following; (that is to say),

For every Single Letter,
One Shilling:

For every Double Letter,
Two Shillings:

For every Treble Letter,
Three Shillings:

And for every Ounce in Weight, Four Shillings, and so in proportion for every Packet or Letter above the Weight of an Ounce.

A few months ago a *Notice to the Public* of a *Reduction in Postage to Panama and the Western Coast of South Amer-*

ica, dated 1841 was sold on eBay.

As it short the complete document is shown here.

II. And be it further enacted, That all and every the Clauses, Provisions, Powers, Privileges, Advantages, Disadvantages, Penalties, Forfeitures, and Distribution thereof, and all other Matters and Things contained in any Act or Acts in force at the Time of the passing of this Act, relating to the Post Office, or any Rates or Duties payable on the Port or Conveyance of Letters or Packets, and not repealed or altered by this Act, shall, so far as the same are applicable, continue in force and be applied and extended, and shall be construed to apply and extend to this present Act, and to the Rates and Duties hereby granted, as fully and effectually to all Intents and Purposes as if the same had been particularly repeated and re-enacted in the Body of this Act.

III. And be it further enacted, That the Moneys to arise by the Rates and Duties aforesaid (except the Moneys which shall be necessary to defray such Expenses as shall be incurred in the Management and Collection of the same) shall be paid into the Receipt of the Exchequer at *Westminster*, and be carried to and made Part of the Consolidated Fund of the United Kingdom of *Great Britain and Ireland*.

IV. And be it further enacted, That if any Person or Persons (except such as shall be at any Time or Times such, indebted, or prosecuted, for any thing by him, her, or them done or omitted in pursuance of this Act, or of any Clause, Matter, or Thing herein contained, such Person and Persons shall and may plead the General Issue, and give the Special Matter in Evidence for his, her, or their Defence; and if upon the Trial a Verdict shall pass for the Defendant or Defendants, or the Plaintiff or Plaintiffs shall become acquitted, then such Defendant or Defendants shall have Treble Costs awarded to him, her, or them, against such Plaintiff or Plaintiffs.

LONDON: Printed by GEORGE EYRE and ANDREW STRAHAN, Printers to the King's most Excellent Majesty. 1841

No. 38.—1841.



NOTICE TO THE PUBLIC,

AND

Instructions to all Postmasters,
Sub-Postmasters, & Letter Recievers.

PANAMA AND WESTERN COAST
OF SOUTH AMERICA.

REDUCTION OF POSTAGE.

GENERAL POST OFFICE,
October, 1841.

ON and after the 11th Instant, the Charge upon all Letters posted in the United Kingdom, addressed to the Province of Panama, and vice versa, will be reduced from 2s. 3d. the present charge, to 1s. 2d. when not exceeding Half an Ounce, 2s. 4d. when not exceeding an Ounce, and so on in proportion, which must be paid in advance as at present.

Letters posted in the United Kingdom, addressed to the States of Ecuador, Peru, Bolivia, Chili, or any port or place on the Western Coast of South America, will be forwarded via Chagres and Panama, unless specially directed by other routes, and will be subject for the present to the same British rate as Letters addressed to Panama, viz. 1s. 2d. when not exceeding Half an Ounce, 2s. 4d. when not exceeding an Ounce, and so on in proportion.

By Command,

W. L. MABERLY,
SECRETARY.

Reprints of the first Postal Cards

Robert Müller

The first postal stationery of Colombia was issued 22 Nov. 1880, about 7 months before Colombia joined the UPU. 10.000 cards were printed on different papers by Demetrio Paredes, the same Demetrio Paredes that was later involved in the Gustav Michelsen affaire about reprints for the American businessman Mr. Curtiss.

The postcards at first were valid only inside the country at the same rate as for a letter, 5 centavos. So, it is not surprising that these cards are extremely rare used. I have not yet seen used card from before 1881.

After joining the UPU the new rate was 2 centavos and a new card was issued although many of the 5c cards were still in stock. The 5c cards were now sold at the reduced rate of 2 cent. I have two cards with an manuscript addition, surprisingly similar (fig. 2). But it is not known

from which city as they are not used.

Among my unused cards I found a second type from the first and second cards with a lighter impression (fig. 3a, right) and slightly different cardboard paper. Left Type (1) is the original,

right Type (2) the possible reprint. There is always a slight double line on the reprint at the bottom right (fig. 3b).

Type 1 I have on white, blue gray and green gray paper.

Type 2 I have on white, gray green and gray pink paper.



Fig. 1. First card used 1883 from Bogota to Medellin at the 2 cent rate



Fig. 2. Two cards with re-evaluated with a manuscript notation.

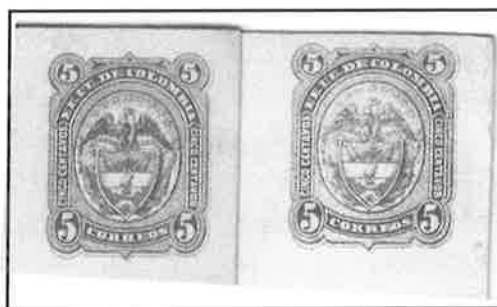


Fig. 3a. Original and possible reprint of the 5c cards.



Fig. 3b. Detail of the possible reprint 5 showing double lines at lower right.

The 2c card

From the second card I have only one used example. It was mailed 5 Aug 1882 from Bogota to Bucaramanga. As often with the first cards it is not cancelled.

Surprisingly nobody has yet written about reprints although it should be very likely that Paredes also prepared these cards for the Michelsen's clients.

The left Type (1) is the original, the right Type (2) should be the reprint Type 1 with full lines in the caption (fig. 5). Type 2 with lines in the cap missing (fig. 6).

I cannot prove that the Type 2 cards are reprints but all my Type 2 cards are unused and without 2c manuscript so it is very likely.



Fig. 4. 2c card from Bogota to Bucaramanga, 5 Aug 1882.

References:

- Blell, Walter (1974) The first
Postal Cards of Colombia.
Postal Stationary 16(5):176-78
Friedman, Debby (2006) Manu-

script surcharges on Colombia
first Postal Card. *Copacarta*
2006



Fig. 5. Original (left) and reprint (right) of the 2c card.



Fig. 6. Cap detail of the original (left)
and reprint (right).

Write for Copacarta

El Gran General Tomas Cipriano de Mosquera takes on Queen Victoria, Part IV

(A Small Postal Tiff between Colombia and Great Britain in 1867)

Malcolm Bentley

The French and the Americans were therefore exempted which left only the British. If there should have been any further doubts about intentions, in the very same Official Gazette and immediately below the Decree, a letter addressed to the Royal Mail Steam Packet Company (*the "Mala Real Británica"*) was published, advising the withdrawal forthwith of the benefits formerly afforded.

Enter a new personality. Robert Bunch was a well meaning, conscientious but thin-skinned diplomat who was treated atrociously by the Gran General as soon as he had set foot in Bogotá. Mosquera refused to see him and insisted he dealt with the Foreign Minister. When Bunch requested an audience with the President to present his credentials – a ceremony of much pomp and etiquette in those days, especially important to a young, novice representative of the great British Empire – he was not allowed to wear his full ceremonial dress and the General was not in uniform. Writing "off the record" to his friend Hammond at the Foreign Office poor Robert Bunch was incensed. Mosquera had not wished Great Britain and the Empire well, nor even asked after the health of the Queen. He wanted some sort of reprisal taken. He was "beyond measure



Robert Bunch

surprised and offended".

Hammond recommended rather that he turn the other cheek. Colombian "commerce is probably very unimportant to us, but the country is valuable as a transit route for our commerce, and more valuable every day".

The Chargé d'Affaires was further humiliated when the President reported in his 1867 State of the Union message to Congress that Mr. Bunch "pretendió que se le recibiera como Ministro de 2a. clase" (*expected to be received as a Minister of 2nd rank*) but that the President had put him in his place.

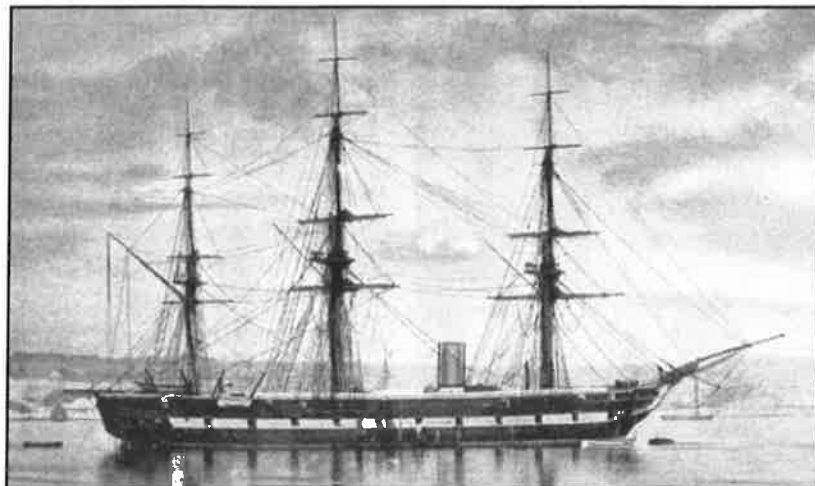
Mr. Bunch was now faced with an enormous problem. He felt responsible for the possible interruption of his Nation's communication with the Pacific and he was dealing with a person who was irrational at the

best of times and at the worst, according to his dispatches to London, unstable (to put things diplomatically!).

As we have seen, exchanges of correspondence with London took at least three months and this crisis was happening now. He panicked. He wrote and told Admiral Denman of the Pacific Fleet of his troubles, and to Admiral Sir James Hope at Jamaica. Denman promised to leave a ship at Panamá from time to time to accompany developments. Sir James advised Commodore McClintock would send a ship of war to Colón, but by now Bunch's anguished arguing was paying off with Foreign Minister Rojas Garrido and on 16 December 1866 the infamous Decree was suspended, so that Mr. Bunch had to hurriedly turn down the Commodore's offer.

On the Coast the Decree had had mixed reactions. Frederick Stacey, the Consul at Santa Marta felt little or no effect; the locals, he said, recognized that the Royal Mail Steam Packet Company was their only lifeline to the outside world. Charles Bidwell at Panamá was paying the tonnage dues under protest but had reached a *modus operandi* with the local authorities and the mails were proceeding to and from Colón/Panamá.

Albany de Grenier de Fon-



HMS Doris served the Royal Navy from 1857 to 1885.

blanque at Cartagena suffers real problems. His relationship with President González Carazo is bad in the extreme. The President of Bolívar Province decides to take the 17 August Decree at its word and make life difficult for his local enemy. On more than one occasion he instructed his employees to board British ships and take charge of the mailbags and interfere with documentation. Hence the British Consul in Cartagena writes to the fleet in Jamaica to "...inform...you may take such steps as you may seem expedient.....The representative of the National Government of Colombia at this port has been pleased to take possession of and open HM mails directed to me as British Consul....". This is of course sacrilege and Captain Vesey and his *HMS Doris* are sent on their way. Another case of the left hand being unaware of the actions of the right!

Robert Bunch was not to know. It was not until 12 March that José María Rojas Garrido told him of the suspension of the Decree:

"The undersigned has the honour to inform the Honourable the Chargé d'Affaires of her Britannic Majesty that since the 16th December last orders have been sent to the Secretary General of the sovereign State of Panamá in order that the Bags containing correspondence should suffer no delay in the National Offices, that the operation (of receiving them) should be reduced to their delivery by the Captains of the vessels, to counting them and to delivering

them immediately to the agent or employee of the Rail Road.

This operation can be performed in a single act in the presence of three officials viz, the captain of the vessel who delivers, the National agent of Finance who receives, and, at the same time, hand over to the agent of the Rail Road Company.

As his Honour will see, owing to this order which was issued by the Secretary of Finance and Internal Improvements at the date above referred to, there is no danger whatever that the Mails will be delayed in proceeding to their destination.

I inform your Honour of this as a result of the conference between us for the purpose of clearing up this point". (*Official Foreign Office translation*).

THE CURTAIN FALLS

El Gran General Tomás Cipriano de Mosquera, as may be imagined, has not quite finished. He removed Mr. Dinsdale from command of the *Colombia* for not resisting by force the



1854 letter from Cartago to Tomás de Mosquera, Presidente de la Republica.

boarding by the *Doris*.

De Fonblanque writes to the Principle Secretary of State for Foreign Affairs in London:

"I have the honour to report that the President of Colombia has been pleased to withdraw my Exequatur as Her Majesty's Consul, in a Decree of which I beg to hand to your Honour a translation....."

In fact the Consul never left

his post and was still recognized as Consul as late as 1869. On the same day he wrote a second letter:

"My Lord,

I have the honour to report that I have received a dispatch from the President of this State informing me that the President of Colombia has disapproved the arrangement made by him with Capt. Vesey of HMS

"Doris", and ordered that the provisions of the old compromise entered into with me – of which your Lordship has approved – shall be followed in future".

Documentation from the Foreign Office is extensive and, being Victorians, naturally, legally exhaustive.

The final decision, fortunately not to be put into prac-

Treasurer's Report

INCOME STATEMENT 1 JULY 2011 - 30 JUNE 2012

INCOME

MEMBERSHIP DUES	1,684.00
CONTRIBUTIONS	187.95
BOOK & CD SALES	192.69
MAIL SALE INCOME	696.78
INVESTMENT INCOME	212.88
AD REVENUE	55.00
FEES eBay & PayPal	13.50
TOTAL	3,042.80

EXPENSES

PRINTING	1,122.60
POSTAGE	880.07
MAIL SALES EXPENSE	238.25
CD EXPENSE	-
FEES eBay & PayPal	1.91
BOOK EXPENSE	62.98
SUPPLIES & EXHIBIT AWARDS	203.01
INSURANCE/BANK FEES	17.50
TOTAL	2,526.32

NET INCOME **516.48**

BALANCE SHEET AS OF 30 JUNE 2012

ASSETS

CASH IN BANK	3,677.76
CASH ON HAND	25.45
INVESTMENTS (US BANK CD'S)	14,568.77
PAYPAL ACCOUNT	93.82
ACCOUNTS RECEIVABLE	
TOTAL	18,365.80

LIABILITIES

PREPAID DUES	1,083.75
PREPAID INSURANCE	29.00
ACCOUNTS PAYABLE (2)	130.00
TOTAL	1,242.75

RESERVES

BALANCE 30 JUNE 2011	25,934.52
MAIL SALE RESERVE (3)	(9,678.68)
RESERVE ADJUSTMENT (1)	350.73
NET INCOME FY 2011-2012	516.48
TOTAL	17,123.05

TOTAL LIABILITIES & RESERVES **18,365.80**

Notes:

- (1) Reconciliation Entry Prior Year Reserve Adjustments
- (2) Estimate Amount due book publisher for 4 books & shipping
- (3) Mail Sale 33 Buyer Payments Held in Reserve at 6/30/2011

tice, was based on "Jus Transitus". In time of peace "there were to be no immunities to one foreign state from which others are excluded". Britain's rights of passage would undoubtedly have been enforced through military means.

In comparison Tomás de Mosquera left little or no documentation on his decision-making in official records in Bogotá, other than the publications in the *Diario Oficial*. This despite his obsession with guarding every single one of his personal letters for posterity, now available at the Mosquera Library in Popayán (except those forming part of philatelic collections around the world!). A *cri de Coeur* is to be found on file from the Colombian Consul in London writing home and complaining of his being left ignorant of the Cartagena proceedings and being taken by surprise by the articles in *The Times*. "Reports of this nature are extremely prejudicial (to Colombia), especially in the present circumstances. It was possible for me to do absolutely nothing". I take the "circumstances" to be the poor financial straits of the Republic.

But I did find a remarkable document, hand-written and un-addressed, which I believe the Colombians call a "nota verbal" and what we might call an aide memoire. I am certain it was written by Bunch himself as it is in the same hand as the private letters sent to Hammond at the Foreign Office. We can imagine Robert Bunch handing it to Rojas Garrido as a reminder of the issues. (*My translation*).



A fair number of the rarer covers depicting Great Britain/Colombia postal history of the period are addressed to an American, Oscar B. Ireland. This one which has stamps cancelled by the C65 killer for Cartagena sent in error for C56 is the only known cover to carry the C65 on distinct adhesives, 1s 4d, representing the fourth scale for the trajectory Cartagena/Colón for onward transmission to New York.

"Confidential Memorandum

Her Britannic Majesty's Government, in view of certain obstacles at some of the Colombian Ports in connection with the Royal Mail, is considering removing the Mail ships from the Ports of Cartagena and Santa Marta.

The services rendered by these ships are much more important to Colombia than to Great Britain. It can be said that the whole of the coastal service for passengers and the post proceeds in this way, and upon this service depends communication with the United States of America.

The English (*sic*) Government does not pretend to deny to Colombia its right to receive and dispatch all the correspondence of the Republic in its own offices, but there is no doubt that the convenience of the public gains from the participation of the English Consuls, and at the

same time mere courtesy requires their participation in the opening of the bags containing registers and other documents of the General

Administration of the English Posts, the English Government does believe that it has the right to expect from friendly offices of the Colombian Government all means to guarantee the proper functioning of the service.

It cannot be denied that Colombia enjoys without cost the fruits of a first class postal service. If she does not take steps through reasonable measures to ensure the continuation of this line of communication, the English Government will have no alternative but to withdraw the service".

The note is dated 18 May 1867. Seven days later El Gran General Tomás Cipriano de Mosquera was overthrown for

(Continued on page 18)

SCADTA Routes in August 1929

Thomas P. Myers

Among the plethora of first flight covers it is sometimes difficult to know what routes were actually operating at any particular point in time. That is why timetables and maps are so useful.

The August 1929 timetable reveals that SCADTA was operating four routes which covered most of the cities that were accessible by air at the time (fig. 2). The 1929 *Tarifa de Fletes de Valores Declarados* provides a map to complete the picture (fig. 1). This must have been printed somewhat earlier than the timetable since Paíta, Peru was included on the map whereas Peru was no longer included as a destination in August.

According to the timetable, SCADTA was operating four routes while COSADA operated a fifth. At the time all planes in the SCADTA fleet were float planes, mostly Junkers F-13's (fig. 3) like the Atlantic-29 which made the first flight to Peru. Junkers F-13s landed on water but not on land. Hence much of the early Colombian airmail bears a "hidroavion" handstamp.

The Linea del Magdalena was the original SCADTA line that linked cities of the Caribbean coast with Bogota. It operated seven days a week between Barranquilla and Giradot via Calamar, Magangué, El Banco, Gamarra, Puerto Wilches, Barranca Bermeja, Puerto Berrio, and La Dorada (figs. 1, 2). On

Mondays the flight, and return, was extended to Neiva.

Beginning in April 1929 the **Linea del Atlantico** carried mail, passengers, and freight between Barranquilla and Cristobal, Panama, via Cartagena and Sautata returning on Thursdays.

There was also a twice weekly flight between Barranquilla and Cartagena; and also a



Fig. 1 SCADTA route map in early 1929.



Fig. 3. The Junkers F-13, a float plane, was the principal plane of the SCADTA fleet in 1929.

SUBIDA

ITINERARIO
LINEA DEL MAGDALENA

BAJADA

DOMINGO	LUNES	MARTES	MIÉRCOLES	JUEVES	VIERNES	SÁBADO		Segn.	LUNES	MARTES	MIÉRCOLES	JUEVES	VIERNES	SÁBADO	
1**	3	5	7	9	11	13	VUELO NUMERO		2	4	6**	8	10	12	14
6.00 (7.00)	6.00	6.30	6.00	6.30 (6.30)	6.30 (6.30)	6.00	Barranquilla		11.30 10.45	11.20	14.00	11.30	11.50 10.45	11.30	12.00
8.30	8.30	7.30	8.30	8.30	8.30	8.30	Calamar		9.15	9.00	11.30	8.15	9.00	8.00	9.00
		10.30		9.30			Magangué		8.00						
		11.00		10.30			El Banco			7.15			7.15		
11.30	11.30	11.45	11.30	11.15	10.50	10.50	Camorra		6.15	6.00	8.45	6.45	6.00	6.00	6.15
					11.30	11.30	Puerto Wilches								6.30
							Boca Bormoja								
							Ug. Pto. Barrio	Segn.	15.00	17.00	17.00	17.00	17.00	17.00	17.00
12.30	12.30	12.50	12.30	12.00	12.30	12.30	La Dorada		16.00	16.00	7.30	10.00	10.00	10.00	10.00
16.00	16.00	15.00	15.00	15.00	15.00	15.00	Girardot		11.00	11.30	6.00	11.30	11.30	11.30	11.30
	15						VUELO NUMERO		16						
	6.45						Girardot		15.45						
							Noiva		14.30						
LINEA DEL ATLANTICO			21				VUELO NUMERO							22	
			6.00				Barranquilla							15.00	
			7.30				Cartagena							14.00	
			12.00				Sautatá							10.20	
			16.00				Cristóbal							6.00	
		31		33			VUELO NUMERO			32				34	
		9.00		9.00			Barranquilla			9.30				9.30	
		9.30		9.30			Ciénaga			9.00				9.00	
		21		41			VUELO NUMERO						42	22	
		6.00		6.00			Barranquilla					10.00	15.00		
		7.00		7.00			Cartagena					15.00	11.00		
LINEA INTEROCEANICA			41				VUELO NUMERO							42	
			6.00				Barranquilla							16.00	
			7.30				Cartagena							15.00	
			10.30				Sautatá							12.00	
			15.00				Quibdó							9.30	
			16.00				Istmina							8.30	
			16.00				Buenaventura							6.00	
							VUELO NUMERO			52					
			51				Buenaventura			16.00					
			9.40				Tumaco			13.00					
			11.35				Esmeraldas			11.00					
			15.15				Bahía de Caraquez			9.00					
			16.15				Guayaquil			6.00					
LINEA DE SANTANDER (COSADA)		61		63		65	VUELO NUMERO			62		64		66	
		12.00		12.00		12.00	Barranca Bormoja			10.30		10.30		12.00	
		13.00		13.00		13.00	Pto. Wilches			15.30		15.30		16.20	
							Bucaramanga								

OBSERVACIONES:

*—Atención especial *—Habitación reservada en Puerto Barrio para viajar a vuelo en la madrugada del día siguiente. Hay cómodo alojamiento para los pasajeros en el moderno "Hotel Magdalena" de Puerto Barrio.

**—Los vuelos No. 1 y No. 2 se verifican generalmente por Minivalle (vuelo de carga con cómodo para dos pasajeros).—Las Líneas del Magdalena, Atlántico, Interoceánico y del Pacífico están servidas por Minivalles; la de Santander por aeroplanos.

VUELOS EXTRAORDINARIOS A PETICIÓN ESPECIAL.

Los Minivalles se realizan antes de la hora indicada en este itinerario, salvo variación accidental en el horario.—Este itinerario vale desde el 1 de Agosto de 1954, hasta cualquier cambio sin previo aviso, y anula los anteriores.

OBSERVACIONES:

(*)—Aerolínea de Colombia. **—Habrán sin permisos en Puerto Barrio para viajar a vuelo en la madrugada del día siguiente. Hay conexión alquilando para los pasajeros en el aeropuerto "Héctor B. Márquez" de Puerto Barrio.

**—Los vuelos No. 1 y No. 2 se realizan generalmente por Buenavilla. Mito (excepto de carga con acomodo para dos pasajeros). Las líneas del Magdalena, Atlántico, Interoceánico y del Pacífico están servidas por hidroaviones de la de Santander por aeropuertos.

VUELOS EXTRAORDINARIOS A PETICIÓN ESPECIAL.

Los hidroaviones se saldan antes de la hora indicada en este timetario, salvo variación accidental o de última hora. Este timetario vale desde el 1 de Agosto de 1929, está sujeto a cambios sin previo aviso, y anula los anteriores.



Fig. 2 SCADTA timetable from August 1929.

twice weekly flight between Barranquilla and Cienaga to serve Santa Marta.

The **Linea Interoceanica** flew twice weekly between Barranquilla and Buenaventura via Cartagena, Sautata, Quibdo, and Istmina.

The **Linea Interoceanica** opened in November 1927 (fig. 4). Air service extended only to Buenaventura with rail service

connecting the coastal city of Buenaventura with the mountain city of Cali.

The **Linea del Pacifico** connected Buenaventura with Guayaquil (Ecuador) via Tumaco, Esmeraldas, and Bahia de Caraquez. The map in fig. 1 shows the extension to Peru but regular service was never established.

(Continued on page 18)



Fig. 4. First flight on the Interocanico Line took place on 22 Nov 1927.



Fig. 5. First flight cover from Guayaquil to Barranquilla on the Linea del Pacifico connecting to the Linea Interocanica.

(Continued from page 17)

Shown in fig. 5 is a first flight cover from Guayaquil to Barranquilla dated 30 Jul 1928. Since no SCADTA stamps were yet available in Ecuador a hand-stamp, barely visible at the lower left of the cover, was used to indicate that the air surcharge had been paid.

In addition COSADA flew the **Linea del Santander** which provided thrice weekly service from Barranca Bermeja to Bucaramanga via Puerto Wilches. This service began in March 1926 (fig. 6).

Some important cities did not receive air service in 1929. The most notable was Bogotá which was too high for the planes in use at that time. Passengers, mail, and freight were transshipped to Bogotá by rail. Similarly, Medellín and other important cities of Antioquia

were served by rail from Puerto Berrio.



Fig. 6. COSADA first flight from Puerto Wilches to Bucaramanga dated 26 Mar 1926.

(Continued from page 15)

the last time.

Sources for many documents have been quoted in the text.

Other sources and further reading follow:

- The British Library (Newspaper Library)
- Royal Philatelic Society London (Library of Rare Books)

- Post Office Archives 1861, 1867, POST 29/73, POST 46/35
- National Archive FO 55/199, FO 85/185
- Archivo Nacional, Bogotá
- The West Indies and the Spanish Main, Anthony Trollope
- El Gran General Tomás Cipriano de Mosquera, Antonio

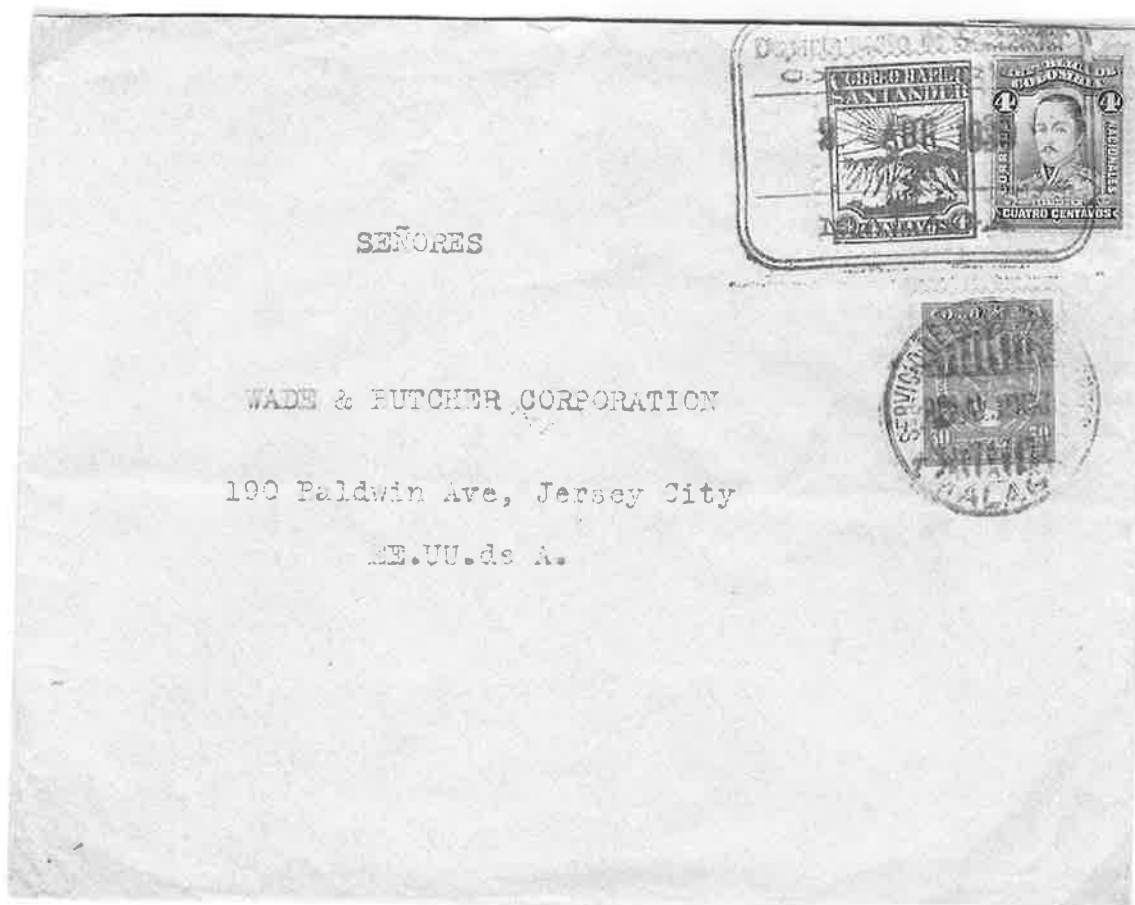
- García, Biblioteca Luis Angel Arango, Bogotá
- Tratados y Convenciones, Biblioteca Luis Angel Arango, Bogotá
- Vida y Opiniones de William Wills, Malcolm Deas
- History of the Panamá Railroad, F. N. Otis

A SCADTA Mark from Malaga

Eric Harris

COSADA had a contract to maintain an overland express service to connect with the SCADTA air services

MALAGA, at 7,300ft, is seven hours by bus from Bucaramanga, the road, according to the guide book, "is not good and very tortuous".



Malaga 2 April 1930

To U.S.A.

Bucaramanga 4 April

Barranquilla 5 April

Rates

4 centavos National

4 centavos Express service Malaga to Bucaramanga

30 centavos Airmail to Barranquilla

SCADTA Postmark

This mark for Malaga is rare. It is mentioned as "being so far unseen" in the standard work on SCADTA postmarks by the Club Filatelico de Bogota.



Autumn Auction Series Latin America

Geneva, September 17-22, 2012



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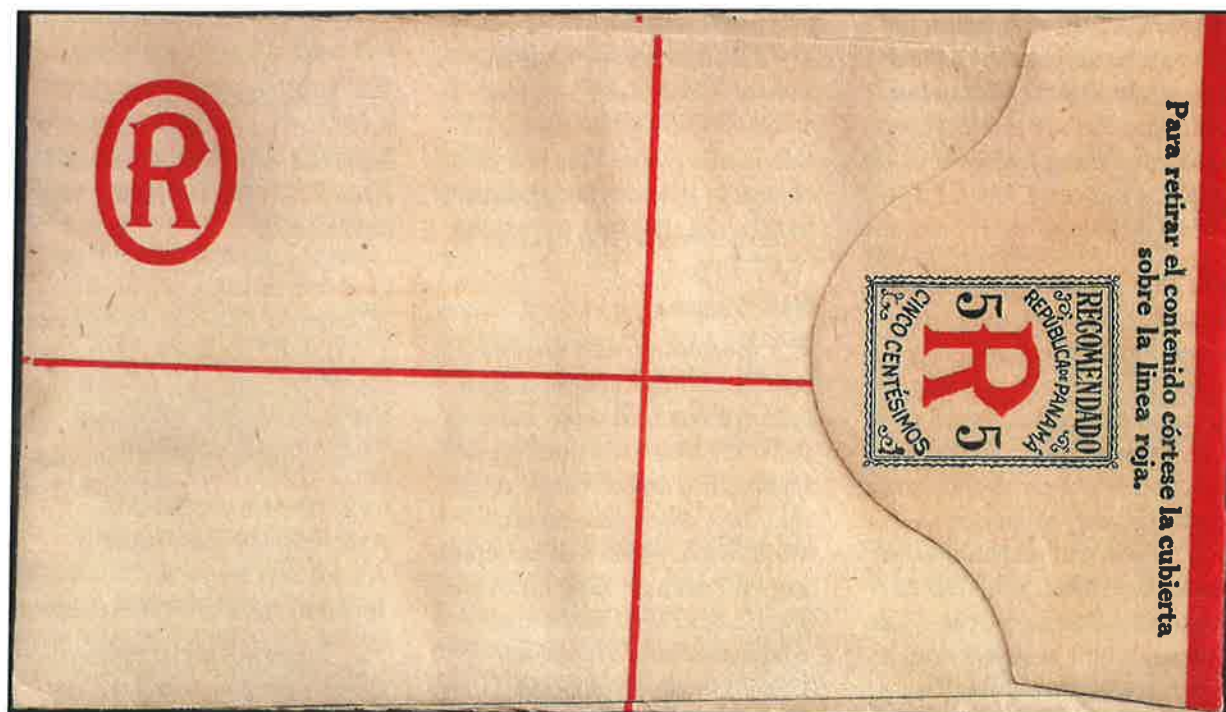
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COPACARTA

Volume 30
Number 2
December 2012



The Unique Registration Envelope with Black Instructions Missing on Front. See article beginning on page 5.

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Bid in our Auction

Editor's Remarks

New President

Debbie Friedman is giving up the reins after many years as President of our organization. She will be replaced by Dario Diez, from Bogota, Colombia. Welcome aboard. We look forward to working with you.

Auction 35

Be sure to look at our Auction 35 which accompanies this journal. You will surely find something interesting. I note particularly a good selection of Antioquia material, much of it with manuscript cancellations. Surely this is a great opportunity to add to your collection — maybe this will add enough to make an exhibit. With the exception of Santiago Cruz' Cordoba exhibit I have not seen a good Antioquia exhibit for years. Certainly there is enough material.

There are a number of stampless covers and also some inflation period covers that look interesting.

Literature is well represented. Rarely have I seen so much Colombian literature for sale in one place. This is a great chance to fill out your shelves. Surely you will find something of interest.

New Columns

Beginning with this issue we are adding a couple of new features that have been missing for some time: Auction Reports. Debbie Friedman will be reporting the Colombian material while Brad Wilde will be reporting on Panama. Both are watching Ebay as well as the traditional auctions. We are delighted to have you both.

Palmares

In addition to the awards

won at Chicagopex, which are covered in Debby's column, Copaphil members won awards at MILCOPEX (Milwaukee) and VAPEX (Williamsburg).

MILCOPEX. Alfredo Froehlich's *Ecuador: the use of SCADTA's Definitive Airmail Issue 1929-1930* gained a vermeil medal.

VAPEX: Santiago Cruz took a gold and the Reserve Grand Award for his exhibit, Colombia—the *1917 Perkins Issue*. Tom Myers won a gold for *Riches of Colombia Airmails, 1932-1941*, a postal history. He also received the American Airmail Society Award and the Admiral Jesse B. Johnson Award for this exhibit.

Please keep me posted on the awards you win. I will be pleased to report them in *Copacarta*

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From the President's Desk

This will be my last column as COPAPHIL president. After serving my second term as president, this one for the past ten years, I am retiring. I am pleased to announce our new President as of January 1, Dario Diez, from Bogota, Colombia. I know you will give him your support as I will. He is presently working on the development of a web site for *Bogota Filatelico*. As soon as that is operational, our web site and theirs will be linked. If you have not yet looked at our web site, please do. Suggestions for additional content or links will be appreciated.

With this issue, you will find the newest COPAPHIL auction. Some hard-to-find material will be found in the listing, especially from Antioquia and

Bolivar. Look carefully and BID! If you have any questions, feel free to contact our Auction Manager, Ken Adams. Please note he will be out of the US the last two weeks of December; he will not be able to answer questions or send scans during that time.

Palmares

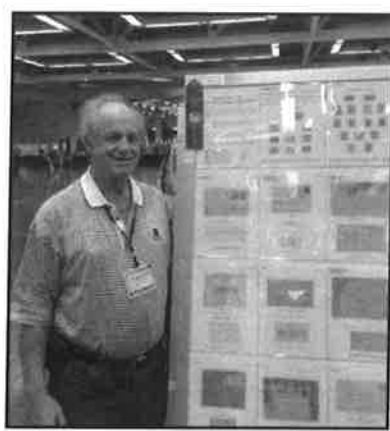
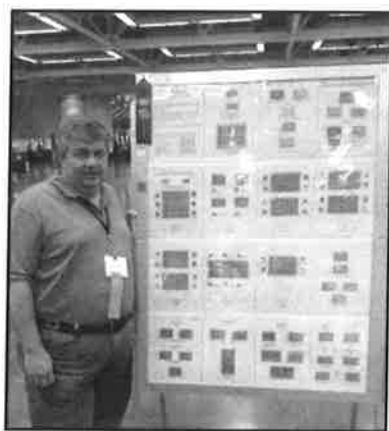
I have just returned from CHICAGOPEX where we met. It was great to see several COPAPHIL members who traveled long distances, including Federico Brid and David Zemer as well as all three of our exhibitors. This show was billed as a Latin American Filatelic Fiesta and it certainly was! Of the 300 frames on display, 200 were Latin American material. Thank you to Santiago Cruz for giving our program about his new ap-

proach to exhibiting the first SCADTA issue. Three of our members exhibited:

Santiago Cruz: SCADTA's First Issues – A Traditional Approach to Airmail Stamps, Gold, American Airmail Society Award; Dario Diez: Cubiertas of the United States of Colombia, Gold; Larry Crain: Colombia's National Post: Rates 1904-1944; Vermeil & American Association of Philatelic Exhibitors Award of Honor. Santiago's exhibit was also awarded COPAPHIL's Jim Cross Memorial Award, named after the founder of COPAPHIL.

I look forward to seeing many of you at WESTPEX in 2014 and New York in 2016.

Debby Friedman



Winners at StampShow. Left to right: Santiago Cruz, Alfredo Froehlich, Manuel Arango.

CHICAGOPEX 2012 Exhibits

Debby Friedman

Besides being an unusual opportunity to meet collectors with interests that also included Brazil, Chile, Cuba, Nicaragua and Peru, there was some fascinating material from Colombia on display. While three were from COPAPHIL members, there were several others with Colombia material.

Postal Rates 1904-1944

Larry Crain's 8 frame exhibit Colombia's National Post: Rates 1904-1944 showed National Post rates for common mail classifications as well as for business papers, legal papers, declared value, return receipt, railroad notification, parcel post, official mail, free franks and the blind. Many of these usages are hard to find. Authorizing decrees were cited.

For anyone interested in Colombia postal rates, I recommend Carlos Valenzuela's 2002 book *Historia Postal de las Tarifas de los Correos en Colombia*, a book of decrees from 1628 to 2001.

Larry showed a 1943 cover showing a reduced rate for the blind – the UPAGE had a special rate of 3¢ for 1,000-5,000 g. It was a folded cover with contents in Braille, the only reported cover at the reduced rate. Printed on the outside, translated, was "It is prayed not to flatten."

Another major rarity was an August 10, 1910 registered cover with F10, the registration stamp withdrawn after the Span-

ish government protested. This is only the third one I have personally seen.

Another interesting cover showed the earliest use of the registration etiquette that was introduced after Colombia ceased to issue registration stamps. These were used from approximately 1935-34. An example with a typewriter Popayan was unusual. Eric Harris and Larry have been working on a project recording usage of these labels. If anyone has examples, scans can be sent to Larry at larry.crain@gmail.com.

Cubiertas of the EEUU de Colombia

Dario Diez showed "The Cubiertas of the United States of Colombia in 5 frames. This is a new exhibit that focused on the plating of these issues. The 1865 and 1867 hand painted issues are my favorite and he showed all of the plate positions. A forger's printing proof of the 1865 values was shown.

Yet to be completed is work on the last issue of the *Estados Unidos*. There were enlargements of details of all of the *cubiertas* shown to show the position differences. This is a different approach than the composite drawings and descriptions published by the late Alex Rendon.

In addition to several covers from the printed, colored flag types of 1870-1883 he showed ten covers from this last issue. One of the former issue

covers had burned edges and was said to have been damaged when recovered from a safe that was once owned by Michelson. From the 50¢ red issue, he showed a *cubierta* with a cancel of the *Ferrocarril de la Dorada*, one of four recorded.

SCADTA'S First Issues

Santiago Cruz showed "SCADTA's First Issues, A Traditional approach to Airmail Stamps" in 8 frames. This exhibit showed the 1920-21 first issues of SCADTA – the stamps, their production, cancellations and uses on cover. The plating of the five values was shown, often illustrated with large multiples. While Santiago owns a set of the complete sheets, they were not shown. He showed an unusual sheetlet with a block of four that was a proof from the printer Valiente. Also of note was a cover with a 30¢ rose on black signed by Mejia sent from New York to Bogota April 1922 and a block of 6 50¢ signed by Mejia, the largest recorded. There was also a May 1, 1921 provisional handstamp inverted, the only one recorded, a 30¢ rose on white, printed on reverse and a 10¢ tallow with an R handstamp (mentioned in Gebauer).

An Unexpected Bonus

There was also an unexpected one frame exhibit "American Mail Agencies in Latin America 1922-1942" by AL Kugel, the Chairman of the

(Continued on page 14)

The 1918 Series of Panama and Canal Zone *Carta-Paquete* or Registration Envelopes

David Zemer

Rifling of Registered Mail to West Indies

In 1916 Canal Zone postal authorities complained that they had a serious problem with the rifling of registered mail to the various islands of the West Indies. They considered the matter so serious that instead of sending the mail directly to the islands they routed it through the New York exchange office causing considerable delay. They were certain that the rifling did not take place in the Canal Zone as the dispatches were witnessed at the Cristobal exchange office by either the postmaster or post-office inspector. At the time of the report they were investigating 33 cases of the rifling of registered mail.¹ Past reports mentioned the loss and rifling of registered mail but the 1916 report was the first that indicates that they were trying to solve the problem by rerouting the mail.

There are no postal records available from Panama but we assume that they too had had similar problems and soon, for both Panama and Canal Zone, a more secure registered envelope was to be ordered.

Need for Tamper-proof Registration Envelopes

When Panama became independent from Colombia in 1903 neither Panama nor the United States used tamper proof envelopes and both internal mail in Panama as well as external mail used registered non-secure

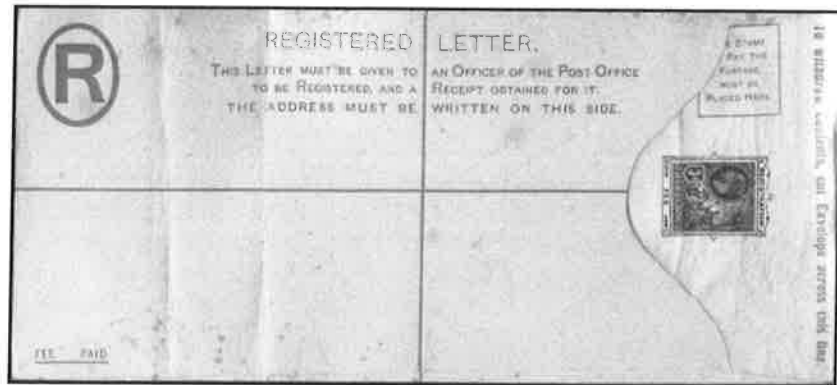


Figure 1— Barbados Specimen Registration Envelope.

envelopes to send valuables or money.

When the construction of the Panama Canal by the United States began in 1904 most of the workers were foreign nationals, for the most part from the West Indies, who regularly sent money and valuables back home. Tamper proof envelopes were used throughout the British

Empire beginning in the late 1800's to provide greater security for the shipment of valuables and important documents and West Indian canal construction employees should have been aware of them. (fig. 1). Although extremely scarce we also found one of these - from Ireland coming into the Canal Zone in 1906, (Fig. 2) so postal



Fig. 2.. Dublin to Canal Zone, July 1906, Registration Envelope,

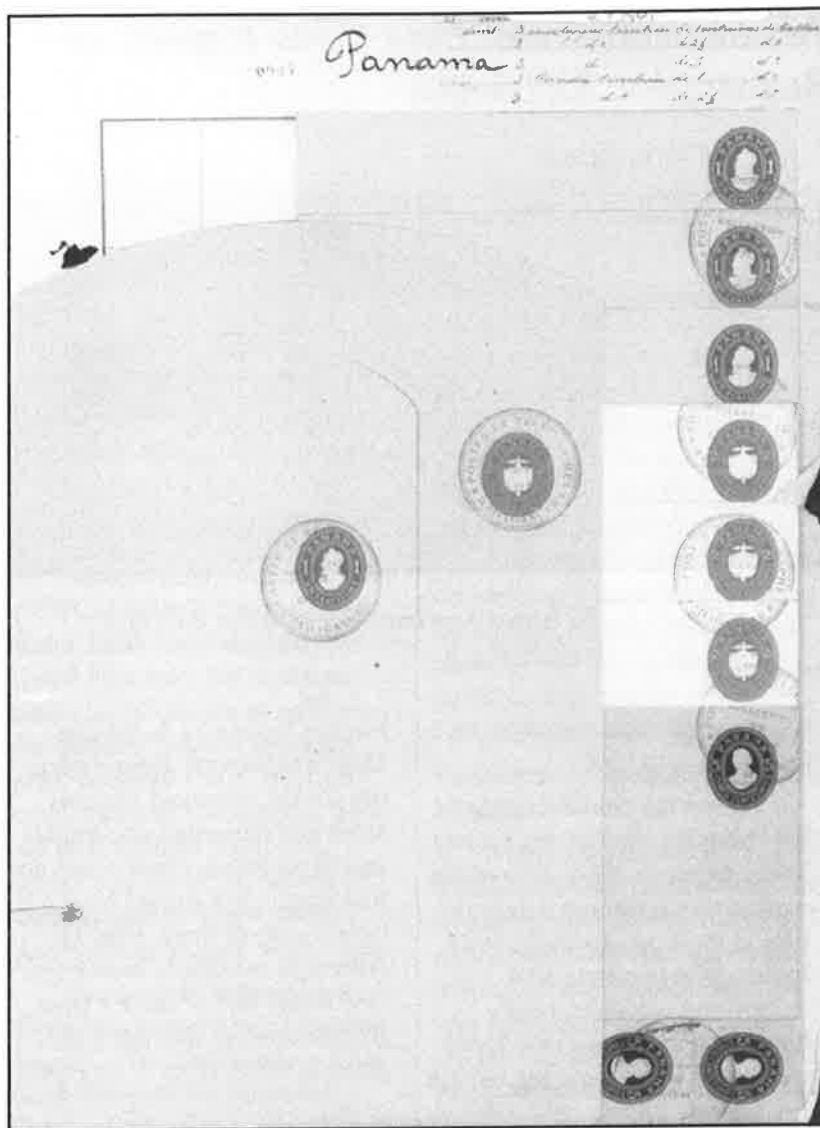


Fig. 3 . Panama Stationery, UPU Specimens,
Courtesy Gaertner Auctions.

authorities in the Canal Zone should also have been conscious of the advantages of this type of envelope.

Panama was a member of the UPU and sent its own stationery specimens to the UPU, (Fig. 3) for distribution to UPU members and it makes sense, although none have yet surfaced, that Panama received other countries' specimens from the UPU including British tam-

per proof envelopes.

Authorization of Carta-Paquete by Panama

The Panama and Canal Zone Carta-Paquete or Registration Envelopes were first put on sale in 1918. There has been little research published on these because of the absence of postal records from Panama. Leeds appears to be the only author to have written about these Panama envelopes in his short overview

Panama Postal Stationery.^{2,3} Plass and Gibbs^{4,5} have published research on these envelopes overprinted for the Canal Zone with an emphasis on the English text added for the Canal Zone. The Gibbs Gold Medal Exhibit 1918 *Canal Zone Registration Envelopes* is online and is strongly recommended for viewing by anyone interested in these covers as it shows both Panama and Canal Zone registration envelopes in color along with detailed information on them.⁶

One small correction to the translations from Spanish text on these envelopes to English: it was prohibited to enclose *moneda* in these envelopes which Brid translates to "coins", not "money" in Panama – so paper currency would have been allowed.

The legal approval in the *Gaceta Oficial* for Carta-Paquetes has been found as has a new source of information, the *Panama Journal*.⁷ The latter gives us a more definite idea as to how many were ordered by Panama, including those used in the Canal Zone, when they arrived, and by which company they most certainly were not manufactured.

On December 23, 1916 Panama's *Gaceta Oficial* Decree # 53, forbade the inclusion of valuable objects like gold, jewelry, coins, precious stones, etc. within regular or registered mail. The decree made it clear that such inclusion would be subject to forfeiture of the valuables unless they were sent by a system of Carta-Paquete or "Letter-Packages".

Decree Number 140 of 4 September 1918*Translated from Spanish by Federico Brid*

By which it authorizes the use of certain envelopes in the National Postal system for registered mail and package letter mail. This is an addition to Decree No. 53 of 31 December 1916

The first designee in-charge of the Executive Power

DECREES

Article one: It is authorized as part of the postal species the use of tamper proof envelopes of the following dimensions: 3¾ x 6½ and 4 x 9½ inches in cream colour.

The covers will have printed on the front, which is the closing end of the envelope, the words *RECOMENDADO-REPUBLICA DE PANAMA-CINCO CENTESIMOS (5)* in black, and an "R" in red. On the left top front corner there will be the letter "R" within a circle. Red lines will cross the covers horizontally and vertically on both sides and there will be a broad red line on the end of the closing side of the cover. There will be a space for the address on the front of the cover and instructions for the registration service on the reverse.

Article 2. The value of the tamper proof envelopes will be B/. 0.05 which represents the registration fee and to this will be added regular stamps to pay for the ordinary postage according to the weight of the cover.

Article 3. The use of these tamper proof envelopes is obligatory for all registered mail and package letters in which any type of objects of value are introduced.

Article 4. The introduction of paper currency in the regular mail is forbidden.

Article 5. Paper currency found in the regular mail will be confiscated by the receiving office according to what it is stipulated in Article 2 of Decree No. 53 of 23 December 1916.

Article 6. The Government does not recognize claims for the lost of any types of valuables that are not inserted in these types of envelopes. If the size (of the valuables) is too large for these types of envelopes, then they should be mailed inside package letters as described by Article 7 of Decree No. 53 of 23 December 1916.

Article 7. Claims of loss using these types of envelopes or package letters will be for the real value of the objects lost. Such claims will not be in excess of 5 Balboas which is what the law designates as the maximum value of the claim for local service and 50 Francs for international service.

Article 8. Shipments from abroad that contained bank currency or other paper values must be shipped in strong tamper proof envelopes and be registered.

Article 9. Shipments of this nature that come from abroad and do not comply with the requirements of this decree and those of Decree No. 53 of 23 December 1916 will be treated according to what is written in Articles 5 and 6 of this decree.

Article 10. A 5% discount of the face value of these envelopes will be granted to authorized distributors.

Let it be communicated and published.

Given in Panama on the 4th day of September of one thousand nine hundred and eighteen.

CIRO L. URRIOLA

The secretary of Government and Justice in charge of the Department of Development,

Juan B. Sosa.

Decree No. 53 forbids the insertion of gold, silver, jewelry, precious stones, coins or other valuable objects in the regular or registered mail. All those objects can only be introduced in the so-called "package letters". The package letters had to accompany by a custom declaration form describing its contents and value. Package letters paid the regular postage fee + registration fee. They had to be clearly marked as "PACKAGE LETTERS" and had to be covered with thick strong paper or cloth and lacquered in such a manner that a violation was noticed if they were opened.

The paper currency was to be confiscated by the receiving postal station and forwarded to the sending postal agent. The postal agent in turn gave the confiscated currency to the Treasury General to be sold in a public auction on behalf of the National Treasury.

Furthermore the decree required the letter-package to have a cover made of strong or clothed lined paper and lacquered in such a way that no one would be able to open it without leaving evidence that the security of the letter had been violated. The decree further states that all shipments of this nature would be marked *Carta-Paquete* in a visible place. The clothed lined paper requirement for these envelopes is similar to the registered envelopes in use at that time within the British Empire.

The Panama postal system did not have any envelopes meeting these criteria in 1916 so it must have been left to the public to make their own. No unofficial *Carta-Paquete* envelopes or wrappers have been documented but since they were required by law in 1916 we cannot rule out the possibility that they were used.

On **September 4, 1918** *Gaceta Oficial* published *Decree # 140* which authorized the usage of inviolable, tamper proof, envelopes for registration and Package-Letters based on *Decree # 53*. The specifications for these envelopes are given and the Decree requires that incoming mail which contains money must also be in similar tamper proof envelopes. The complete text of *Decree # 140*, translated into English, is on the facing page.

Note in *Article 6* that objects too large for these envelopes must be enclosed in packages that meet the requirements of *Decree # 53*. If not in these types of packages than claims

for valuables lost in the post would not be honored by the government. Therefore larger packages fulfilling the security requirements of *Carta-Paquete* envelopes could have been manufactured by the public.

When looking for the manufacturer of these envelopes it is important to note that the *Panama Journal* did not show that this first order went through the ABNCo's booking system.

The First Overprinting of Carta-Paquete Envelopes by the Canal Zone

Under the *1904 Taft Treaty* Panama was required to supply the Canal Zone with stamps and stationery and in turn received 40% of the face value from the Canal Zone Government. In 1918 the Executive Secretary of the Panama Canal met with Panama's Secretary of Foreign Relations and discussed *Decree # 140* authorizing the use of inviolable registry envelopes the Canal Zone⁸ which lead to a request to Panama to provide the Canal Zone with tamper proof envelopes. Gibbs writes that the Panama Canal Press at Mount

Hope, Canal Zone had received 9000 small(size 6) and 1000 large(size 10) of these envelopes in **August 1918** from Panama. These envelopes were overprinted for use in Canal Zone and uprated from 5 cents, the registry fee in Panama, to the registry fee in the Canal Zone of 10 cents.

The Second Overprinting of Carta-Paquete Envelopes by the Canal Zone

These tamper proof envelopes must have been popular in the Canal Zone as they (no date known) ordered additional ones from Panama for overprinting and soon received 16,000 small and 9000 large envelopes. The surcharging for the second order was again done at Mount Hope but a new plate was used and the spacing between *CANAL* and *ZONE* is 9.3 mm. Plass states that the difference in spacing between *CANAL* and *ZONE*, 8.0 mm on the first order, and the second is great enough to be noticeable to the naked eye. Today the first printing is designated UF1 in Scott and the second printing UF1a (**fig. 4**).



Fig. 4. Canal Zone Registration Envelope to Jamaica, 1919, 9.3 mm Spacing.

These two Mount Hope printings with Canal Zone overprints were from the first shipment of the envelopes to Panama and therefore the underlying Spanish text and layout is the same for both Canal Zone and Panama envelopes.

The Second Order of Carta-Paquete Envelopes

The problem of rifling of mail was again described on page 248 of *The Governor's Report for 1919*. 645 duplicates of lost or stolen money orders were made and 200 cases of the loss, rifling, or non-delivery of registered mail took place. Perhaps to the chagrin of the Canal Zone postal service one of their employees was arrested and convicted of the rifling of mail, fined \$ 25, and sentenced to six months in the penitentiary.

This increase of incidents in securing registered mail might have been the reason that the Canal Zone ordered 25,000 of the small size and 10,000 of the larger size registration envelopes from Panama in November 1919. In this order, according to Plass, they specifically asked that the overprinting for Canal Zone be done by the *American Bank Note Company*.

The *Panama Journal* shows an order of "35,000 registry envelopes (2 sizes)" in **January 1920** which matches the number of envelopes ordered by the Canal Zone.

The Canal Zone order was received by the Canal Zone from Panama on **December 8, 1920**.

Even though Canal Zone postal authorities reported that



Fig. 5. Rejected Long Registration Envelope, Colon to Germany 1925.

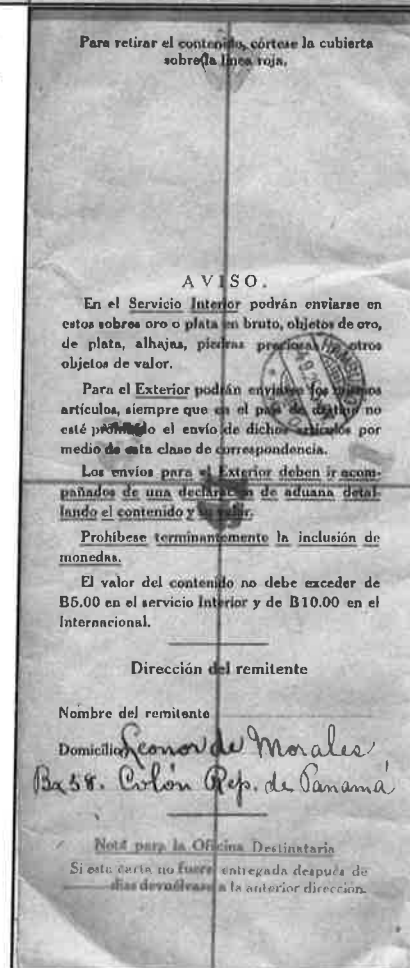
540 duplicates of lost or stolen money orders were issued and that there were 300 cases of loss, rifling or non-delivery of registered, insured or C.O.D. mail in 1920⁹ the Canal Zone postal authorities came to the conclusion that these tamper proof envelopes had not reduced loss. The entire shipment was returned to Panama in **April 1921**. Because the envelopes were not issued by the Canal Zone they did not pay Panama the costs for production and shipment.

Panama overprinted the words *CANAL ZONE, 10 (cents)* and *DIEZ CENTESIMOS* with a solid black marking and printed 5 (centesimos) on the envelopes so that they could be used in Panama. (fig. 5, 6.) These used envelopes are very scarce and postmarked 1924 through 1926.

1920 - The Third Order of Carta-Paquete Envelopes

In November 1920 the *Panama Journal* logs an order for "50,000 Registry Envelopes"; the last documented order of this type of envelope.

With the large order of 50,000 from November 1920



Panama seemed to have had an adequate supply of registration envelopes as they waited until 1924 to issue the blocked out envelopes.

The last usage reported for *Carta-Paquete* Envelopes, both for the normal ones as well as the rejected ones, was mid-1926.

(Continued on page 12)

177 - 179 CORINPHILA

27 FEBRUARY - 2 MARCH

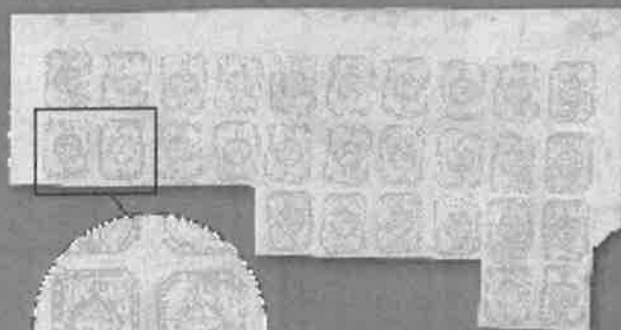
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COLOMBIA One of the two known registered covers from the first four times



COLOMBIA 1861, Two Colour Franking

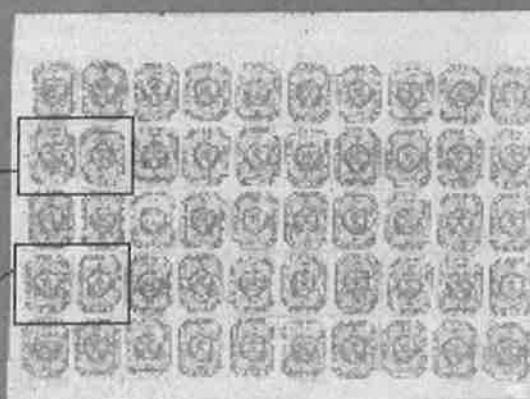
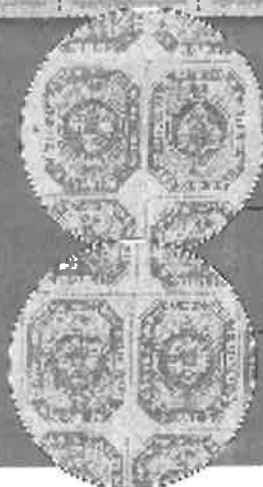


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Fig. 6. Rejected Short Registration Envelope, Almirante to USA, 1924.

Para retirar el contenido, córtese la cubierta sobre la línea roja.

AVISO.

En el Servicio Interior podrán enviarse en estos sobres oro o plata en bruto, objetos de oro, de plata, alhajas, piedras preciosas y otros objetos de valor.

Para el Exterior podrán enviarse los mismos artículos, siempre que en el país de destino no esté prohibido el envío de dichos artículos por medio de esta clase de correspondencia.

Los envíos para el Exterior deben ir acompañados de una declaración de aduana detallando el contenido y su valor.

Prohíbese terminantemente la inclusión de armas.

El valor del contenido no debe exceder de B5.00 en el servicio Interior y de B10.00 en el Internacional.

Dirección del remitente

Nombre del remitente *Mrs. M. J. G. Gage*

Domicilio *P.O. Box 57, Canal Zone*

Cojo Fl. S. V. & Co. San Francisco

Nota para la Oficina Destinataria

Si esta carta no fuere entregada después de días devuélvase a la anterior dirección.

(Continued from page 9)

Other Published References for Carta-Paquete Envelopes

Plass and Gibbs used the figures from the Dale-Schay papers which are probably correct with respect to the numbers overprinted for the Canal Zone. However, besides the *Panama Journal*, there are several other contemporary sources which referred these envelopes.

In November 1918 J.P. Coveleski sent *Mekeel's Weekly* one short and one long registration envelope each of which was overprinted CANAL ZONE. He also stated that 15,000 of each size were issued. Besides the addition of the CANAL ZONE overprint he wrote that the rating was doubled from 5 cents to 10 cents to comply with Canal Zone registration rates. This appears to have been the first time that these registration covers were mentioned in the philatelic press.¹⁰

A few years later Heydon wrote that 35,000 of each size were issued by Panama in 1918 and that he was unaware of any reorders. He assigned the catalogue number 771 to the short cover and 772 to the long cover.¹¹

Higgins & Gage, the major reference for postal stationery, assigned the short Panama registration envelopes a catalogue designator of C1 and the long envelopes C1a. It also lists the only major error known, the

unique short envelope with all the black instructions on the front omitted, as C1b (fig. 7). Higgins & Gage gives the issue date of these envelopes as 1922 which is incorrect. Today the UPSS assigns RE1b to a short envelope which has the black Spanish printing doubled. Because it was overprinted for the Canal Zone it is generally considered to be a Canal Zone envelope (REF 12).

Higgins & Gage lists the correct issue date for the envelopes rejected by the Canal Zone as 1924 and assigned the short cover the catalogue designator C2 and the long envelope C2a.

Carta-Paquete Envelopes – Who made them?

In 1990 much of the American Bank Note Company (REF 13) archives were sold at auction. Since then additional philatelic materials from these archives have been offered for sale by various auction houses and individuals. Virtually all of the Panama and Canal Zone ABNCo stationery, overprinted SPECIMEN, with the exception of these Carta-Paquete Envelopes, has been offered for sale. This leads us to believe that the ABNCo, as Towle has shown, (REF 14) had another company make them.

When the Canal Zone asked that the second batch of 35,000 envelopes be overprinted by the ABNCo it appears that the same subcontractor manufactured them and then shipped them to the ABNCo which perhaps added the overprint. For the third batch of 50,000 it would appear that again the subcontractor made the envelopes

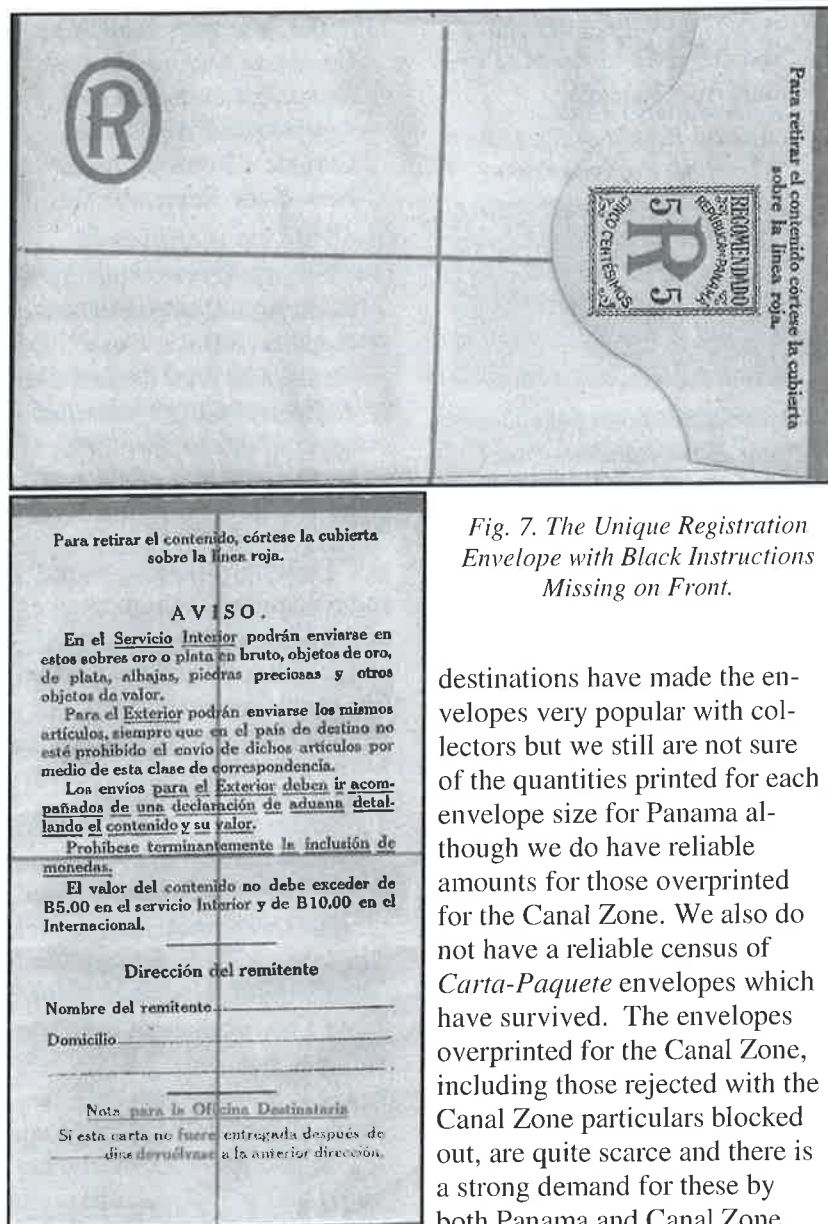


Fig. 7. The Unique Registration Envelope with Black Instructions Missing on Front.

destinations have made the envelopes very popular with collectors but we still are not sure of the quantities printed for each envelope size for Panama although we do have reliable amounts for those overprinted for the Canal Zone. We also do not have a reliable census of *Carta-Paquete* envelopes which have survived. The envelopes overprinted for the Canal Zone, including those rejected with the Canal Zone particulars blocked out, are quite scarce and there is a strong demand for these by both Panama and Canal Zone Collectors.

We have about 100 *Carta-Paquete* envelopes in our collection, most of which are Panama (without the Canal Zone overprint) plus scans of others, and they will be the preliminary examples examined to organize a classification system.

We now know that there were two separate orders by Panama and we would like to look for differences between these two printings with cancellation

dates before and after the ABNCo *Panama Journal* date for the second order of November 1920.

Last but not least we have started a project to identify differences in the print on the covers.

We have found that there are what appears to be several consistent breaks in the text as well as changes to indicia. We hope that this project will let us determine if these are plate characteristics, rework on the plates, or breaks in the plates. Therefore we are asking for volunteers to form a *Carta-Paquete* Study Group. Please contact the author if you wish to contribute or join.

We would like to start this project with scans of both sides of all *Carta-Paquete* envelopes, both with and without Canal Zone overprints, preferably in 200 dpi jpeg format. Scans or photocopies from auction catalogues are also welcome. If you are able to contribute please respond by email to the author at sosahill@hotmail.com, or by mail to P.O. Box 654, Skoeyen, NO-0214 Oslo, Norway.

Endnotes

- (1) *Annual Report of the Governor of the Panama Canal For the Fiscal Year Ending June 30 1916*. Washington Printing Office. University of Florida Digital Collection, George A Smathers Collection. p. 486
- (2) Robert L. Mitchell Jr, and Robert A. D'Elia, *A Philatelic Bibliography For Colombia and Panama, 1865 - 1999*, Published by Colom-

and sent them to the ABNCo where they were entered into the *Panama Journal* and reshipped to Panama.

Future Research and Request for Information

Carta-Paquete envelopes only had the registry rate printed on them so they had to have stamps applied and they quite often were addressed to foreign countries. These stamps and

- bia/Panama Philatelic Study Group. 2001. p. A101.
- (3) David J. Leeds, Panama Postal Stationery, *CO-PACARTA*, Vol 9, No. 1, September 1991, p. 23
- (4) Gilbert N. Plass, Registration Envelopes, *Canal Zone Philatelist*, Vol. 5, No. 4, Whole No. 13, December 1969, pp 25-28
- (5) Irwin J. Gibbs, Canal Zone 1918 Registration Envelopes, *Canal Zone Philatelist*, Vol. 40, No. 3, Whole No. 152, September 2004, pp. 21, 25 – 28.
- (6) *Gibbs Registration Cover Exhibit* - www.canalzonestudygroup.com/GibbsEXH5.pdf
- (7) *Panama Journal* - In August 2009 a copy of a typewritten record from the ABNCo was discovered and is referred to here, for lack of a better designation, as the *Panama Journal*. The exact purpose of this record is unknown but it appears to be a listing, by month, of all of the print orders from Panama.
- (8) *Annual Report of the Governor of the Panama Canal For the Fiscal Year Ending June 30, 1919*, Washington Printing Office. University of Florida Digital Collection, George A Smathers Collection. p 33.
- (9) *Annual Report of the Governor of the Panama Canal For the Fiscal Year Ending June 30 1920*, Washington Printing Office. University of Florida Digital Collection, George A Smathers Collection. p. 260
- (10) *Meekel's Weekly Stamp News*, Nov. 30, 1918. pp 365,366.
- (11) F.E. Heydon, *The Stamps of Panama*, 1923, Chapter XXX, Registration Envelopes, p. 58
- (12) Panama, *Higgins & Gage World Postal Stationery Catalog*
- (13) *The American Bank Note Company Archives United States Possessions, Latin America and Worldwide*. Christie's Robson Lowe, New York, September 12, 1990.
- (14) Ross A. Towle, American Bank Note Company Die Numbers, "Index Copy" Cards, and Print Orders. *The Collectors Club Philatelist*, September-October 2009, Volume 88 Number 5, p 302.

Acknowledgements

Federico Brid discovered and recognized the importance of the *Decrees* from *Gaceta Oficial* which provided the foundation of this research and he edited the final draft of this article.

Write for Copacarta

(Continued from page 4)

show. The main focus was the US Postal Agencies at Barranquilla and Cali – there were fourteen covers from various origins with the backstamps of

these agencies. These operations are an interesting chapter of postal history and have been written about, but are often overlooked. I cannot remember

seeing any of these covers in an exhibit before.

AUCTION NOTES

Debby Friedman

EBAY

Ebay listings are filled with large numbers of listings of inexpensive stamps that seldom sell. However, interesting material does surface. Rarely available Colombia postal stationery has been offered on Ebay in recent months as material from a major collection is slowly being dispersed. Postal cards, envelopes, including Valor Declarado examples and both National and Official Cubiertas have been sold. Higgins and Gage is so old that it is useless as a guide to values.

This is the first time I can recall a group of Valor Declarado envelopes has been offered. These envelopes, no longer used, functioned similarly to cubiertas. The excellent Menuz listings, published both in *Postal Stationery* and *CO-PACARTA*, were used as a catalog. One example of a H&G C6 used brought \$256, the highest price I can recall for one of these envelopes. The two types



Fig. 2. Cauca registration stamp.
Courtesy tonno64.

of formula envelopes, both mint, brought \$61 each; a Menuz RE1, from Silos brought \$86, the highest price for any of these envelopes. RE12*, 13*, 15* and 17 brought \$51, \$61, \$60 and \$59 respectively. For anyone interested in small town cancellations, these envelopes used are terrific. For example Silos today only has a population of 1,300.

A significant number of Official cubiertas have also been sold. The Higgins and Gage listings only scratch the surface of what exists – numerous cubiertas unlisted in H&G have brought very strong prices. One unusual unlisted example imprinted Sale de Chameza,

used August 1888 (fig. 2) brought \$473, the highest price I can recall for an off cover official *cubierta*. It is hard for me to imagine such a tiny place had a printed *cubierta*. The lowest price for the most common official cubiertas, such as DCC1 in average condition was \$9.99. However, other common ones such as DCC4 brought \$53 and \$32.

In general the more common postal cards brought what seemed like soft prices, the exceptions being a scarce 1894 use of H&G #13 cancelled by the Correo del Comercio Cucuta via Maracaibo and Curacao to Hamburg (\$178) and the much in demand Pehlke view cards (H&G 14A and 17). For example: Vista de Bogota H&G 14A used \$128; La Dorada H&G 14A used \$470; Cartagena #14A used \$338; Honda 14A used \$355; Tequendama Falls H&G 14A mint \$320; El Otono H&G 17 mint \$416; Cathedral H&G 17 used \$383; Capitolio H&G 17 mint \$302.

Twentieth century envelopes seemed to generate more interest. An unusual example of H&G B18, censored, used from Bugalagrande – US brought \$52 and a mint B10 with condition issues realized \$37. Quite a few National cubiertas were also sold recently. The more common values used from the two 1890 series and the one from 1892 in general sold for \$7.99 or slightly more.



Fig. 1. Official cubierta from Chámeza brought \$474 on Ebay.

(Continued on page 20)

New Panama Postage Due Marking Discovered to Rare Destination

David T. Zemer

Commercially used Panama or Canal Zone covers with postage due stamps from the first half of the 20th Century are extremely scarce so it was a delight to see one dated January 29, 1918 from Colon to Monte Lirio, Canal Zone for sale at the Harmer's S.A. sale May 2012 in Switzerland. It was posted in Colon without the required two-cent rating and received a previously unknown *taxe*, marking. Two two-cent Canal Zone postage due stamps were applied to pay the penalty when it arrived at Monte Lirio. **Fig.1.**

The Monte Lirio cancellation on the postage due stamps was repeated on the back of the cover showing a clear type Rc-4 marking from a steel receiving stamp.

The Colon "T" marking is also unique. According to Cross, it is the only Panama postage due marking known with *R.P.* – the initials for the Republic of Panama.¹

According to Entwistle² Monte Lirio cancellations are among the rarest Canal Zone cancellations. It was a boxcar town for construction crews for the Panama Railroad during the Canal construction and during its first period from May 1912 to January 1914 when only \$530 of stamp sales were made and 149 pieces of registered mail recorded. **Fig. 2.**

No figures for stamp sale fig-



Fig. 1. Postage Due cover from Colon to Monte Lirio, Canal Zone, with two 2c Canal Zone, Sc. J8,

ures are available for the second

(Continued on page 17)

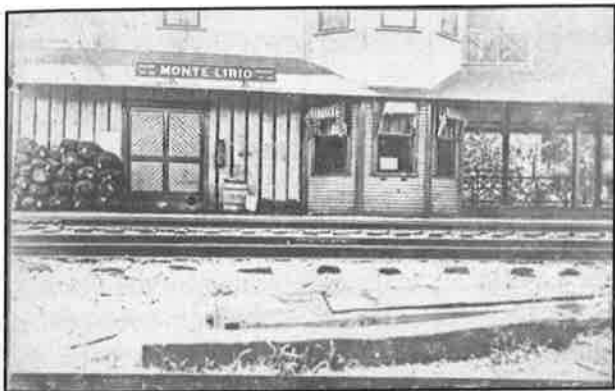


Figure 2a - Monte Lirio Panama Railroad Station, courtesy Bob Karrer



Figure 2b - Monte Lirio showing boxcar housing for construction crews in background, courtesy Bob Karrer..

(Continued from page 16)

period from December 1915 to November 1920 but in the last 10 months only \$95 worth of stamps were sold. During this time Monte Lirio provided mail service to the native village of Nuevo Leon and the West Indian settlement of Providencia on the shore of Gatun Lake about two miles by launch

northwest of the railroad station.

This cover was listed under Panama instead of Canal Zone and thus was overlooked by many Canal Zone collectors. Therefore the hammer price for this cover was a very reasonable CHF 360 (ca. \$380).

Endnotes

1) Jim Cross, Editor, *Panama*

Postal Markings, 1758-1950.

The Colombia/Panama Philatelic Study Group, 2009.

2) Lawson P. Entwistle, Editor. *The Postal Marking's of the Canal Zone*, Handbook No. 9, Canal Zone Study Group, 1992, p. 290.

Air Only in Colombia

Thomas P. Myers

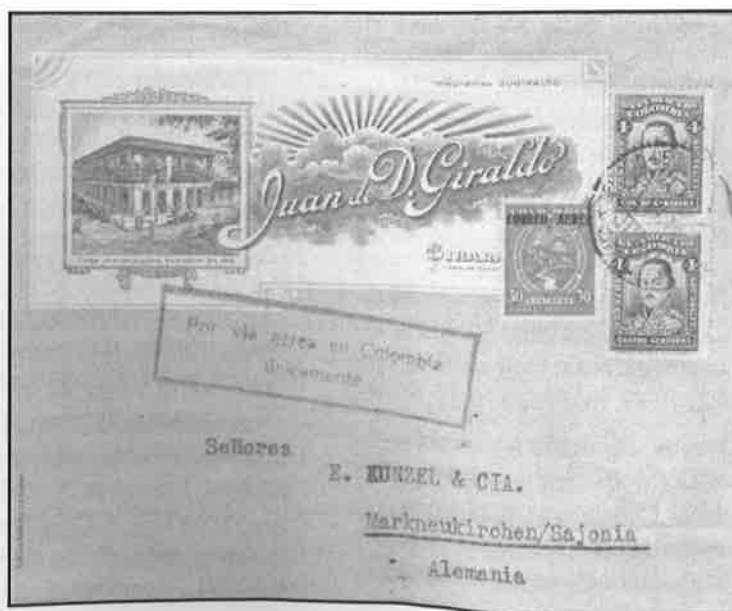
The cover shown in the accompanying figure is marked

Por via aerea en Colombia únicamente.

i.e., by air only in Colombia. The question is, why?

While not common, there is a surprising number of these covers that were short paid for airmail.

30c was the air supplement to North America for a single rate letter (10 grams). The UPAGE postage is overpaid by 3c for a single weight letter of 20g. The single letter rate had increased from 4c to 5c on 6 Apr 1931.



From the Auctions—Panama

Brad Wilde

Sales on Ebay have been strong for better items, but much of the more common material has been unsold. Postal history, for the more unusual items, has been strong during the past six months. Interestingly, prices for post cards mailed with Panama stamps during the construction era have begun to increase in value and a number of cards sold in the \$15 - \$20 range. I will also start to report on auctions outside of Ebay in the next quarter of COPAPHIL. If you see any material at auction that your feels should be included in this report please send me an email at Bgwndal@yahoo.com.

A postage due cover mailed from London to Panama City on February 15, 1917. It was franked with a 1 penny stamp and the 1.5 pence deficiency was doubled and paid for with the 2 centesimos and 4 centesimos brown postage dues(J2, J4). It sold for \$119.99.

An 1860s Wells Fargo Company envelope, roughly opened, mailed from San Francisco to Boston with a manuscript "Via Panama" sold for \$64.40.

An airmail letter from Germany to Barranquilla, Colombia, with the SCADTA postmark from Colon dated June 12, 1930, sold for \$16.77.

A number of covers with the 10 centavos stamp of 1892 (19) paying the foreign usage sold in the \$20-50 range with destination including the

United States, France, and Belgium.

From the Bass collection a large number of bisected 1892 10 centavos stamps (19) mailed from David were sold. The one that had a Panama address sold for \$39.53 while those that were not addressed sold for considerably less. There were approximately 100 of these covers in the large auction lot that these covers come from. One mailed from Bazar Frances to Panama City sold for \$76.50.

An envelope mailed May 29, 1890, with a 1, 2 (2), 5, 10 (2), and 20 centavos stamps addressed to the United States sold for \$138.49. A cover with the same franking to the United States in 1901 sold for \$104.63.

A U.S. postal envelope short paid to Panama with a 10 centavos (19) paying the postage dues has not attracted any buyers at the \$750 but it now price.

A Panama Zeppelin postcard bearing 2 copies of the 25 centavos airmail (C) and the 65 cents U.S. Zeppelin stamp mailed to Cuba and then onwards to Germany dated May 15, 1930, sold for \$388.

A letter addressed to the USS Lancaster at Panama, New Granada, c. 1860 sold for \$42.

A letter from Lima, Peru, to Bordeaux, France, with the "Panama Transit A" CMB-PAN-010 PANAMA A British marking, dated August 29, 1870, sold for \$163. A similar marking

used on a cover from London to Salvador sold for \$278.43.

A small size envelope bearing a single copy of the 1 centavo (8) to Switzerland was a bargain at \$113.63.

A registered cover franked with three copies of the 1 centavo (15), a single 2 centavo (16), and a 5 centavo (17), and F4 from the Compagnie Nouvelle du Canal de Panama, with FCC-PAN-001 Panama marking, mailed to Turkey sold for \$499.99.

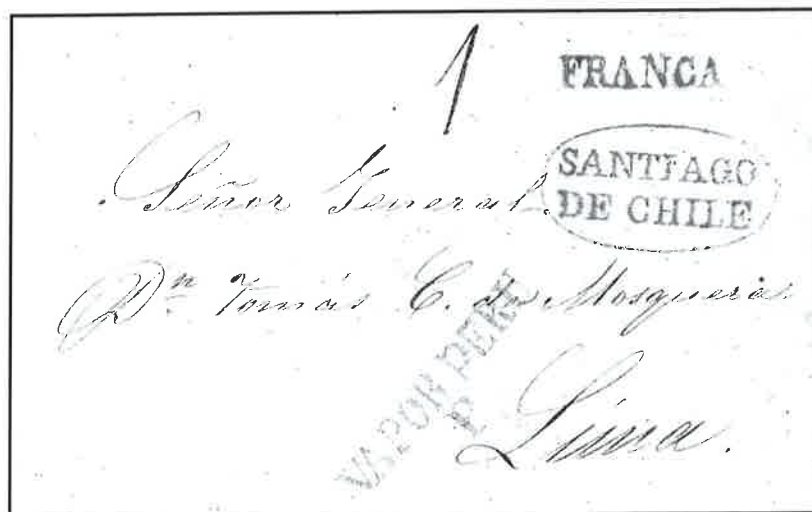
A large correspondence to a Mr. Mahaud sold at auction and was then offered on Ebay as individual covers. Among them were a registered cover franked with two copies of the 20 centavos (19) and a 20 centavos overprint registry label (F5) for \$137.50, a pair of 5 centavos overprinted stamps (78) and a registry label (F9) sold for \$180.50, and a 20 centavos (19) for \$36.99.

A number of stamps with the "C35" British cancel for Panama City sold including the red 4 pence for \$287.99, a 5 shilling for \$218.84, a 2 shilling blue for \$47.73, a pair of the 4d on piece \$139.29, a one shilling green for \$80.76, a 6 pence sold for \$60.52

A stampless telegram envelope with "West India and Panama Teleg. Co. W. Union Connection used locally with an American Consulate arrival mark dated June 1, 1906, sold for \$199.99.

Correspondence to General Tomás Cipriano de Mosquera

Jörg Maier reports a letter addressed to General de Mosquera from Santiago de Chile (fig. 1) carried by a ship of the Pacific Steam Navigation Company. The cover is undated. It may belong to the 1843/44 period during the diplomatic activities of General de Mosquera in Bolivia, Chile, and Peru. It is prepaid in Santiago (franca), in red, and postmarked with the oval Santiago de Chile, also in red, for external mail. The manuscript 1 indicates 1 real, the postage for the distance from Santiago to Lima/Callao,



An incoming 1939 cover from Italy to Colon with the 5 lire Leonardo de Vinci airmail stamp sold for \$161.50.

A newspaper wrapping addressed to Captain Bass was offered at \$125 and had no bidders. In the same auction as the bisected 10 centavos covers listed above were a large number of these wrappings.

An interesting Tonga cover addressed to the U.S. with a Panama tourist marking and a Colon transit hand stamp dated 1923 sold for \$114.50.

A number of the inverted vignette Hamilton Bank Note Company issues sold for approximately \$100 each. Values included the 1, 5, 10, and 50 centesimos.

An horizontal imperforate pair of the 2 centesimos Hamilton Bank Note Company issue (187) sold for \$89. The error is not listed in Scott.

Covers from the UP AE and the latter overprinted "UPU" sold well. A cover with the 1 balboa UPU overprint issue airmail to the United States sold for \$180 (the only recorded example of this stamp on commercial cover), a cover with the 30 centesimos and 5 centesimos UP AE airmail issue of 1936 addressed to Santiago, Chile, sold for \$76.77, and a 10 centavos airmail to Peru sold for \$24.99.

A UPU overprint on 20 centesimos airmail (C29a) double overprint sold for \$75 while the 5 centesimos UPU invert (C27a) had no bidders at \$29.99.

A number of Panama cancels on Colombian stamps sold as well including: No. 6 Panama \$75, 1867 5 cts yellow Colon \$62, No. 52 Colon \$53.87, an 1865 10 centavos with full Panama manuscript cancel for \$47.13

Two mint registry labels sold; F20 for \$70.13, F11 for \$72, F5 \$54, a block of four of

F17 for \$51, F10 for \$39, F5 for \$30.57, F8b for \$19.99, F14 for \$19.99, and F6 for \$19.99.

A set of the first Bocas del Toro overprint (151-156) sold for \$69.

Various copies of the Panama postal card set with photographs by Flatau sold and the prices were very varied. The H&G 18 blue Island Caves sold for \$64, yet the same view offered later at a \$9.99 start price attracted no bids. Other cards from the series sold in the \$10-30 range.

The unissued 1960 Pope series in mint condition sold for \$50. Several covers with commercial usages of various of these stamps also sold in that price range each.

A cover bearing the complete set of the 1937 new values (298-310 and C33-39) on a cover dated June 28, 1937, sold for almost \$100. This is the earliest recorded usage of these stamps.



Fig. 2. 1859 judicial wrapper, Spink Lot 45.

(Continued from page 15)

Once in a while something I have never seen appears on Ebay. One such item was a previously unreported registered stamp from Cauca (fig. 3). It would appear to be from the 1000 Days War era, but is undated; \$365.

Spink

On October 23, Spink held 2 sales with mostly classics and Colombian State material. One was from the "Tito" Collection Part II. There were 58 lots, with 9 unsold. Material that was exhibition caliber, especially with provenance, sold well above estimates. Lot 45 (fig. 3) was

the only known first issue cover with the largest franking on a first issue cover - a 1 peso, 2 ½ and 5¢ franking on a judicial wrapper with condition issues including acid ink corrosion; ex-Hubbard - \$4000 (\$2000mb)

Lot 47 was an interesting fragment, said to be the earliest dated item for the 10¢ 1861 with a British Post Office Cart-agenena cancel (FIG. 4), ex Londoño and Bently \$3800 (\$750 mb) There were also some attractive

multiples of Bolivar first issues. Lot 80 was a strip of 5 #3 with a Barranquilla manuscript cancel, slight vertical crease, illustrated in Scott's Colombian States Handbook \$750 (500 mb cv \$38.75 as singles).

The second general Latin America section had a few air-mail lots which did not generate much interest. A used CCNA C8 VF brought \$750 (CV \$3,000). A cover of C3, scarce on cover, with a horizontal fold realized \$2,000 (\$1500 mb CV as used stamp \$1875).

Feldman

The fall David Feldman auction featured four first issue classic covers, all of which were unsold. One had a pair of 10¢ (20,000€ est). An eye catching cover with a horizontal pair of the 5¢ 1861 with a Chita Franca cancel had an estimate of 30,000€.

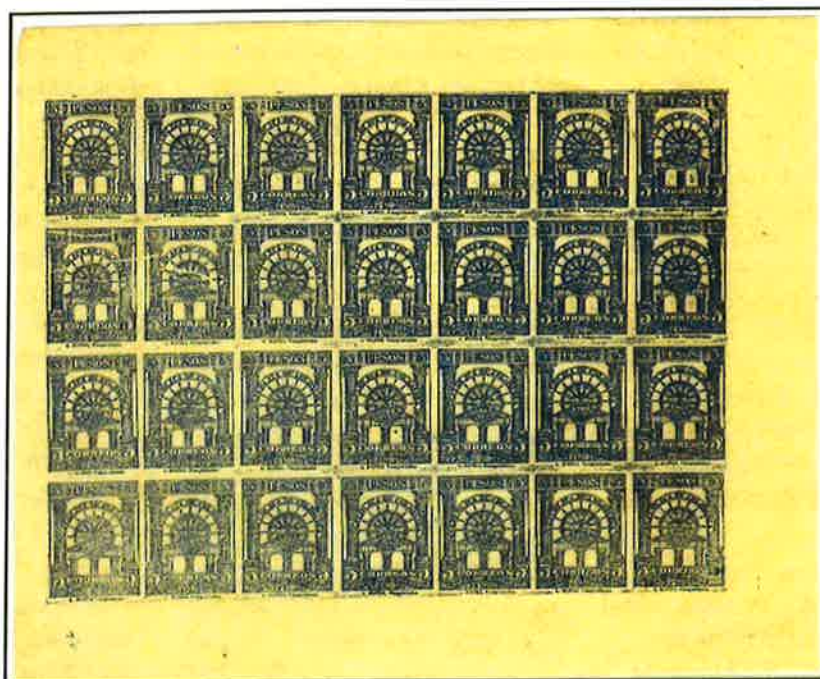


Fig. 4. Earliest dated 1861 stamps. Spink Lot 47.

Will you be in Louisville for Ameripex ?

COPACARTA

Volume 29
Number 3
March 2012



5 peso value on buff paper from the 1905 issue.
See article beginning on p. 9.

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FIESTA FILATELICA AT CHICAGOPEX

November 16-18, 2012

Six Latin American specialty societies will hold their annual meetings.

A great chance to catch-up on Latin American philately

Editor's Remarks

This issue features another portion of Malcom Bentley's study of the tiff between General Tomas Cipriano and Queen Victoria. It will continue for several more issues. Then Alan Anyon and Walter H. Weber continue their studies of Santander, this time addressing the issues of 1904-1907. Debby Friedman reviews auction realizations from the Investphila auction in March as well as Colombian pieces that have come on sale elsewhere.

Beginning on page 11 Debby Friedman reviews the award winners at *Exfime*, held in Medellin on October 19-24, 2011.

There follow a series of short articles on a Panama postal card; Colombian mail on the first flight across the North Atlantic which lagged behind the first mails from North America by nearly two months; and a couple on postal documents. The *Aviso* from Guatemala reveals a new postal route to Pa-

nama that many Costa Rican collectors had believed to be impossible at such an early date.

Another Grand Award

Copaphil members continue to be active exhibitors and gold award winners. Santiago Cruz took the Grand Award at FLOREX and will represent Copaphil in the Champion of Champions. Congratulations Santiago! Other award winners include

FLOREX: Santiago Cruz *Colombia Department of Antioquia*, Gold and Grand Award; Dieter Bortfeldt *By Chasqui* single frame Vermeil

SARAPEX: Alfredo Frohlich *Colombia First Perforated Issues*, Gold; Santiago Cruz *1910 Centenary Issue of Colombia*, Gold.

Ameristamp Expo: James Johnson *SCADTA Postal Routes 1923-9*, Gold; Alfredo Frohlich *Republic of Colombia Internal Mail 1886-1899*, Gold.

Fiesta Filatelica

I cannot remind you too often of the *Fiesta Filatelica* to be held at Chicagopex in November. The dates are November 16-18, 2012. You really should make this one if you possibly can. A half dozen Latin American societies will be meeting there so it is a great chance to see what others in the hemisphere are doing. Dealers might even dig into their deep stock if they tumble to the fact that Latin America might sell well in Chicago. In any case, there will be a lot of Latin American material on exhibit.

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From the President's Desk

With the arrival of Spring, there are so many more activities to compete with philately, but I hope you will not forget to seriously consider applying to exhibit at and of course attend Chicagopex 2012 where CO-PAPHIL will meet November 16-18, along with a long list of other Latin American groups. November may seem a long way off, but the prospectus is on the show web site www.chicagopex.com. The frames are likely to be filled before the August 15th entry deadline. This Latin American Fiesta Filatelica is not to be missed.

The Public Broadcasting System recently aired a wonderful Panama Canal documentary. If you were not fortunate to see

it, the show can be seen on the internet using this link: <http://www.pbs.org/wgbh/americanexperience/films/panama/player/>. It is well worth watching.

It is wonderful to see a new author appear in our journal. The last issue contained Part I of a major work by Malcolm Bentley "El Gran General Cipriano de Mosquera takes on Queen Victoria". While I never collected that era, I found the article fascinating reading. I also want to bring to your attention a wonderful article on Colombia Sobreporte in the December issue of the London Philatelist. Authored by member Eugene Langlais, this lengthy and well researched article covers the period from 1842 -

1863 and carefully and in detail documents rates and handling procedures, including in Panama. It is major addition to the literature.

Lastly, congratulations to Santiago Cruz for winning the Grand Award at Florex. Colombia. He joins Alfredo Frohlich in the Champion of Champions competition to be held this August. With two exhibits of Colombia, I can only hope those few dealers who have refused to correct their spelling of Colombia will take note and finally correct the error of their ways.

Debby Friedman

rbreuer1@nycap.rr.com

Member Ads

Philippe Boulon is looking for 2 stamps from Panama on circulated covers ScC 22 and Sc 629. If you can help, please contact him at <http://america-upaep-filatelia.perso.sfr.fr>



El Gran General Tomas Cipriano de Mosquera takes on Queen Victoria, Part II

(A Small Postal Tiff between Colombia and Great Britain in 1867)

Malcolm Bentley

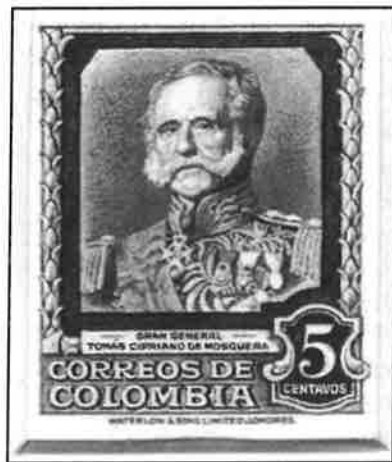
EL GRAN GENERAL TOMAS CIRIANO DE MOSQUERA

Mosquera was a scion of a powerful Popayán family which dominated local politics after the death of Santander until the 1870s. He had been Bolívar's aide-de-camp. Four times he was elected President, as he delighted in telling his "friend", Queen Victoria, in 1866 when he was the United States of Colombia's Ambassador to Europe, based in London. When he was not President, his brother, his son-in-law and assorted other relatives and Popayán politicians were. Another brother was Archbishop of Bogotá.

He ruled the country from 1845 to 1849 as a Conservative, re-emerging in 1861 as a Liberal, "Liberal" in those days meaning conservative but anti-clerical.

As well as being famously bad-tempered, he was particularly vain, inventing grand titles and decorations, and designing uniforms in which he had himself portrayed in oils. His outlandish moustache and whiskers did, however, have a purpose. In a battle on one occasion a bullet hit and disfigured his jaw. The resultant defect in his speech left him open to ridicule on the part of his opponents.

He was cunning and calculating. At the end of his first



term he decreed the liberation of the export of gold and silver, promptly setting up shop in Panamá as the most prominent dealer in precious metals! Earlier in his career he had settled in business in New York for a few years and left declaring bankruptcy. Just before ending a second term he legalized the import and private ownership of firearms. The purchase followed of 10,000 rifles from England and after arming his followers in the Cauca region he marched on Bogotá and assumed power once again!

As a general he was astute and successful. As President he dreamed of modernizing Colombia, recognizing the importance of steam power, particularly for transport by ship and by rail, communication being the greatest challenge confronting the country. He studied science, setting up the first real library of importance in the northern half

of South America (hence *The Gleaner's* reference to Humboldt) and he was a member of several European Science Institutes. However, his terms in office were marked by regional differences which caused continual conflict, confrontation with the Catholic Church (he could well be known as the Colombian Henry VIII for his confiscation of Church property) and, above all, the total lack of funds for development. Practically everything he did ended in failure, although his reform of the postal service was a partial success despite British criticism. Given the difficulties of terrain, weather and politics it was a miracle that the system worked at all. After all, gold was regularly transported through the post in the absence of paper money, and it arrived. It wouldn't today.

The Times of 29 January 1867 reports on one of his fits of temper, leading him to offer his resignation:

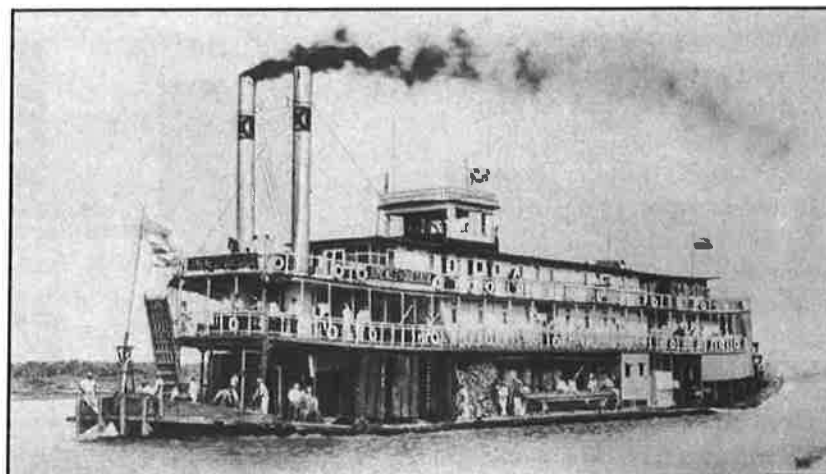
The New York papers today furnish details regarding the resignation of General Mosquera, the President of New Granada (or, as the country has lately been designated, the United States of Colombia). The resignation was tendered on 6th December to the Supreme Court but that body refused to accept it or to hear him in relation to

it. The reasons assigned by the General are stated to be that the Treasury is empty and cannot be replenished, that the Church is in open opposition to him, that the Governors of the States refuse to obey his orders, that a spirit of anarchy prevails throughout the Union, and, finally, that the people of Colombia are not worthy of him as a ruler.

The Panama Mercantile

Chronicle writing apparently in the interests of the clerical opposition, observes:

What right has Mosquera to complain? He and he alone has lighted the torch of revolution and then, to shield himself from the responsibility of what he sees coming up, endeavours to forego it by tendering his resignation. The Supreme Court is right not to accept it but rather to force him to bear the responsibility of that of which he is the sole cause.



Few of Mosquera's contracts for roads, railways, and paddle steamers came to fruition.

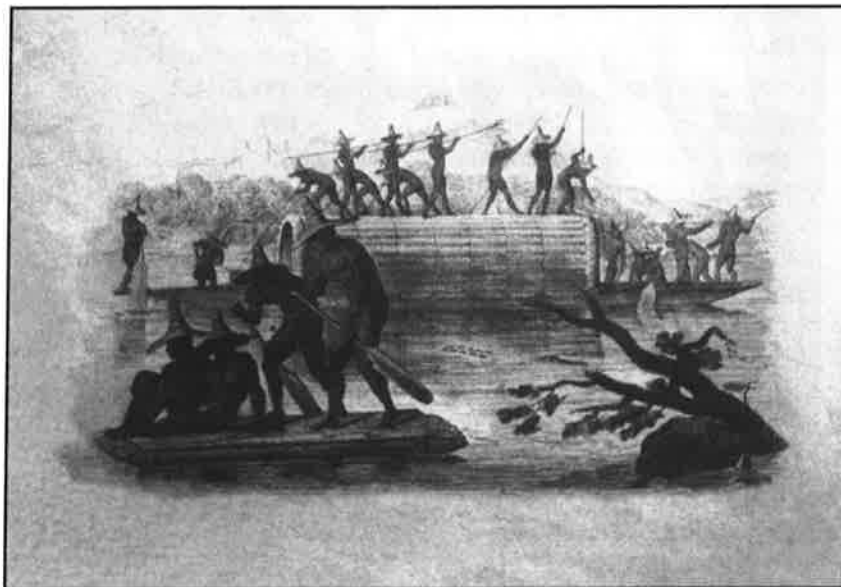
General Mosquera, not content with the Government of the State, sought to interfere also with the Government of the Church, in direct violation of the Law passed during the administration of General Lopez, in the year 1853, which declared the Church independent of the State and tried to force an oath upon the Bishops, contrary to the Canons and the Law of the Land, and then,

because they would not swear it, decreed their banishment, and finally put up their antagonism, which his own act had aroused, as a reason for his resignation.

His last term labored on for a few more months until he was finally overthrown.

Abroad, matters turned on his relationships with the United States of America, to a lesser extent with France, and above all, with Great Britain and Ireland. After all, Britain had the technology he pined for and the money. Over the years his feelings for the British ranged between respect and hatred. It was he who had negotiated the original 1847 Postal Convention and he personally signed its ratification. He maintained a lifelong friendship and correspondence from his early twenties with William Wills, a British resident of Bogotá who had married General Santander's sister-in-law.

Numerous contracts were signed with contractors from England and Scotland for the

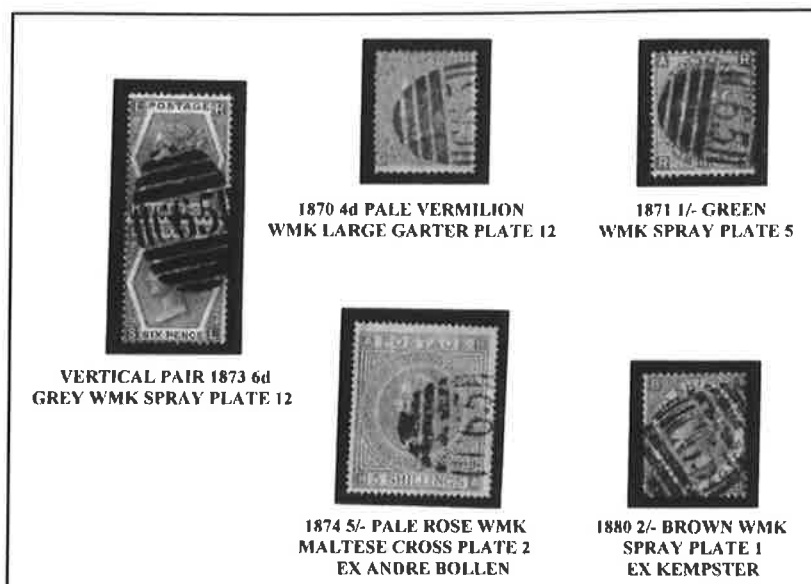


Alternative forms of transportation on Colombian rivers.

building of roads and railways as well as the operation of paddle steamers on the river Magdalena, although few of them ever came to fruition. He used a British architect to design his Library in Bogotá and his portrait was painted by a British artist.

Whilst serving in London in 1865 (his title was "El Gran General Tomás Cipriano de Mosquera, Ministro Plenipotenciario de los Estados Unidos de Colombia ante la Gran Bretaña, Holanda, Prusia e Italia" - Cipriano also claimed to be related to the Empress Eugenie of all the French through her Spanish family and in this he was probably being truthful; at least it got him invited to dinner at Versailles which no doubt improved his self-esteem no end!). He used his influence to arrange for he and his wife and daughter to make private visits to Greenwich and to Woolwich Arsenal. Both of these closely guarded military establishments appealed to him as a serving soldier. But there were many ill-tempered moments although always couched in the most decorous Victorian diplomatic language, and never more so than in his relationship with the British Post Office.

During his tour of duty in London, on 6 June 1865, he wrote to Earl Russell complaining that a letter addressed to the Embassy had been opened in the post before delivery and demanding an explanation. He went on to suggest a new Postal Convention. After investigation, on 20 July, the Earl replied stating that the letter had been refused upon delivery and re-



Post marks from the British Post Office in Cartagena. Prior to 1881, when it joined the Universal Postal Union, Colombia was dependent upon foreign post offices to carry its mail to foreign destinations.

turned to the Post Office. Here it had been opened as per normal practice to ascertain the sender, but without breaking the seals on the enclosed packets. The parcel was about to be returned to Panamá when a request came from Mosquera for it to be delivered normally. This was done along with the usual note and the seal of the Returned Letter Office.

Did Mosquera contrive to return the package to create a situation where he could address himself directly to Earl Russell on a matter of particular importance to himself and which he had been unable to advance through the normal channels? In his reply Earl Russell maintained that the Postmaster General had no intention of entertaining a new Postal Convention, so the ruse failed. Later that year, on 20 December, el Gran General wrote to Lord Clarendon requesting a review of postal charges to and from

Colombia for what he considered to be excessively high rates. So much so that his operation in London began to use the French postal service which offered direct access to Santa Marta through St. Nazaire, much quicker and less expensive. Unfortunately for him the French only continued the service for a few months.

To rub salt into the wounds, the British managed even to turn Mosquera's one and only diplomatic success in London, the signing of a Treaty of Friendship, Commerce and Navigation, into another bone of contention. Colombia's copy was sent to that country by the British Post Office which attempted to collect a charge of £18.18.0d! Upon appeal the problem was solved by treating it as a book packet and charging 12/-.

(To be continued)

Auction Notes

Debby Friedman

Recent Investphila auctions, now owned by Spink, have included fascinating Colombia and States material in their sales. They have brought a wide variety of major rarities to market and their lot descriptions are extensive. The most recent sale March 16, 2012 was advertised in our December journal and if you are not familiar with their sales, they are worth looking into. The catalog and the prices realized can be viewed on the company web site as can the catalogs for other two auctions discussed..

The March auction included what was called the "Tito" Collection along with additional Colombia lots. The Tito portion consisted of classic

stamps and postal history, many items having pedigrees from well known collections including Ferrary, Burrus, Caspary, Newbury, Kaplan, Santa Maria, Hubbard, Frohlich and Scott. Arguably all of the items from the Tito portion are gems of Colombian philately and the strong prices reflected that. All but one of the 35 lots from this collection sold.

All prices noted are hammer prices. A 20% buyers commission is additional. For example, a reduced judicial wrapper with a 10¢ 1859 first issue tied by a framed 1860 Medellin cancel, noted as the only first issue stamp tied by a date stamp on cover, with a start price of \$4,000, realized \$7,000.



Ex-Ferrary vertical tête-bêche pair sold for \$16,000.

The only recorded vertical tête-bêche pair of the 20¢ 1859 had a start price of \$10,000 and realized \$16,000. The gorgeous Ferrary copy, unused, of the 20¢ 1861-62 4th Issue brought the highest realization for an individual item - \$28,000 against a starting price of \$15,000, a strong price for what is considered the rarest unused stamp of Colombian philately. (Scott cv \$3600)

My personal favorite item was a spectacular 1864 cover from Bogota to Natagaima that was franked with Scott F1 and F2 the Anotacion and Registration stamps. Described as one of three covers with both of these stamps, the starting price was \$5,000 and it realized \$6500. Another fascinating cover was the Ferrary and Caspary cover with a pair of the 1879 "arms of Choco" issue



1859, 10c. orange brown, stone B, position 7 on judicial wrapper sold for \$7000 v. a pre-sale estimate of \$4000.



1864 cover from Bogota to Natagaima with F1 and F2 sold for \$6500 v. an estimate of \$5000

(one of two covers franked by this stamp); it brought \$13,000 against a starting price of \$5,000.

The other section of Colombia was 34 lots (75% sold) of primarily airmail material and one large lot of British Post Offices in Colombia, the balance of the Malcolm Bentley collection; included in this group were 54 covers. It realized \$7,000 against a start price of \$4,000.

The prices realized for the airmail lots suggests there has been some shift in collecting focus by major buyers. Scarce SCADTA material that has often been overlooked in the past brought strong prices, such as examples of Type III registration stamps on the 1923 issue:

- unused 5¢ \$500 Start price \$150
- used 5¢ inverted R \$650



Type III registration stamps of the 1923 issue—invert at right.

- \$650 Start price \$400
- used 10¢ \$300 Start price \$100
- unused and used 15¢ \$650 Start price \$200

In contrast an attractive unused copy of the CCNA issue Sc C2 realized \$1,500 (2007 Sc cv \$2500) and beautiful used copy of the CCNA Sc C7(2007 cv \$3,000) brought only \$1,100 against an opening of \$1,000.



C2 realized \$1500 v. a starting price of \$750 and a Scott value of \$2500.

General auctions where there are only a few Colombia items tend to bring weaker prices. In January Schuyler Rumsey held a sale with only 8 lots of Colombia. A nice mint copy of C1 brought only \$700 (CV 3500) and a spectacular used multiple of 8 copies of C21 brought \$2800 (CV as singles \$2800).

The demand and therefore

prices for C1 copies have weakened. A January Cherrystone auction included 37 lots of Colombia, 10 unsold, mostly airmail and 6 lots of Panama, four of which were inverts. All Cherrystone prices do not include a 15% buyers premium. A C1 mint, went unsold; C1 margin copy mint \$1,400, C1 used \$475 (CV\$ 1,700); and C1 and C1a covers, unsold. These results are consistent with a weak demand. A full mint set of the CCNA multicolored airmails went for \$26,000. This was not the same set sold in 2007 for \$45,000 but still a very nice set.

The SCADTA provisional surcharge lots reflect what I feel are catalog valuations that are too high. While many of these stamps are scarce, copies often are generally off center. The prices were for this material in general low in comparison to the catalog prices which have been increased in the last few years. For example,

- C17-20 varieties, group of 10, 3 used CV 11,050 realized \$5,500
- C18 mint inverted 1 CV \$1250 realized \$550
- C22 and C24 used CV \$2,900 realized \$950
- C36 mint CV \$3,750 realized \$1,200

The star of the Panama section was the Helme copy of Scott 197a, the 1¢, described as the unique unused example. It realized \$7,500 plus 1 % buyers premium. The catalog noted it realized \$6,750 plus buyers premium in 2002.

The Santander Stamp Issues of 1904-07

Alan D Anyon FRPSL and Walter H Weber

In a previous COPACARTA article (Vol. 27 No.1 p.5-11 September 2009) full information was given about stamp issues made in 1904, 1905 and 1907 for use in Cúcuta. A Decree dated 1st August 1903 published in the *Gaceta de Santander* of 11th August 1903 not only provided authority to supply postage stamps in 1904 for the Province of Cúcuta but also to all post offices in the Department of Santander. Separate issues were produced for this purpose. This article will cover those for use in the Department over the period 1904-07.

Before commencing on the Santander stamps some typographical corrections need to be made to the original Cúcuta article. On page 5 change #2 the 2c yellow-brown to yellow-green. Below the f/g/h table on page 8 insert the caption "Fig. 7 Arrangement of types in the sheet".

Below the Fig. 10 table on page 9, at the end of the caption alter "20c yellow (right)" to "20c olive-green/yellow (right)". On page 10 Fig. 12 change the caption to read "Part sheet showing 'sliced C' in position 5 and 'broken 2' in position 9".

First Issue 1904

As seen above, the 1904 Santander issue was covered by a Departmental Decree. The issue was printed by L. Nuñez using lithography, on ungummed paper in sheets of 7x4=28 imperforate stamps and comprised seven values (Fig. 1). The 50c, 5p and 10p values have the imprint *L NUÑEZ Fotogra-bador* below the design. This is missing on the bottom row (stamps 22-28) on some sheets of the 10p value. For convenience the Yvert & Tellier catalogue numbers, when the stamps are listed, are shown in parenthesis for this and subsequent issues.

- 1) 5c dark green (21)
- 2) 5c yellow-green (22)
- 3) 10c rose (shades) (23)
 - a. unofficially p. 11½ vertically
- 4) 20c violet-brown (shades) (24)
- 5) 50c yellow with imprint (25)
 - a. unofficially p. 11½ vertically
 - b. on pelure paper
 - c. Orange
- 6) 1p black (26)
 - a. Grey
- 7) 5p blue with imprint (27)
 - a. unofficially p. 11½ vertically
 - b. printed on both sides
 - c. on pelure paper (27a)
- 8) 10p red with imprint (28)
 - a. without imprint

The values on pelure paper are extremely scarce.

Second Issue 1905

A second issue was made in 1905, apparently without offi-



Fig. 1. 1904 issue on white paper.

cial authority. The same designs and values as in the earlier set were used but the colours were altered. The stamps were printed by Colonel C J Carreño, who also printed the Cúcuta 1900 Provisional stamps, using the Nuñez lithographic stones as shown by the imprint. The paper was ungummed and the sheet size was $7 \times 4 = 28$ imperforate stamps except the 5c value which only exists in sheets of $6 \times 3 = 18$ stamps. Most values are found on both white and buff papers. Several values are encountered printed in black and these may be proofs or colour trials. The 50c, 5p and 10p values have the Nuñez imprint below the design but missing on the bottom row (stamps 22-28) of the 10p value on some sheets.

9) 5c pale blue (29)

a. on buff paper

b. black on buff paper (37)

10) 10c red-brown (30)

a. on buff paper

11) 20c yellow-green (31)

a. unofficially p. $11\frac{1}{2}$ vertically

b. on buff paper

c. black on buff paper (38)

12) 50c red-violet with imprint (32)

a. unofficially p. $11\frac{1}{2}$ vertically

b. on buff paper

13) 1p blue (shades) (33)

a. on buff paper

b. black on yellow pelure paper (39)

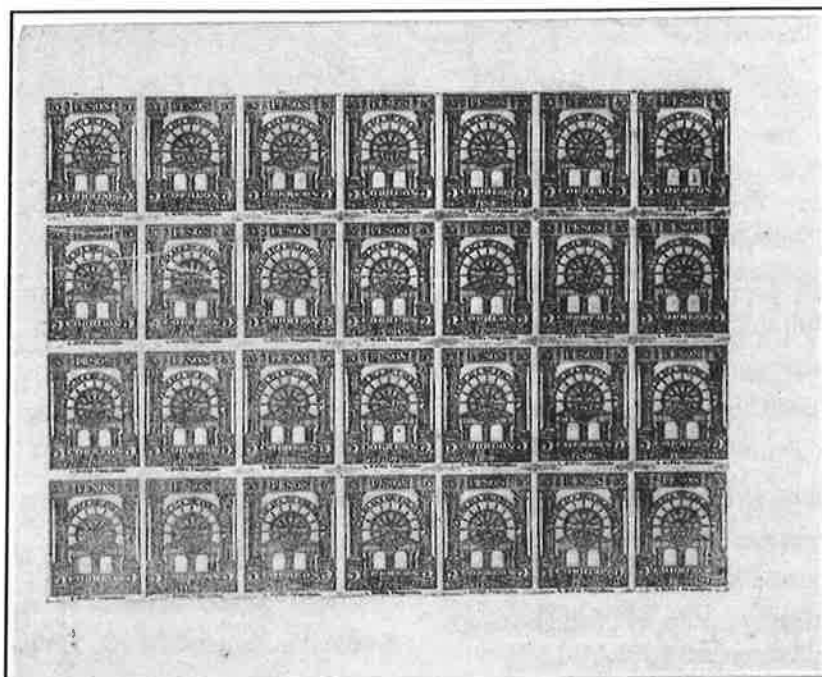


Fig. 2. 5 peso value on buff paper from the 1905 issue.

14) 5p pink with imprint (34)

a. unofficially p. $11\frac{1}{2}$ vertically

b. on buff paper

c. blue on yellow pelure paper (40)

15) 10p red on rose paper with imprint (36)

a. without imprint

b. rose on bluish paper (35)

c. rose on red paper

Third Issue 1907

In 1907 further apparently unauthorised stamps were issued by surcharging some values of the two earlier issues. This was despite Departmental Decree No. 906 of 28th June 1906 that stated no further departmental stamps may be issued. The surcharges comprised $\frac{1}{2}$ c on 50c yellow (#5) and on 50c red-

violet (#12), 1c on 1p black (#6) and on 1p blue (#13), 2c on 5c dark green (#1), on 5c yellow-green (#2), on 20c violet-brown (#4) and on 5p blue (#7). The actual type setting and sheet formation was identical with that used to surcharge the Cúcuta 1904 and 1905 stamps and included the same varieties. However a few more varieties have been found. Please consult the previous article for illustrations of the overprints and sheet formation.

EXFIME 2011 Exhibit Notes

Debby Friedman

The Colombia and Panama exhibits included numerous seldom seen and interesting items. This is an overview of the exhibits with some interesting items noted. For additional details, the exhibitor should be contacted. I would encourage exhibitors to write short articles about individual items of particular note for publication in COPACARTA.

Walter Weber's Sovereign State of Santander 1884-1886 showed in 5 frames the 6 stamps of the first two issues which were those issued before the State became a department in 1886. I cannot recall any exhibit of this material in the United States.

Santander is the least known of Colombia's Sovereign States even though there are many opportunities for research. Interestingly there are more covers recorded from Santander than the other Sovereign States and Departments. None should be considered common. COPAPHIL members may recall the find that the late Jim Cross made many years ago. The exhibit showed in detail, studies of the stamps, sheet settings, varieties and a wide range of covers, many shown for the first time. The judicial wrappers franked with the 1884 issue had spectacular franking.

For a look at a just a few of the important covers shown, see COPACARTA Vol 22 No. 2 2004, pp 36-7 that shows a unique cover, a bisect error 10/5

centavos and on page 40 of the same issue are several covers of the first two issues. Additional information can be found in Vol 24, No.1 2006 and No. 3 2007.

Department of Tolima 1886-1903 was a 5 frame exhibit by GianMarco Caruso included an interesting cancellation study and several judicial wrappers, including one showing use of the 1903 issue. I also noted usage of the 1 peso of the 1890 second issue

The Sovereign State of Antioquia was a 5 frame exhibit by Augusto Pienado. Among some of the items I admired were a money order franked with a 12 ½¢ second issue from Medellin to Zaragoza and a document franked with a 10¢ lilac-gray second issue that was an agreement between Antioquia and Bolivar to accept mail with their stamps. There was a 3rd issue cover, one of three recorded with a 50¢ from Medellin to Segovia and a 7th issue cover with unusual franking of a 2 ½¢ and 1 peso from Remedios to Zaragoza.

Manuel Arango's 8 frames Revenues of Colombia 1858-1904 emphasized documents with taxes paid for contracts, judicial decisions, oaths, notices, wills, property sales, powers of attorney, and many others, giving a good picture of why and where the revenues were issued and used. It was noted that Colombia was the first country in Latin America to introduce revenue stamps – in 1858, one year

before the country issued its first postage stamps. Given the political instability during this period, there were a wide variety of laws, decrees and subsequently many varieties of revenue stamped paper and stamps. Besides regular issues, there was shown an interesting range of provisional issues. Many rare national and state documents were included. One of the more eye-catching items was a copy of the Cartagena provisional of 1885; Cuarenta Centavos is in the design - one of three recorded. This is the example illustrated in Morley's *Catalogue of Revenues of South America*, London 1904.

Panama The First Issue of the Republic was a fascinating 8 frame exhibit from Alvaro Castro-Harrigan. I must confess that my knowledge of Panama is limited, so I am not sure my notes reflect the highlights. There was what was described as the only document with the first Panama provisional set and several spectacular covers franked with examples from the second provisional issue including one with a 34 times rate.

The section on the 3rd provisional issue included what was described as the only British Packet Agency at Panama postmark cover Sept 2, 1904. A 1¢ of the 4th provisional issue paying a printed matter rate was also shown. There was also a section of Colon provisionals, including one of eight recorded covers, the only sample rate one

pre 1905.

Colombia Official Cubiertas by Dario Diez provided a good introduction in 5 frames to the complexities of official cubiertas. Of particular note was a block of 4 (the complete sheet) of the first cubierta – the 1866 blue, second setting and a block of four of the 1881 issue. Multiples are rare. Another unusual item was an 1882 cubierta from Mompos to Bogota that had a printed frame with hand drawn text.

SCADTA 4th Issue Postal Routes is a different and interesting way of looking at the 1923 issue. Instead of showing the stamps, varieties and covers, James Johnson, in 5 frames, used a postal history approach tracing SCADTA's routes through covers. There were covers from smaller offices such as La Gomez, La Dorada, Gammarra and El Banco. Of note was a parcel post tag with 52.50 pesos franking to pay for a 10.5 kg package.

Colombia The First Six Issues from Ricardo Botero was a 5 frame study of each issue, sheet layout, stones, colors, flaws and cancels. A few items of note included: from the first issue transfer error of 50¢ in the stone of 5¢ and a reconstruction of the lower half of the 1 peso sheet of 100, lacking only 2 stamps. The 1860 issue in-

cluded a cover with a 5¢ gray lilac and 10¢ yellow, one of three with this franking. A 10¢ blue of the 1861 issue was tied by a Honda cancel. A striking block of 5 of the 1863 5¢ orange included the tête-bêche and the fifth stamp horizontal to the block of four.

The Colombia Red Cross by Manuel Arango was a one frame exhibit included interesting material that shows there is much more to this subject than the listings in the major catalogs. The two types of the early Medellin provisional issues were shown on cover as was the 1933 provisional on a label.

In Search of El Dorado was a one frame exhibit shown by Ray Ireson, a past president of Copaphil. Of particular interest was the 1866 deed on papel sellado showing the transfer of shares on the lagoon in Guaca to Senor Urdaneta. The status of this private postal service has been debated.

First Colombia Postal Entires, an 8 frame exhibit by Arturo Ferrer, was a misnomer as it included a sampling of a wide range of types of stationery, including later issues. In the section on fluvial and Ferreo covers, there were scarce examples of proper usage from Facatativa, Madrid and Bodega de Bogota.

SCADTA Postal Stationery was a one frame exhibit by GianMarco Caruso. He included two used 30¢ envelopes, one of which was a December 8, 1922 trial use to Von Bauer and the other a late use; four used postal cards, used examples of both the aerogram and air letter card and several types of money orders.

Colombia Prephilatelic Letters with Content was a 5 frame exhibit by Jorge Enrique Arbe-laiez. This is another area where my knowledge is limited. Of note was a 1531 letter from Santa Marta, an interesting group of 16th century covers and two rare Chasqui letters from 1720 and 1746. This is a little known aspect of Colombia Postal History.

Colombia: the Internal Use Postal Cards of 1880-1881 was my one frame exhibit. A June 8, 1881 5¢ card with a Cali manuscript cancel, earliest recorded use of the card and before Colombia joined the UPU was shown as was a November 16, 1881 example with a manuscript revaluation to 2¢, used from Panama to the US, the example of record. Also included were 6 internal usages of the 5¢ card sent at the 2¢ rate and five internal usages of the 2¢ card, including one sent March 8, 1882 from Bogota to Panama, the earliest recorded use.

Write for Copacarta

Airmail to Europe, Air Throughout

Thomas P. Myers

Until 1939 airmail to Europe was carried by air to New York, then forwarded by sea to Europe (fig. 1). The cover shown in figure one bears a rather unusual hand privately applied boxed hand stamp that reads:

**CORREO AEREO DIRECTO
BOGOTA—NEW YORK.**

A pair of magenta diagonal



Fig. 1. 1932 airmail to Europe : Air to New York, then by sea.

ADMINISTRACION DEL CORREO AEREO



CORREO AEREO TRANSOCEANICO A

EUROPA

Desde el 19 de Julio se podrá hacer uso de la nueva línea aérea Transatlántica desde Nueva York, empleándose

4½ DIAS DESDE COLOMBIA A EUROPA.

El Sobreporte Aéreo es de

80 Cts. por cada 10 gramos o fracción.

Las cartas que se despachan por el primer correo, que sale de Barranquilla con el avión del 20 de Julio, serán distinguidas con un sello especial conmemorativo.

Utilice Ud. este nuevo Servicio que le significa rapidez y economía.

Solicite Informes en la Oficina del Correo Aéreo.

Form. CA-1-300-(10.000)-VI-39 Megillia 9800-39

Fig. 2. Announcement of air throughout service to Europe beginning 20 July 1939 (Friedman collection).

lines applied by postal officials in New York indicates that no further airmail service was warranted. There was no provision for Colombian mail to be carried by air in Europe. The UPU franking of 8c is correctly paid with a government issued stamp along with the 30c air supplement for air to North America that was still nominally under the control of SCADTA, a private company.

The first air-throughout service from North America to Europe began on 25 May 1939 with a Pan American flight from New York City to Horta, Lisbon, and Marseilles. Flights across the north Atlantic via Canada to the United Kingdom began on 24 June 1939.

Colombia was not able to take advantage of the all-air



Fig. 3. An 80c stamp was part of the current airmail series.

North Atlantic service until nearly a month later, on 20 July 1939 (fig. 2). The air supplement was 80c rather than the 30c necessary for air to North America, then by sea to Europe.

An 80c stamp was conveniently available in the current Riches of Colombia airmail series (fig. 3). It had been included in even though there was no specific use for it at the time — double weight letter + registration fee seems a little far-fetched.

Shown in fig. 4 is a first flight cover from Copaphil charter member Walter Blell to his mother in Germany. The cover demonstrates perfectly the advertised air supplement rate of 80c + the 15c UPU rate for surface mail to foreign countries + ½c postal tax. The cover also bears a magenta cachet (fig. 5) which shows the flight path from Bogota to Barranquilla, Miami, New York, and Newfoundland; then across the north Atlantic to the United Kingdom and southward to Marseille and Lisbon.



Fig. 6. Transoceanico cachet was in use as early as February 1939.

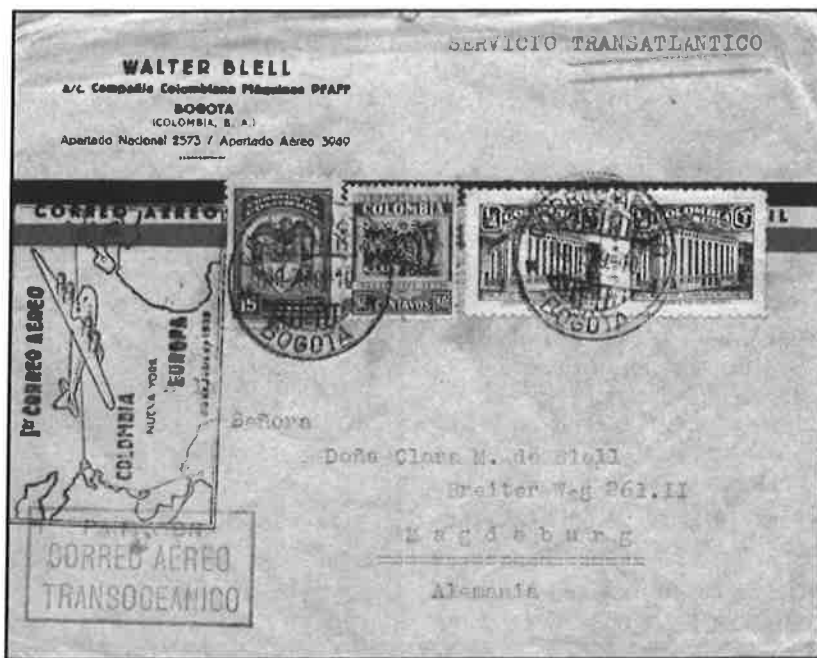


Fig. 4. First flight cover from Walter Blell to his mother in Germany (Friedman collection).



Fig. 5. First flight cachet from Bogota to Europe via North America and the United Kingdom.

Also seen on the cover is a **TRANSOCEANICO** cachet (fig. 6), type I (Harris 2001) indicating air throughout service. This particular cachet had been introduced as early as 14 February 1939 (fig. 7) on a letter to Austria even though transatlantic airmail service was not available

even from the United States. There is no Barranquilla transit mark but there is a French receiving mark dated 23 February.

There is a slight possibility that the transoceanico cachet was introduced to take advantage of German airmail service (DLH) across the south Atlantic.

(Continued from page 14)

However, there does not seem to have been a DLH service as far north as Colombia even though mail from Ecuador was carried by DLH as early as October, 1936 (Duggan and Graue 1995: 103). The transit time would be compatible with either sea-air North Atlantic service or air throughout service by DLH. But, in the latter case the letter probably would have gone directly to Germany.

I have also recorded the type I cachet originating in Pasto with a date of 10 March, 1939 and passing through Barranquilla on 20 March (fig. 4). If the 10 March letter from Pasto had been directed by the DLH South Atlantic route it probably would have been transshipped to Panagra at Cali then carried southward to Santiago as was done with the DLH mail from Ecuador.

In addition to pre-FF covers across the North Atlantic from Bogota 1 and Pasto I have recorded uses of Bogota 5 and



Fig. 7. 14 Feb 1939 letter from Bogota to Austria back stamped in Paris on 23 Feb 1939.

Medellin 2 on first flight covers. It is evident that these hand stamps were widely distributed to post offices well before the

first flight actually took place.

References

- Duggan, John and Jim Graue (1995) *Commercial Zeppelin flights to South America*. JL Diversified, Valleyford, WA.
- Harris, Eric (2001) Transoceanico Markings. *Copacarta* 18: 45-6.

Acknowledgements. I am indebted to Eric Harris for reviewing this manuscript and to Ed Spicer for the illustration in fig. 4. Any errors or misinterpretations are entirely the fault of the author.

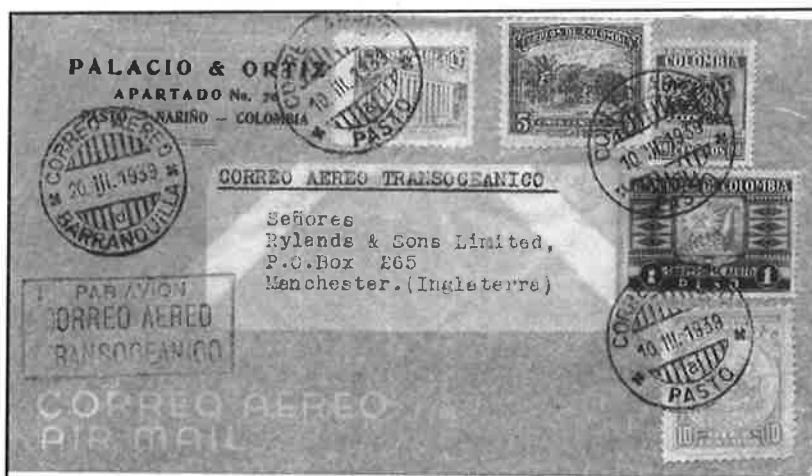


Fig. 4. March 10, 1939 letter from Pasto to United Kingdom with transoceanico directional handstamp (Ed Spicer collection.).

New Maduro Panama Post Card Price Record Set?

David Zemer

The 1989 publication of *A Panama Patchwork Revisited* by Karrer and Wilde covering the Maduro Picture Post Cards started many of us collecting these early Panama and Canal Zone cards. There are thousands of different scenes and they generally cost between \$ 5 and \$ 15 but I have known some to have fetched in the \$50+ range. In October of this year an early one, printed by *Maduro é hijos*, started a bidding frenzy on eBay and finished with a price of \$458 which is the highest that I am aware of.

There was a strong demand for this card, showing a Rome, Italy arrival date of 7 April 1904, and three different collectors bid more than \$200. The stamps were two 1c stamps, Scott # 76, from Panama and although nice did not seem justify this price. PPCs are now a medal category in APS exhibits and earlier this year Canal Zone Study Group member Jerry Craig won a Silver Medal at NOJEX with his outstanding exhibit of early Panama Canal cards.

Any observations from

readers as to why this card sold was so highly valued by the bidders would be appreciated.

If you are interested in these early cards be on the lookout for a second-hand copy of *Panama Patchwork* for sale on ebay or elsewhere as it has been out of print for more than 20 years. Once you have this handbook you might find yourself looking a little harder at the picture side of your old postcards.



Fig. 1. Front and back of a picture post card featuring soldiers of the Panama army.

Way Bills from the Republic of New Granada

Postal history consists of more than postal rates, routes, and postal markings which are usually illustrated by covers. Postal history also includes postal documents that may be associated with a rate change, a route change, or the transfer of mail.

Shown here are two postal documents that record the exchange of mail between two localities in 1836. At the time, what is now Colombia was part of the Republic of New Granada (1830-1858) which included the modern nations of Ecuador, Panama, and Venezuela as well as Colombia.

Among other things these two documents illustrate the ambiguity about the name of the country. Fig. 1 treats mail going from Riobamba, in the southern highlands of Ecuador, to Lima, Peru. There is space to record the number of letters, prepaid or unpaid, in the pouch. There was only a single unpaid letter in this dispatch, probably with the postmark shown in fig. 2.

Shown in fig. 3 is a way bill from Quito to Lima in 1836. A single prepaid letter was the only one in the dispatch. It probably bore a mark similar to the one in fig. 4.



Fig. 2. Riobamba Debe



Fig. 4. Quito franca from 1837

REPUBLICA DE COLOMBIA,
ESTADO DEL ECUADOR,

Administración principal de Correos del Chimborazo Riobamba 4236 M de 1836

Señor Administrador de Correos de Lima

Factura de la correspondencia que remito á U. por el presente correo.

Anteño Manaboa.

Piezas de servicio
Impresos

FRANCAS
Sencillos
Dobles
Triples
Pliegos con onzas 02360
Autos con onzas 08200

SIN FRANQUEAR
Sencillos
Dobles
Triples
Pliegos con onzas
Autos con onzas
Para extravagantes
De extravagantes

ENCOMIENDAS, Y CERTIFICADOS.

Fig. 1. Way bill from Riobamba to Lima, 1836.

COLOMBIA
REPUBLICA DEL ECUADOR.

Administración jral. de Correos 8 de 3 Administrador de la Lima

Quito 4 20 de Abril de 1836

Conluco el correo ordinario la correspondencia que para esa Administración se ha presentado en esta, como se expresa en la factura siguiente

Dios guarde á U.

Antonio Baquero Intervino
Felipe Viteri

Piezas de servicio
Id. para extravagantes
Paquetes de impresos
Id. para extravagantes
Paquetes de otras cajas

FRANCAS.
Sencillos
Dobles
Triples
Pliegos con onzas
Autos con onzas
Para extravagantes
De extravagantes

SIN FRANQUEAR.
Sencillos
Dobles
Triples
Pliegos con onzas
Autos con onzas
Para extravagantes
De extravagantes

ENCOMIENDAS.

Fig. 3. Way bill from Quito to Lima, 1836.

AVISO AL PUBLICO.

Persuadido el Superior Gobierno de la utilidad de establecer un correo permanente entre este reyno y los de nuestra America meridional, escribió sobre el particular en 24. de Febrero de 808. al Virreyato del Perú, y en 7. del siguiente Julio á los Gobiernos de Guayaquil, y Panamá.

El único obstáculo era el de la distancia montuosa entre las Provincias de Costa-Rica y Veraguas, pero no invencible, ni muy dificultoso, pues se transitaba por medio de las Misiones establecidas. Diferentes ocasiones se han dirigido pliegos al Perú por aquella vía, y han tenido un curso seguro, poco costoso, á veces con extraordinaria brevedad segun la estación y circunstancias.

La comunicacion por agua es aun mas facil, y brinda con otras ventajas al fomento reciproco de ambos paises. Varios medios se han tentado sobre éste punto; pero todos han encontrado dificultades, por ahora invencibles, procedentes de la escasez del tráfico y de buques, despoblacion de las costas, y falta de alicientes á la industria particular.

Las utilidades del correo terrestre no pueden dudarse, ni es necesario explicarse. — Basta indicar que nuestras dos Americas tienen en la actualidad menos y mas tardios conductos para comunicarse entre sí, que con los paises mas remotos del antiguo continente; pues suele tardar un año, ó mas, la respuesta de una carta de aquí al Perú, y *vice versa*, por los rodeos, á inmensa porcion de tierra y agua que atraviesa el unico correo establecido por las vias de Cartagena, la Havana, y Vera-Cruz, y por los pocos buques que actualmente hacen el limitado cabotage del mar del Sur, entre aquellos y los puertos meridionales de Nueva España y éste reyno.

Las Administraciones de Correos de Lima y ésta Capital han adoptado el pensamiento, manifestando la primera sus deseos de la execucion, y quanto para perfeccionarlo tenia meditado y propuesto á la Superioridad anteriormente; sin contar de pronto con utilidad pecuniaria para la Renta, la qual debe atender con preferencia á la del Real servicio y del público, y á la conveniencia del tráfico, segun ordenes de la Superintendencia general de 25. de Febrero de 1792., y de 8 de Diciembre de 806. que recayó sobre el segundo correo mensual entre éste reyno y el de Nueva España.

En su consecuencia: reunidas ya las convenientes noticias por todos los conductos expresados, se ha dispuesto que el primer correo ordinario de 7. de Marzo próximo, de ésta Capital para Costa-Rica, lleve toda la correspondencia Real y pública que ocurra, y recoja la que ocurriere en los tránsito, para toda la America meridional, incluso el Virreynato de Sta. Fe:

—Y que de Cartago, capital de Costa-Rica, salga desde luego un correo mensual, yente y viniente, que conduzca la expresada correspondencia hasta la estafeta de David, ultimo pueblo de la jurisdiccion de Panamá, en donde el acual Sr. Comandante la ha establecido con éste preciso objeto; — Debiendo desde allí dirigirse á la de Veraguas; por ésta á la de Carondelet, tambien nueva; y por ésta á la de Quito, en donde se incorporará en las balijas de los correos ordinarios para Lima, y demas de aquellas carreras.

Se cuenta para éste ensayo con el eficaz auxilio de los R. R. P. P. Misioneros, que los han prometido al Superior Gobierno por medio del D. P. Guardian de su Colegio de ésta capital. — Con las mayores luzes, que suministre la experiencia, se tomarán las convenientes medidas para llevarlo á la posible perfeccion.

Todo se comunica al público para su Inteligencia y gobierno, y al mismo efecto se pasan los correspondientes oficios á los Virreynatos, Gefes, y demas, á quien puede importar ésta noticia.

Guatemala 15. de Febrero de 1809.

Fig. 1. Notification of the establishment of a postal route between Guatemala and Peru, 1809.
(Courtesy of Jim Mazepa).

Land Route from Guatemala to Peru

Thomas P. Myers

In the early 1800s postal authorities of the Audiencia of Guatemala were seeking to establish a land route to Peru by way of Panama and Ecuador (fig. 1).

The land route was intended to replace, or at least supplement, the sea route which was often unsatisfactory due to the scarcity of ships, the lack of population along the coasts, and the low incentive for undertaking such a project.

According to the *Aviso*, the only obstacle to a land route was the mountainous region of Costa Rica and Veraguas. Evidently they were not aware of the difficulties of traversing southern Panama which the Pan-American highway penetrated only with great difficulty.

A monthly mail route in each direction was to begin on 7 March 1809 from Guatemala to Cartago, then to David, Veraguas, Carondelet [?], and then to Quito where the mail would be joined with the mail to Lima.

I cannot imagine that there was a land route between Panama and Quito at the beginning of the 19th century. Certainly none existed in 1794 when the closest approach was Quibdó or Antioquia (fig. 2). Most of these offices were eliminated in 1857 (Stasiukynas 1992).

The cover shown in fig. 3, docketed 30 October 1812, is addressed Al M[uy] I[luster] Cabildo [Justicia] y Regimiento de la ciudad de Guatemala. It is believed to have been carried by the

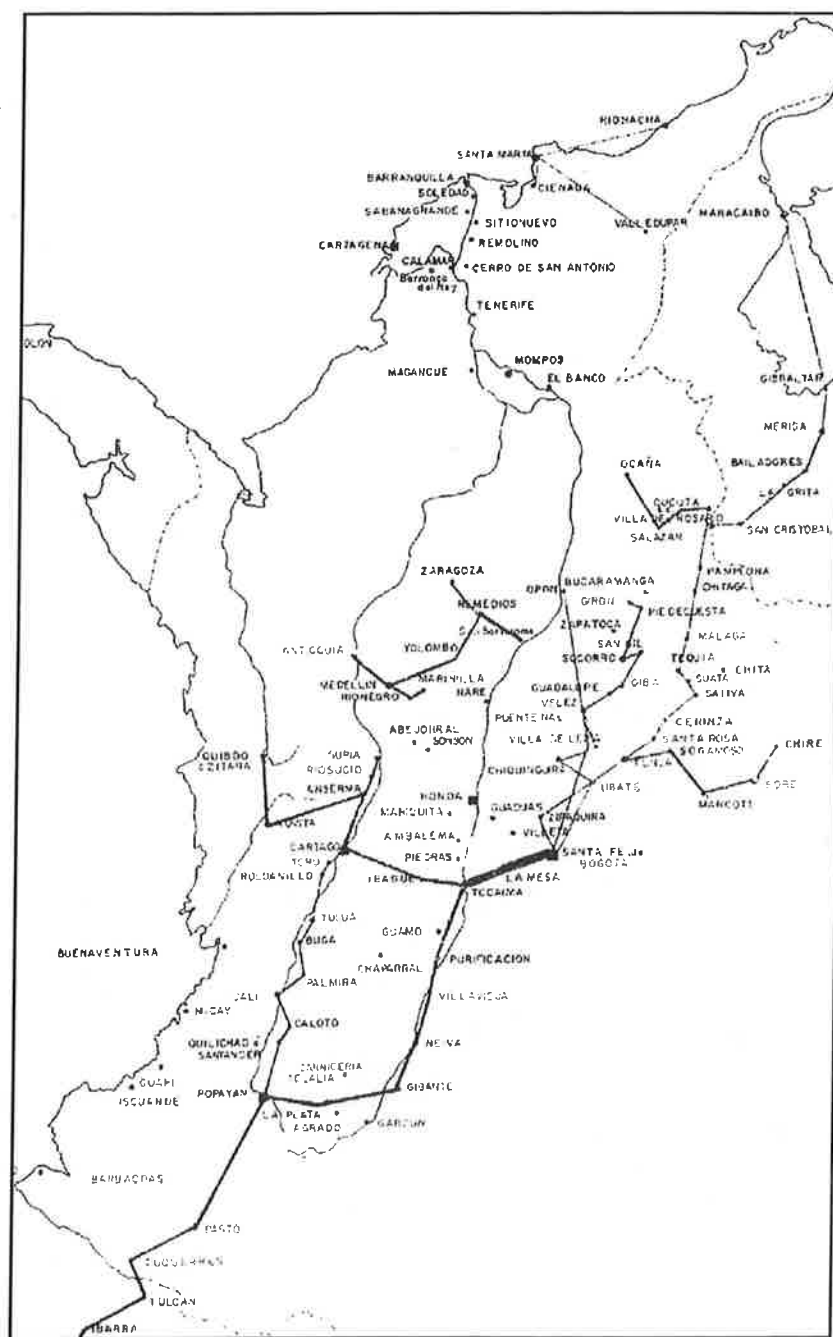


Fig. 2. Colombian postal routes in 1794 (after Santa Maria 1972).

new land route.

The Panama straight line mark does not precisely duplicate in Jim Cross' book, (2003)

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indebted to Jim Mazepa for
bringing this document and the
cover to my attention. Hector
Mena deciphered the address



Fig. 3. Docketed in Panama 30 Oct 1812 (Mazepa collection)



The capital of Guatemala moved from Antigua to Guatemala City in 1773 after an earthquake had destroyed the old capital.