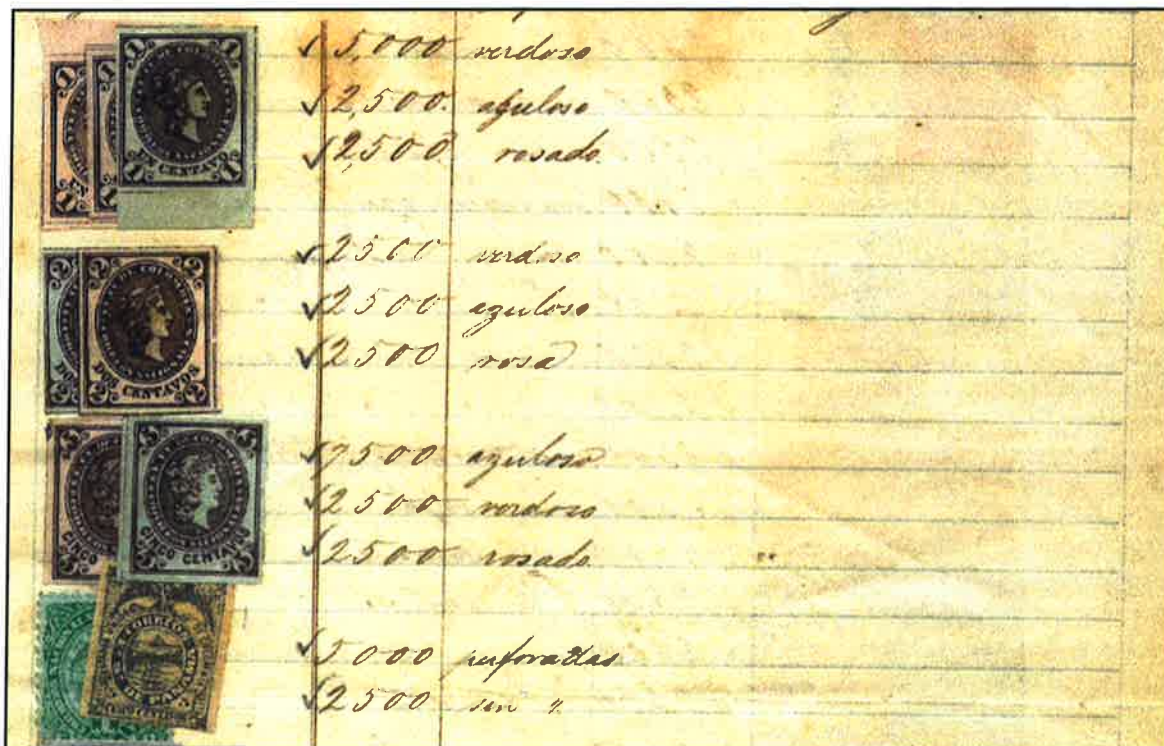


COPACARTA

Volume 30
Number 3
March 2013



Invoice for the Michelsen reprints fro the collection of Alfredo Froehlich (see article beginning on p. 4)

<i>From the President's Desk</i>	3	<i>Ferrocarril de Giradot</i>	
<i>Invoice for the Michelson Reprints</i>	4	by Thomas P. Myers	15
<i>Colombia and Panama Stamps from the Maurita-</i>		<i>The Drought of 1926</i> by Eric Harris	17
<i>nia Specimen Archives</i>	8	<i>More About AR Sheets: A Spectacular Find</i>	
<i>Some Studies on Minisheets of 1960</i>		from 1921 by Robert Müller	18
by Robert Müller	10	<i>Ebay Auctions Report</i> by Debby Friedman	19
<i>Graf Zeppelin Mail to Panama</i>			
by Brad Wilde	12		

2013
APS STAMPSHOW

Milwaukee, WI • August 8-11



Editor's Remarks

*Many thanks to past President Debby Friedman.
She has served us faithfully and well*

Welcome to our new President, Dario Diaz whose letter appears on the next page.

Our past President, Debby Friedman has served for many years. Indeed, she has been our president for most of the history of Copaphil. For those who wish to contact her, her address may be found in any of our past issues

Fortunately we will continue to serve our organization in many ways. Among other things she will be watching the auctions for Colombian material, both on Ebay and in

APS Elections

Alfredo Frohlich is running for Trustee of the American Philatelic Research Library in

the upcoming APS election. His biography will appear in the May issue of the American Philatelist.

Chuck Wooster, who exhibits Peru and is President of the Peru Study Group is also standing for election for APRL Trustee.

APS StampShow

StampShow 2013 will be here before you know it. Make plans to attend now. The only thing you can be sure of is that there will be plenty of Colombian philately in the frames. The show will be held in Milwaukee WI August 8—11. I certainly plan to be there and I am sure that many of our Midwestern members will be there as well,

not to mention a number that will come from farther away.

I have always liked Milwaukee. It has a lovely art museum on the lake and a fine natural history museum for those of you who like that kind of thing.

Palmares

A TEXPEX gold awards went to Alfredo Frohlich for his exhibit, "Republic of Colombia - International Mail 1886-1899" and to **Santiago Cruz** "SCADTA's First Issues - A Traditional Approach." The show was held in March 1-3, 2013 in Grapevine Texas.

COPAPHIL OFFICERS

President	Dario Diaz		diez.dario@gmail.com
Vice-President	open		
Secretary	Scott Saffer	15 Natureview Trl, Bethel CT 06081	schaffer_s@sbcglobal.net
Treasurer	Allan M. Harris	26997 Hemingway Ct., Hayward CA 94542	HPEXCHANGE@aol.com
Editor	Thomas P. Myers	P.O. Box 522, , Gordonsville VA 22942	tpmphil@hotmail.com
Sales Manager	Ken Adams	5112 S 193rd St Omaha, NE 68135	kenstampneb@cox.net
Webmaster			

OVERSEAS REPRESENTATIVES

Europe	Malcolm Bentley	155 Percheron Dr Knaphill, Woking, Surrey GU212QX, UK	malcolm.bentley1@ntlworld.com
Panama	Dr. Ernesto Arosemena	P.O. Box 0830-01079 Panama City, Rep. of Panama	kikoaro@cablenoda.net
Colombia	Santiago Cruz	Calle 33#16-50, Bogota, COLOMBIA	Sccollectibles2003@yahoo.com

Advertising rates: Black & white — Business card \$10.

From the President's Desk

"A world class collection with the salary of an State's employee" was the sentence the late Alex Rendón frequently used to refer to Debby's SCADTA Collection. For me, more than a reference to the collection itself is a description of Debby's personality: devotion, tenacity, patience and knowledge of philately that has no limits in fulfilling the goal she wants to achieve.

As the incoming President of COPAPHIL, it is my feeling that this first column should be devoted to thank the persons that for 15 years, in two different periods, carried the weight and responsibility of our organization, Deborah Friedman simply a.k.a. Debby.

In 1983 she was one of the founding members of The Colombia – Panamá Philatelic Society "COPAPHIL". During her tenure, she established COPAPHIL as a highly respected philatelic organization, one welcomed as a society to meet at the top national shows in USA,

recognizing the high quality of our member's exhibits and our programs. This is reflected in the increasing number of exhibits that have won grand awards and major prizes at national and international shows, including the APS Champion of Champions in 2007.

As history tells, for the first COPAPHIL meeting, held at BALPEX in 1984, she arranged for a very special Court of Honor display the legendary Classic Colombia collection of Norman Hubbard. This exhibit was a fundamental stone in showing the philatelic community that COPAPHIL area of interest was a serious one and, no doubt, helped Latin America collections to a similar level of that of North American, European and British Commonwealth collections, level not enjoyed before.

Our magazine, COPACARTA, has become a respected journal, providing member's around the world with a forum to both share and learn

about Colombia and Panamá philately. One early accomplishment was establishing our publication fund -with the help of E. Gebauer and Avianca- that is used to underwrite significant research by members. Debby worked closely with Bob D'Elia and the late Bob Mitchell on the landmark *Philatelic Bibliography for Colombia and Panama*, published in 2001, publication much used by all us.

Above are just a few examples of Debby's hardworking enthusiasm, her never ending curiosity, meticulous research and love to write about her findings, that have contributed enormously to expand the knowledge in our fields of interest.

I should but applause Debby's work and hope that, with the help of all you, I will be able to improve the high benchmarking set by Debby.

Dario Díez
diez.dario@gmail.com

Write for Copacarta

Bogotá de julio de 1890
 El Señor Don Gustavo Michelson
 a D. Parides.
 Debe.

Por valor de las siguientes estampillas postales,
 fabricadas por orden del Ministerio de Gobierno
 según Nota N.º 24 R. fecha 24 de Mayo de 89.



\$1,500 verdoso

\$2,500 azuloso

\$2,500 rosado



\$2,500 verdoso

\$2,500 azuloso

\$2,500 rosa



\$2,500 azuloso

\$2,500 verdoso

\$2,500 rosado



\$5,000 perforadas

\$2,500 sin "



\$2,500 sin perforación

\$2,500 con "

\$2,500 sin "



\$2,500 sin perforación

\$4,000 perforadas

\$4,000 sin perforación



\$1,500

\$9,500 a la Vuelta

Invoice for the Michelson Reprints

We are indebted to Dieter Bortfeldt for the images of the three-page Michelson invoice from the collection of Alfredo Frohlich.

El Senor Don Gustavo Michelsen/ a Don Paredes/ Debe// Por valor de las siguientes estampillas postales fabricados por orden del Ministerio del Gobierno segun Nota No 24 R fecha 24 de Mayo @ @

The Michelsen reprints begin with the 1868 issue, Sc56, and continuing through the 1886 issue of the 5P and 10P stamps, Sc127 and 128.

According to Dieter Bortfeldt, Paredes was already using metal lithographic plates by 1870 rather than stones that had been used in an earlier era.

This raises a question about the status of the lithographic stone illustrated in the Temprano specialized catalog of 1977 (fig. 1). This stone included Colombian stamps Sc56 and 57, 62 and 63, 66-69, including two varieties of Sc69. Also included are a couple of registration stamps as well as two stamps from Cundinamarca and a cubierta.

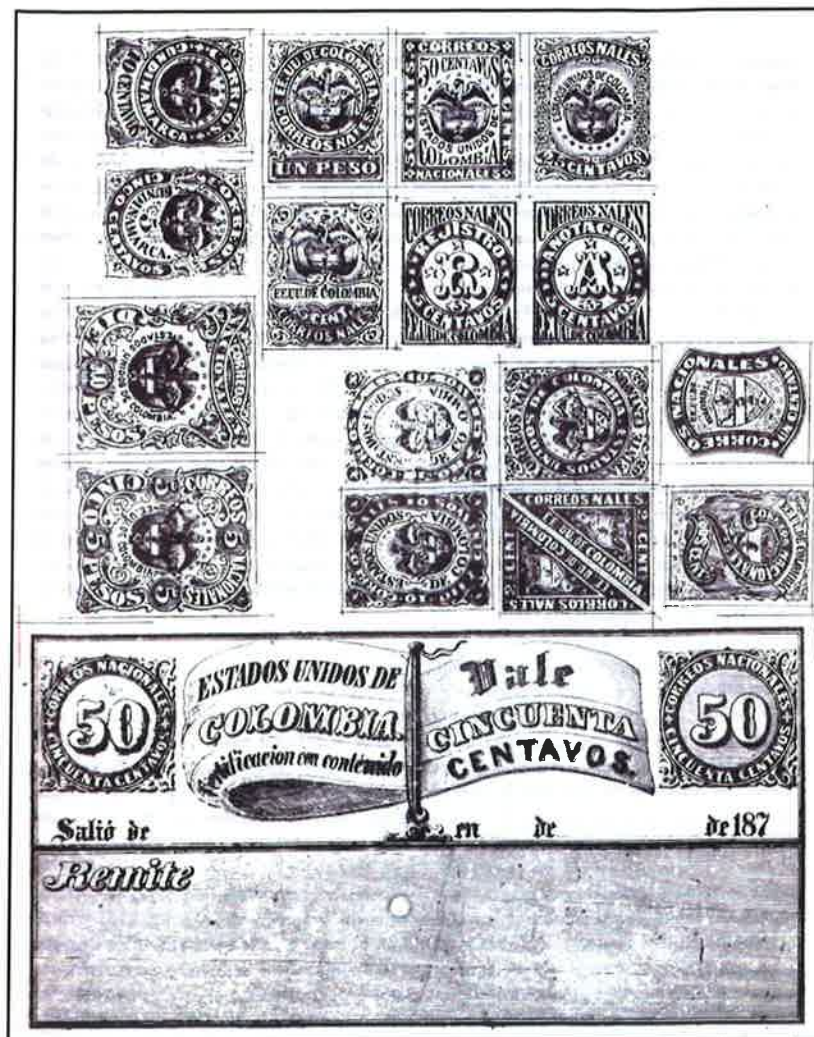


Fig. 1. Lithographic stone from Temprano (1977) catalog.

Temprano does not mention all of the stamps included on the invoices but he does identify some as Michelsen reprints that are not included in the in-

voices e.g., the 2c stamp of 1870, Sc68, which is included on the lithographic stone that he illustrates.

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

	68000 de la Puella
	✓ 2500 papel vergé
	✓ 5000 " corriente "
	✓ 2500 " vergé "
	✓ 5000 " corriente "
	✓ 2500 " vergé "
	✓ 3000 " verdoso "
	✓ 2500 " vergé "
	✓ 2500 " rosa "
	✓ 2500 " amarillo "
	✓ 2500 " azul "
	✓ 2500 impresion azul
	✓ 2500 " verde, papel verde
	✓ 2500 " " " azuloso
	✓ 2500 " " " vergé
	✓ 5000 " " " corriente
	✓ 2500 papel azuloso
	✓ 2500 papel vergé
	✓ 2500 " corriente "
	✓ 2500 " verdoso "
	✓ 2500 " " "
	✓ 2500 " vergé "
	✓ 2500 " azuloso "
	5000 papel vergé
	5000 " corriente "
	2500 " azuloso "
	2500 " verdoso "
	✓ 4860 " verde oscuro
	✓ 9140 " " " claro
	✓ 3000 " blanca, impr. cacao, - sin perfor.
	✓ 7500 " " " perforacion
	170,240



170300	de la Huella	
✓ 7518	palido	
✓ 5982	brillante	
✓ 10000	lila	
✓ 1800	sin perfor.	
✓ 7500	perforados	
206100	a 4.	\$ 824. --

✓ 2700	tarjetas papel verde	impresion arco
✓ 2380	"	blanco
✓ 340	"	"
✓ 1600	"	amarillo
✓ 3750	"	violeta
✓ 432	"	azul impresion negro
✓ 828	"	rosa
✓ 3000	"	violeta
✓ 1080	"	blanco
✓ 170	"	"

16,280 tarjetas a 25. \$ 407.

mas arriba " 824.

total \$ 1231.

400

1630

Colombia and Panama Stamps from the Mauritania Specimen Archives

In early January James Bendon offered on Ebay some Colombian and Panamanian stamps from the Mauritania specimen archives. According to Bendon, this is the first major specimen archive to have been 'liberated' in more than thirty years.

During 2011 specimens of stamps from most member countries of the UPU became available but were confined to those distributed between early-1917 and late-1923. They had been extracted from the second of probably ten volumes in the Mauritania UPU specimen archive. Bendon acquired a substantial number of them.

Early in 2012 he acquired

an intact volume endorsed "Volume 8" that contained around 10,500 stamps, most in strips of three as distributed, and more than one hundred miniature sheets. Every stamp distributed by the UPU between October 1939 and June 1942 was included. It is fascinating to see the wealth of propaganda in the opening years of the Second World War.

Stamps were affixed to the album pages more or less in the order of receipt from the UPU. As a result, sets of stamps distributed together remain together but any sets distributed piecemeal were interspersed with stamps from other countries and are now on several



Fig. 2. Overprint appearing on specimen stamps from the Mauritanian archive.

separate pieces.

In 1951 an audit was carried out. The number of stamps on each page was recorded and certified by a postal official at St. Louis, Senegal, the *de facto* administrative capital of the two colonies separated by the Senegal River.¹

Among the Colombian stamps are two values from the 1940-43 issue: 8c and 1p (Sc488, 492) in strips of three affixed to parts of archive sheet (fig. 1).

These specimen stamps are from the Mauritania UPU Specimen Archive; the first major specimen archive to have been 'liberated' in more than twenty years. The archive included every stamp of the world distributed by the UPU between 1910 and 1951.

In 1951 an audit was carried out in St. Louis, Senegal, the *de facto* administrative capital of Mauritania and Senegal. The stamps, whether or not already protected with some form of specimen marking by the issuing postal authority, were cancelled in magenta with the three-line handstamp reading SPÉCIMEN / COLLEC-



Fig. 1. Strips of three affixed to parts of archive sheet and cancelled with 3-line SPÉCIMEN / COLLECTION / MAURITANIE.



Fig. 3. Colombia ScRA8-12 from the Mauritanian archives.

TION / MAURITA-
NIE measuring 30 × 14 mm
overall (fig. 2).

Other stamps in the archive



Fig. 4. ScRA13 strip of e frm the Mauritanian archives.



Fig. 5. 1941 Postal Tax set of four. Scott RA6-RA9. Three singles of each affixed to piece of archive sheet and cancelled 3-line SPÉCIMEN / COLLECTION / MAURITANIE -



Fig. 6. 1940 Pan American Union Air Post 15c. Scott C62.

included Colombian postal tax stamps, ScRA8-12 (fig. 3), ScRA18 (fig. 4) Panama ScRA 1-4 (fig. 5) and ScC81 (fig. 5).

Footnotes:

1) consulted Jan 3 2013.

Some Studies on Minisheets of 1960

Robert Müller

Not much has been written yet about issues from 1930 until now. Most of the stamps were printed by European or North American companies in high quality with not much **aspect** in studying. These two minisheets from 1960 were printed locally and therefore caught my attention.

The mini-sheet **25 Years United Nations** is very common (fig. 1). I have more than 100 of them. Leo Temperano offers some varieties in his specialized catalog. I can confirm the double impression and a pair without control-number, probably from printers waste, but I could not find *numerous pequeños*. For me they all look the same.

I did find some interesting plating flaws that made me think about the production process. The complete printing-sheets were probably first cut, may 50 sheets in one block. Then the block with about 50 times the same sheet position was numbered with sequential numbers and packed in bundles of 50 or 100. Therefore the same plate-flaw appears many times one after the other in one

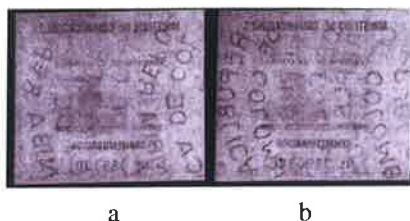


Fig. 2. (a) watermark reads from bottom to top; (b) watermark reads from top to bottom.



Fig. 1. Mini-sheet commemorating the 25th anniversary of the United Nations. Letters indicate the location of plate flaws.

package with sequential numbers.

Color: All numbers up to about No. 42.000 that I found have a darker green (first printing?) then the rest (second printing?, about 58.000?).

Watermark: The watermark is a little bit tricky because it is formed by wavy lines. Usually the text, *Republica de Colombia*, is written from the bottom to the top. Less frequently it is written from top to bottom (fig. 2) Note the misspelling of (COLO)MIBA on the left Sheet, left bottom.

Color of the number: The number is normally black though some look more like brown. You find them with 5 figures (first printing) such as

11524 or with 6 figures (second printing) like 067876, which confirms the idea of two prints.

FDCs: All my First-Day-Covers (5) are from the first printing. The FDCs are also numbered, the first three with big black numbers (00835-03246), two FDCs are with small blue numbers (6808 + 6846).

Plate-flaws: I started with some eyecatching flaws (A,B,C) and tried to find some on every sheet to end up with about seven different (fig. 1) and about 10% left without or with just nearly none. The problem is as stated before that I have many sequential numbers that I end up with more than 20 sheets with the same flaw. Much more

material of different *number areas* would be needed. I marked the flaws I could clearly document with many examples.

- A. small brown dash below M of Ministerio;
- B. a snake around the right small background tower;
- C. Hook on the right side of the Main-Building;
- D. Point after 2nd I of Comunicaciones and a small point in the 2nd o of Colombia
- E. small break in the M of Colombia;
- F. small brown dash left of 1945;
- G. small green point left of Conmemoracion.



Fig. .



If you try to combine all these aspects you will probably need several hundred of these sheets. Especially used items are quite rare. I have 3 only plus 5 FDCs.

Panamerican Highway Sheet

The second minisheet 80. *Congress for the Panamerican Highway* (fig.) also presents some interesting aspects. The most important is the black number. Temperano mentions two different fonts — I found 5! (fig.). All have noticeable differences regarding the *N* and the *o*; and different distances between *No* and the figures, small black point on different places, and IV and V are fatter than I-III.

I have not seen a double-impression but is mentioned in

Temperano. There are also small printing-flaws but I do not have enough material for detailed studies. No watermark varieties have yet been identified.

First Day Covers. There are 2 different pictures on the FDCs. One is orange brown with larger space on the bottom to the imprint, the envelope has a bit smaller size. The other is redbrown with the imprint on the bottom more close, envelope bigger. FDCs exist with a small blue number (mine is 139, redbrown picture), big black numbers (mine are 00586 and 01343) or without any number (all orangebrown pictures).

Any addition from any member is welcome.
(romer23@gmx.de)



The LZ 127 Graf Zeppelin (fig. 1) was a passenger carrying hydrogen filled, rigid airship which operated from 1928 to 1937. It was built at the Zeppelin Company factory in Friedrichshafen am Bodensee, Germany, between 1926 and 1928. The majority of the almost 2,000,000 reichsmarks cost was born paid for by public subscription. The LZ127 was launched in September 1928.

The Graf Zeppelin was the largest zeppelin in the world and was 776 feet long. The total as volume was approximately 105,000 meters cubed and it had five Maybach VL-2 12 cylinder 550 hp engines that could propel her at up to 80 mph. she was capable of carrying up to 33,000 lbs on her long range trips.

Originally it was planned that the Graf Zeppelin would carry mail from Seville, Spain, to Buenos Aires, Argentina. At first it was operated by the Deutsche Luftschiffahrts-Aktiengesellschaft Corporation. By 1935 it was operated by the Deutsche Zeppelin Reederei Company, established by Hermann Goring. This company in turn was owned by the German Air Ministry and the Deutsche Lufthansa Company.

From 1928 to 1932 the airship was used for demonstration purposes to highlight the possibility of regular transatlantic passenger service. The first transatlantic crossing was in October 1928, in 1929 it embarked on a round the world

tour, in 1930 was Europe-Pan American flight, a polar flight in 1931, two flights to the Middle East, and several intra-European flights.

In 1932 regular flights between Germany and Brazil were established and the Graf Zeppelin carried passengers, mail, and freight. During its career the Graf Zeppelin flew more than 1,000,000 miles, made 590 flights, 143 flights across the Atlantic, and

carried over 13,000 passengers. Even though it accomplished this without a single injury to a passenger or crewman active service was suspended after the Hindenburg disaster in May 1937. The Graf Zeppelin was finally scrapped in 1940.

The Graf Zeppelin's impact

Graf Zeppelin Mail to Panama

Brad Wilde



The Graf Zeppelin landing at Friedrichshafen, 22 Aug 1935.



Fig. 2 "FIRST EUROPE PAN-AMERICAN ROUND FLIGHT" hand stamp



Fig. 3 "LUFTSCHIFF GRAF ZEPPELIN SU-DAMERIKAFAHRT"



Fig. 4. Panama cancel "TWN-PAN-054 PANAMA"



Fig. 5. "Grand Central Sta." cancel



Fig. 6. Havana cancellations.

on philately was great. Not only were a large numbers of covers serviced for the special flights, but during the 1932 to 1937 period 100,000s of commercial letters were sent to South America. By its last flight the airship had carried over 106,000 pounds of mail. If each item weighed in at 5 grams this means that roughly 1,000,000 pieces of mail were carried by the Graf Zeppelin during that time period.

While, with luck, one can find mail addressed into Panama that flew on the commercial flights from 1932 - 1937, the only "flight" mail I have been able to locate is from the Europe-Pan American flight. This flight originated from Friedrichshafen on May 18, stopped in Seville on May 19th, and pro-



Fig. 7. "Habana Friedrichshafen" hand stamp

ceeded to Brazil, with the Spanish Infante Alfonso on board. She docked at Pernambuco, Brazil, on May 22. The Graf Zeppelin then flew to Rio de Janeiro and arrived on the 25th. She returned to Pernambuco on the 26th. From Brazil the flight was supposed to go to Havana, Cuba, and then onwards to Lakehurst, NJ, before heading back to Germany on June 2nd. However, the stop in Havana was cancelled due to lack of fuel. The Graf Zeppelin reached Lakehurst on May 30th and then returned to Germany.

I have been able to track down 20 covers and postcards bearing Panama stamps that were mailed to be on the flight. All were addressed to Cuba, where they were supposed to be picked up for onward transit to Lakehurst and Germany. How-

ever, with the cancellation of the flight the mail was forwarded to Lakehurst to be placed on the Graf Zeppelin.

Interestingly, only the postcards have U.S. postage for the flight from Lakehurst to Germany. All of the postcards are addressed to "Behrens-Neuheiten-Dienst, Braunschweig, postfach 163. They have the diamond shaped purple hand stamp reading "FIRST EUROPE PAN-AMERICAN ROUND FLIGHT" with a map (fig. 2) showing the flight from Lakehurst to Germany. There is also a red circular hand stamp reading "LUFTSCHIFF GRAF ZEPPELIN SUDAMERIKAFAHRT 1930" (fig. 3). The postcards are franked with 50 centesimos in Panama stamps and the United States 65 cent green Graf Zeppelin stamp – Scott C13, of which approximately 20,000 were sold. The Panama stamps are cancelled by TWN-PAN-065 PANAMA on May 15, 1930 (fig. 4). The C13 is cancelled at New York Grand Central Sta. (fig. 5) on May 27, 1930. There is also a Friedrichshafen machine cancel on June 6, 1930.



Fig. 8. Franked with C5, C8, C9.



Fig. 9. Franked with horizontal strip of three of C5 and singles of C7 and C8.



Fig. 10. Vertical strip of three of C5, singles of C7 and C8 (partial inscription), and block of six of C9.



Fig. 11. Vertical strip of three of C5, singles of C7 and C8, pair and block of four of C9.

On the reverse of the postcards is a Havana, Cuba, machine cancel (fig. 6) that reads "HAVANA, CUBA May 18, 1930" with either the slogan "CUBA ES EL PARADISO DE LOS TURISTAS" or "UTILIZANDO EL SERVICIO AEREO ECONOMIZA TIEMPO". I have recorded 14 of the postcards and they are shown in figures 8 and 9.

The letters are addressed to the same company as the postcards, but are franked with 2

balboas in postage. They have a rubber handstamp (fig. 7) to show that the letters were intended to go via the LZ 127 from Habana to Friedrichshafen. They bear the same Panama and Havana cancels as the postcards. They do not have the New York Grand Central Station or Friedrichshafen cancellations. It is possible that the Panamanian postage was recognized as payment in full for the flight. I have recorded 6 of the covers and they are shown in figures 10 to 13.

The address is for Walter ehrens' (December 12, 1892 - November 19, 1950) new issue services that was centered in the city of Braunschweig, Lower Saxony, Germany. "Neuheiten-Dienst" means new issue service. He was very involved with the Zeppelin flights and covers from almost every country served by the Zeppelins can be found with his address. He also mailed prepared zeppelin covers to dealers around the world.



Fig. 12. Vertical strip of three of C5, singles of C7 and C8, pair and block of four of C9.



Fig. 13. Vertical strip of three of C5, singles of C7 and C8, pair and block of four of C9.

Railroad Ends Bogotá's Isolation in 1909

Thomas P. Myers

Bogotá, the mountain capital and largest city in Colombia (fig. 1), was isolated from the principal avenues of commerce until the twentieth century. Commercial goods came by sea to Cartagena on the northern coast then were carried upriver past the rapids near El Banco in dugout canoes (fig. 2) to a point below Honda. From Honda they were carried up the mountain by horse or mule to Bogotá on terrible roads.

Steamboats introduced in 1824 were not really successful until the 1850s (figs. 3, 4). Passengers and goods destined for Bogotá still up the Magdalena to Honda where they were transhipped for carriage to Bogotá by mule or wagon following the route of the modern highway through Guaduas and Facacativa to the capital. The Honda rapids have a fall of only 20 ft. in a distance of 2 miles, but the cur-

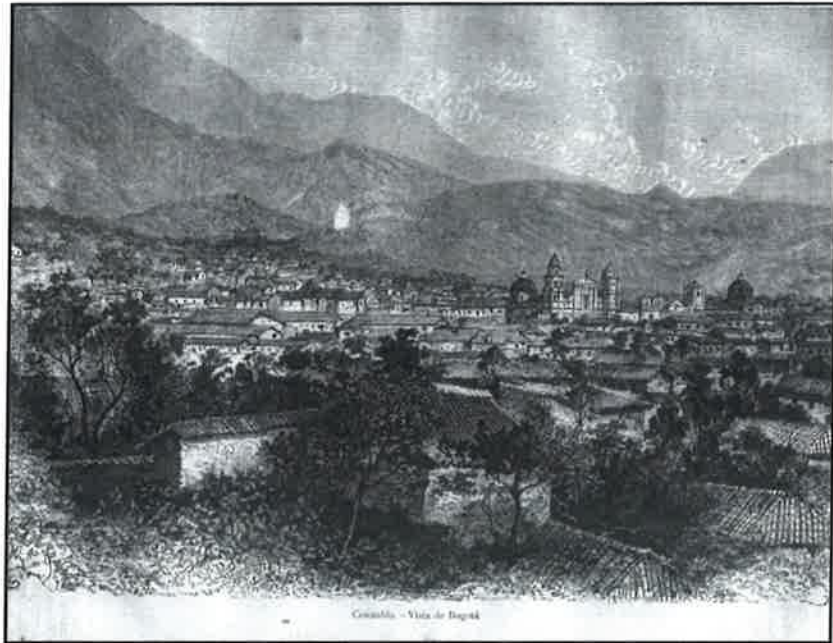


Fig. 1. Bogotá in 1887.

rent is swift and the channel tortuous for a distance of 20 miles, making it impossible for the light-draught, flat-bottomed steamers of the lower river to ascend them. A contract to carry

mail between Barranquilla and Honda was signed on 7 October 1857.¹

Giradot is located about



Fig. 3 Detail from postal stationery, 1895.



Fig. 2. Until the 1840's most commercial traffic on the Magdalena River was carried by dugout canoes.

100 km above the Honda rapids. Giradot was the great river port of the upper Magdalena. It is one of the principal distribution centers for the purchase of coffee and hides. Semiannual fairs in June and December witnessed transactions in cattle and horses of hundreds of thousands of dollars. There is also a large business in dry goods and all kinds of activities. In the 1920s it had a population of 20,000. At that

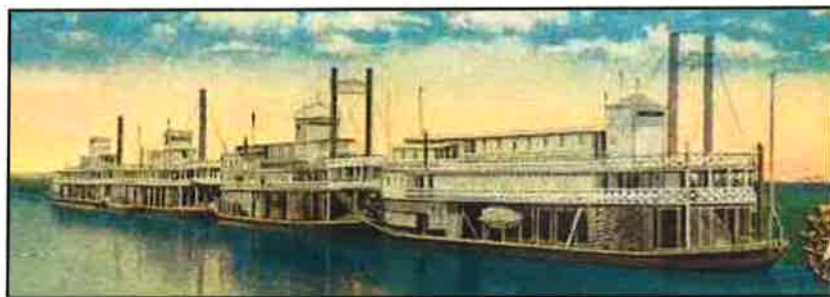


Fig. 3. Stern wheelers at Barranquilla about 1910.

time it was linked to Bogota by rail and also to Ibagué (45 miles) which was the access to Quindío Pass which accessed the Cauca Valley.

The rail link with Bogota was the product of connecting two railroads: the Ferrocarril de Giradot, from Giradot to Facacativá; and the Ferrocarril de la Sabana, from Bogota to Facacativá.

Ferrocarril de Giradot

The Ferrocarril de Giradot was designed to connect the Magdalena River port of Giradot with Facacativá where it would meet the Ferrocarril de la Sabana to complete the distance to the highland capital of Bogota (fig. 5).

Authorized in 1873, construction did not begin until 1881 under the direction Francisco Javier Cisneros, a Cuban engineer (fig. 4). The first sec-



Fig. 5. The railroad finally reached Facacativá in 1909.

tion followed the valley of the Pati River to Tocaima. So far, the going was fairly easy since the rails were laid on terrace above the river.

It took an additional seven years to reach Apulo in 1888. By this time the valley had narrowed and construction was more difficult. Work was suspended at Apulo until 1909 when the road finally reached Facacativá, 28 miles northwest of Bogota at an altitude of 2,586 meters, on 13 Feb 1909. Facacativá was a trading of secondary

importance. In 1920 had a population of 10,607 souls. Its principal products were lumber, wheat, corn, and barley.

Ferrocarril de la Sabana

The Ferrocarril de la Sabana connecting Bogota with Facacativá, a distance of 40 km, was authorized in 1873. Work began in 1882 and was suspended in 1885 having reached a length of just 18 km. A new contract in 1886 permitted the work to be completed in July 1889. An 1891 letter from Fontibon to Facacativá is shown in fig. 6.



Fig. 4. Francisco Javier Cisneros

Because the two lines were of different gauges passengers and freight had to change trains at Facacativá until 1926. Edith Browne described the journey in 1913:

Almost immediately after leaving Giradot the train begins its climb of 9,000 feet up the Andes. The track to Bogota is remarkable among Trans-Andine railway routes

(Continued on page 17)



Work train on the Giradot RR about 1900.



Steamboat and tracks at Giradot about 1920.

The Drought of 1926

Eric Harris

The drought during the dry season of 1926 was particularly severe as shown by this post card of the port of Magangué (fig. 1).

River traffic was severely disrupted so SCADTA, never slow to advertise their services, brought out handstamps extolling the use of air mail during the drought seasons of 1927 and 1928. It would appear that the handstamps were applied on the back of envelopes received at Bogotá.

There are two types of handstamps. Type I has an exclamation mark at the beginning and end of *ATENCION*, *MAS* is in capital letters and the small



Fig. 2. Type 1 handstamp.

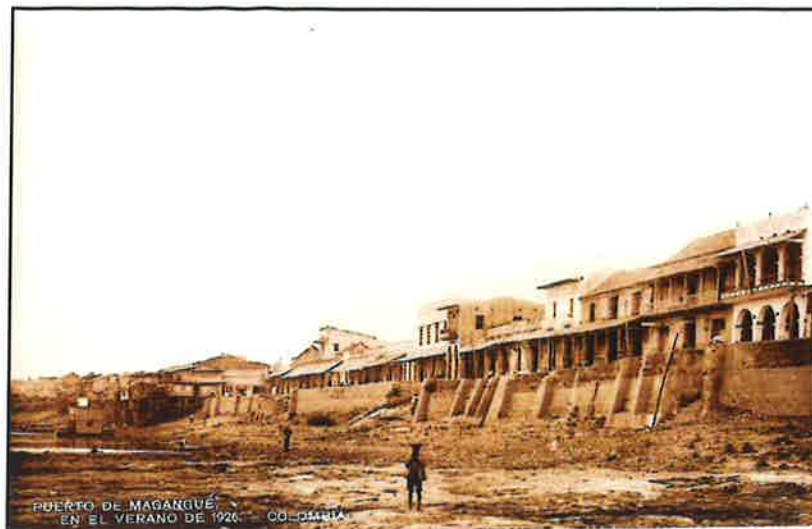


Fig. 1. Real photo card of the Port of Magangué in 1926.

print is in four lines. I have recorded 12 examples of Type 1 dating from 10 January 1927 to 23 January 1928.

In Type 2 there are two exclamation marks at the end of *ATENCION* only, *mas* is in lower case and only three lines of small print. I have recorded only four examples of the Type 2 mark, all dating between the 18th and 20th of January 1928.



Fig. 3. Type 2 handstamp.

Three were dated cancelled on the 20th.

(Continued from page 16)

in that it scales the mountains almost entirely without the assistance of tunnels and bridges, and that the surrounding country is luxuriantly fertile. Sugar-cane plantations and banana groves are prominent features of the cultivated region in the tropical zone traversed by the railway. When we reach temperate heights, bracken, blackberry-bushes, and a wealth of mountain flowers make us feel very much at home. The only tun-

nel in the whole course of the journey is approached

through a glade of foxgloves.



Fig. 6. 1891 letter from Fontibon to Facacativa

(Continued on page 18)

More About AR Sheets: A Spectacular Find from 1921

Robert Müller

I recently bought this AR sheet to Germany from a German internet-dealer. It is absolutely new to me. I never before saw one from the 1920s era. The sheet is dated Bogota Nov. 11th 1921, cancelled Nov. 16th 1921, probably in Barranquilla, ??? from Johanna Behr-Heyden (Bogota) to Konrad Johannes Behr (Cologne-Germany), probably her father.

The receiver, Mr. Behr, did not sign the sheet and the sheet was not returned to Bogota. Normally an AR-Sheet should return to the post office of origin as proof of delivery. I guess in this case it was overlooked by the postman and remained with the letter (probably on the back of the cover). That must be the reason that this sheet remained in Germany and did not disappear into a Colombian archive.



What makes it most interesting is the postage. In April 1921 the fee for AR-sheets to foreign countries rose from 5c to 10c so the postage is correct with 2 x 5c.

This last AR-Stamp form the Perkins & Bacon issue can

be found in TWO different colors, a darker and a brighter brown orange. In the case the both colors were used on one sheet.

So in many cases a perfect item to make a collector happy.

(Continued from page 17)

A first view of the Sabanas, or tablelands, is obtained soon after the train emerges from the short tunnel. The last stage of the journey is made on the Sabana railway. Our new train, a veritable train de luxe, speeds across the Sabanas, past country mansions, pretty farmhouses, cosy cottages, rich pasture-lands, fields of grain, and well-stocked flower-gardens and kitchen-gardens. In the background there is a fine stretch of downs. Here, 9,000 feet up

the Andes, after a nine days' journey through the wilds, how easy it is to imagine that we are being rushed through Sussex by the Brighton express. The fine city of Bogota, the most remote capital city in South America, is reached at 7 o'clock on Sunday evening.

References

- Browne, Edith A. (1915) *South America*. A&C Black, Limited. London
 Holton Issac F. (1967) *New Granada, Twenty Months in the Andes* [1857], p.23. South-

ern Illinois University Press, Carbondale.

- Griewe, Wilhelm Frederick (1913) *History of South America*. Central Publishing House, Cleveland, Ohio
 Langlais, Louis-Eugene (1997) *The River Mail Service in Colombia from 1843 to 1864*. *Collectors Club Philatelist* 76 (5): 281 – 292.

Ebay Auctions Report

Debby Friedman

EBAY listings for Colombia continue to be a mix of really interesting material and at the other extreme, the common. Opening bids for some auctions are so aspirational that the items will never sell. Realizations for uncommon material are generally strong. This has particularly been the case for official cubiertas and valor declarado envelopes. SCADTA covers and cancellations from small offices have also brought very strong prices. Strong prices have led to an increase the offerings of better material. Material that could easily be sold by a major auction house now turns up regularly on Ebay.

The following is an eclectic selection of items of note that have sold in the last few months:

Medellin SMP Local Post mint lettercard unlisted 20¢ blue mint \$656, the highest price I know of for a mint postal stationery item from Colombia (fig. 1). Higgins and Gage lists a 1 Peso red. Properly used examples of either one are major rarities. A 1912 Medellin SMP

cover with a first issue 20¢ and a 40¢ bisect on cover condition issues brought \$330.

Cubierta and Valor Declarado

A variety of mint and used *Valor Declarado* envelopes have been offered recently. A mint *Valor Declarado* envelope Menuz RE9, very dark buff realized \$565 (fig. 2), a record selling price for any of these enve-

lopes. A 1927? 4¢ envelope MENUZ RE1 mint \$79, Used examples also sold well. An example of RE18, the 1978 issue sent from Santandercito \$55 and a used copy of Menuz RE7 from Abriaqui, \$204. These postal stationery envelopes generally were sent from very small towns, and so provide a chance to acquire cancellations that may be unrecorded.

Official *cubiertas* continue to attract considerable interest. For example, an 1891 Bucaramanga example to Jordan, unlisted \$304 and another Bucaramanga example Higgins & Gage MCC7 to La Concepcion, \$164.

Correo de Comercio

Postal history material from the *Correo de Comercio* in Cucuta brought strong prices. An 1898 cover with an unre-



Fig. 1. Unlisted Medellin SMP letter card brought \$656 on Ebay.



Fig. 2. Valor Declarado envelope RE9 brought a record price.

corded undated Correo de Comercio oval cancel brought \$393 and an 1891 issue double card H&G 14, sent via Maracaibo with an 1897 Correo de Comercio Cúcuta cancel, \$178.

Private Carriers

Private carriers also draw considerable interest. A very small fragment with a cancel of Ignacio Rojas, \$164 (fig. 3). The seller offered this information about Rojas: and the item: *Transportes Economicos Ignacio Rojas C. & Cia.* Agency of Honda Lineal Company founded in 1933 by Ignacio Rojas to carry mail between Bogota and the region of the cordillera oriental across the Magdalena and Ibagué. 5c Colombian stamp with a 5c surcharge in the hand-stamp of the company.

SCADTA

Interest in SCADTA remains high as evidenced by recent sales. However, single letter rate 1923 and 1929 issue covers either bring very modest



Fig. 3. Cancel of *Transportes Economicos Ignacio Rojas C. y Cia.*

prices or fail to sell. The exceptions are covers from very small offices. For example a 1927 cover from Tumaco with a faulty 10¢ stamp brought \$167 (fig. 4). A small fragment with a 1929 SCADTA cancellation from Guaca plus two 2 centavos Correo Santander stamps brought \$53. A mint single of a 20¢ 1923 SCADTA double impression \$270. Sometimes it is hard to tell if a buyer on Ebay got a bargain or if someone at an auction overpaid. A mint set of the Br Brazil consular overprint on the 1923 issue \$914 (\$1177



Fig. 4. SCADTA cover from Tumaco brought \$167.

Scott catalog; Michel US 3580). The same set in the recent Goegel auction brought \$2,580 US + 20% buyers premium!

Barranquilla Issues

High prices were also achieved for a number of mint singles of Barranquilla 1000 Days War issues and Departmental stamps. For example: LF2 used brought \$89 (CV \$30) and one of LF4 \$89 (CV\$30). The perf and laid paper Barranquilla issues with the exception of the 20¢ are seldom seen. Recent sales included Sc 224a mint, hinged \$103 (CV\$77); Sc 202b mint hinged dark purple \$99 (CV \$0.70); Sc 240a mint hinged blue/lilac \$76 (CV\$13) and 241a mint hinged \$51 (CV



\$9). It may be time to revisit the catalog pricing for both Departmental and Barranquilla issues.

While many stamps seem to go unsold or at small percentages of catalog, some tough to find stamps have brought strong prices, sometimes above those in Scott catalog. A margin copy Sc59a the scarce 5¢ laid paper brought \$291 (Scott CV \$325).