

# COPACARTA

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Bienkowski card autographed by President Manuel Amador Guerrero, his wife Maria Ossa de Amador, and Arnold Shankin - American Consul General.

**NOTE FROM THE BOARD:** The board is proud of the many years that our journal COPACARTA has been in existence. During this time period a debt is owed to the numerous individuals who have written, provided illustrations for, and edited articles on a broad range of philatelic interest to our community.

However, over the past decade costs have risen and we have not had a fund-raising mail sale in a long time. As such, for the past couple of years COPAPHIL has run at a deficit approaching \$2,000 per year as printing costs have gone up considerably per volume and postal rates have jumped for both domestic and overseas mailing. For the past couple of years we have had to use money from our savings to cover annual operating expenditures. So, we were faced with the dilemma of how to become self-sustaining as we were in the past. We have therefore made the decision to raise the dues to \$23 for domestic members and \$30 for overseas members which will cover the actual costs of printing and mailing.

### IMPORTANTE - IMPORTANT

De ahora en adelante se establecen dos nuevos tipos de membresía además de la membresía regular. Una donación de US \$25 se convierte en miembro apoyador y una donación de US \$50 o más en miembro contribuyente. Un donante a puesto un reto valido hasta fin de año: donaciones de US \$25 o más serán duplicadas hasta llegar a un tope de US \$1,000.

The board has also come up with an idea that we hope we can all embrace – that Copaphil create and recognize new categories of contributing and sustaining members. We propose that members who give an additional amount between \$25 and \$50 per year be recognized as contributing members and those who give an additional amount over \$50 be recognized as sustaining members. In order to encourage this, one of our members has anonymously offered to donate up to \$1,000 in matching funds for contributing and sustaining gifts received by the end of 2019.

The board is open to any other suggestions members might have as to ways to save and/or raise more money. It would be wonderful if someone volunteered to manage a mail sale as that would be an excellent way to raise money, provided we had sufficient people participating.

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## **Santander Gold Currency Issue 1907**

by Robert Müller

Before the finding of the Moreno-Correspondence (Copacarta Report of Jim Cross in 1994) Santander covers were extremely rare and only a handful known.

After I bought this cover (fig.6) at a small auction in Germany I felt encouraged to deal with my Santander stock more intensively. For the first time I realised that the so called Cucuta-issue from 1904-05 is a silver currency-issue for the North-Santander Department, because Santander was split during the war into a paper-currency (south) and a silver-currency (North) area. The area around Cucuta seems to have maintained the silver currency, because the so called "Correo de Comercio" still used the old stamps in 1905. I have a cover from July 1905 still franked with a 10 centavos stamp from the old Bogota-issue 1902.

The regular issue of Santander 1904-05 was still a "paper"-money issue for the now "Departamentos de Santander", that was only the south-west part of the former "Departamentos de Santander" with the now called "Departamentos de Norte de Santander" separated to a new Department.

All 1904-05 Santander issues were short lived and a lot of them are on the market cancelled to order. Just two covers are known to me. One can be seen in Copacarta 1990 p.1.

Preparing a "gold" currency issue seemed to be logical, but I wonder why it came so late. The issues of 1904-05 still in stock were overprinted Medio Cvo, UN Cvo, 2 Cvs and 2 centavos. Many catalogs refused to regard them as legal issues. Again, this item was

short lived. From 1909 the Departamentos had to use the numeral issues of 1904-1908 with overprints, that they could buy for half of the face value from the government.

Used stamps from this overprint-issue are quite scarce and most of them seem to be authentic. On the pictures (Figures 1-5) you can see the best used stamps from my collection – the piece with "Gramalote anulada" or the last one with top border and violet "Pamplona" plus black boxed cancel from the national post. The cover in figure 6 seems to be completely authentic. The sender is printed and the cancellation "Colecturia de Hacienda Pamplona" is the same as on eight covers of the Moreno Collection (see Copacarta 1994 p. 84).

The parallel Cucuta Issue for North-Santander is also rare in used condition with an "Anulada" or two line "Anulada Cucuta" dominating.

For me this cover definitely proves that this issue is legitimate.



(Figure 1): 2 Cvs.



(Figures 2-5).  
*Examples of  
cancellations*



(Figure 6). Cover  
mailed from Pamplona  
to Bucaramanga.

## Unreported SCADTA Handstamp on Mail Tag

By Debby Friedman

While I sold my SCADTA collection over a decade ago, I still try to watch both auctions and eBay listings. Recently a SCADTA handstamp I had never seen was sold on eBay. While common rate covers with cancellations from common origins sell on eBay for very low prices if at all, rare cancellations can bring high prices. A recent auction was for a mail tag that would have been attached to a package, likely by string. It was sent from Medellin, a common origin, January 15, 1930 to Barranquilla, arriving January 16. The franking of 2.60 pesos was paid with Scott C62 and C65, part of the June 1, 1929 "fifth" SCADTA issue. Neither of these stamps on cover are rarities.

What makes this mail tag unusual is that the handstamp "SCADTA ENCOMIENDAS" is unrecorded. On the back of the tag is typed "Muestras sin valor", samples without value. The tag drew 3 bidders and sold for \$338. Based on the references I have, the air mail

rate at this time for "muestras sin valor" was half the rate of letters. This rate was included in the October 1, 1928 notice published in *El Tiempo* that announced the lowering of the airmail letter tariff to 20 centavos for each 20 grams. This package would have weighed 520 grams (1.15 pounds).

For information about Colombian airmail rates from 1920 until 2005, the book *Historia de las Tarifas del Correo Aereo en Colombia*, by Carlos Valenzuela Acosta is extremely useful. It was published in 2005.



(Figure 1). Package mail tag with unreported "S.C.A.D.T.A. Encomiendas" handstamp.

## AWARDS

Congratulations to our members who continue to exhibit and win prestigious awards.

**Prague 2018:** Santiago Cruz The Perkins 1917 Issue - Gold

**COLOPEX 2018:** Alfredo Frohlich SCADTA Air Mail 1929-1931 - Large Gold

**FLOREX 2018:** Alfredo Frohlich Colombia's Registered Mail 1865-1925 - Large Gold and APS Pre 1900 award

### Thailand 2018 World Stamp Exhibition:

Jorge Enrique Arbelaez: Colombia. Pre-Philatelic Letters with Content 1530-1859 – Large Gold

Alfredo Frohlich: The Last Classic Colombia Issue 1866-1869 - Gold

James C Johnson Scadta: Postal Routes 1923-1929 - Gold

Manuel Arango: Revenues of Colombia - Gold

Dario Diez: Begin and End of an Airmail System – Large Vermeil

Alvaro Castro-Harrigan Panama: First Issue of the Republic – FIP Champion Class

## **Scadta in 1922**

by Debby Friedman

While SCADTA started scheduled flights in September 1921, 1922 saw a major milestone for SCADTA – the publication of its first schedule on January 1. Most information on early activities is only in annual data summaries. There is interesting information to be found about this early period in a now little-known source.

In 1922 the magazine *Aviation* was the oldest American aeronautical magazine. Its focus was commercial aviation developments, both US and foreign and is a gold mine of information. While issues of the magazine can be hard to come by, the New York Public Library has microfilm copies. The August 7, 1922, issue, p. 64, contained detailed information about flights, passengers, cargo, and mail in the first 4 months of regular SCADTA service in the following article:

"Colombia – Colombia is considered to be ahead of other South American countries in civil aviation, and the latest developments confirm this view. Since the beginning of September, the German-Colombian Aviation Co. established a regular service for mail and passengers along the following routes: Barranquilla-Giradot-Neiva and Barranquilla- Cartagena. Other routes are under consideration. Five machines are employed in the River Magdalena, covering in 7 hr. the distance which usually takes nine days by steamer and rail.

During September last, two seaplanes covered 4,956 miles in 41 flights, transporting 27 passengers and four tons of mails and parcels. In October, three machines covered 9114 miles in 67 journeys with 57 passengers and 5 3/4 tons of goods. In November, four machines accomplished 105 flights, traveling over 10,224 miles

and carrying 126 passengers and just over 10 tons of goods. The figures for December were 94 flights, distance covered 10,256 miles, 93 passengers and 9 1/3 tons of goods. The total flights for the last four months of 1921 were 307; miles covered, 34,550 mails and parcels, tons, carried, 29 1/3 and passengers carried 303.

The above figures clearly show the progress of civil aviation in Colombia. In the routes mentioned not a singled accident has been registered. In Manizales, Medellin, Cali and Pasto, Italian, French and Colombian aviators frequently give spectacular flights, and all the principal towns are considering schemes for regular aerial transport. Before the end of this year, it is expected to have a complete net of aerial routes. The great gold and platinum mines of the country will then be able to save two or three weeks in the conveyance of their valuable metals to the coast.

The Government has Military Aviation School under French tutors, and considerable progress has been already attained by the Colombian pilots.

The rapid growth of SCADTA is evident in the data given. Interestingly it was projected that a complete net of aerial routes was expected by the end of 1922. That took a lot longer! The post card illustrated here (Figure 1) was sent on the SCADTA route from Cartagena to Barranquilla February 25, 1922. Another fact to ponder is the information given is that in those first 4 months 34,550 "mails and parcels" were carried. Since all of that mail would have been franked with the first or second SCADTA issues, what was the survival rate of covers? The number of 1921 covers that survive is not large. It would be interesting for someone to do a census.



(Figure 1). *Postcard sent on the SCADTA route from Cartagena to Barranquilla, February 25, 1922*

## Panama Postcards: Bienkowski

by Robert J. Karrer, Jr & Brad Wilde

One of the early vendors of Isthmian views was Apolinary Bienkowski, a native of Warsaw in Russian Poland. He was born about 1866 subsequently emigrated to the United States in the 1880s and became a naturalized American citizen. In 1902, he moved to Panama, where he became engaged in business as a newsdealer. Later he established the Panama Railroad News Agency with its principal office in the Panama Railroad Station in Panama City and kiosks in railroad stations at Cristobal, Culebra, Empire, Gatun, and Pedro Miguel. Many of the first issue of Canal Zone postage stamps known on cover are addressed to him at these stations. He was also active in other local commercial circles, including the Panama Express Co. Bienkowski was one of the leading proponents of an exposition in Panama City to celebrate the eventual opening of the Panama Canal and draw the world's attention to the business opportunities on the Isthmus. Bienkowski met an untimely end, taking his own life on the Balboa - Panama City road during the evening of June 6, 1909. It was presumed at the time that the cause was a financial crisis resulting from his involvement in too many enterprises.

The successor to Bienkowski at the various newsstands along the line of the The successor to Bienkowski at the various newsstands along the line of the railroad was Albert Lindo, who in turn was succeeded by I. L. Maduro, jr.

Bienkowski cards are all printed in black & white and almost all are in the undivided back format. They date from the 1906 to 1909 period and the view sides are found in several distinct styles. In addition, there are different styles of address sides.

Most Bienkowski cards are not rare, but those depicting President Roosevelt's 1906 visit to the isthmus are eagerly sought after by collectors.

TYPE A: (Figure 1). The publisher identification on the view side reads "A Bienkowski, Publisher Ancon, Canal Zone, Panama. The address side is printed in black, and there is no printed Jordan imprint.



(Figure 1) Type A inscription

TYPE B: (Figure 2) The publisher identification reads "Isthmian-American & P.R.R. News Agency & Advertising Bureau A Bienkowski". Within this type there are some slight variations in the size of the letters in the titling and publisher data as well as minor punctuation differences. The address side is in two varieties. The first is identical to that of Type A cards. The second contains J. Murray Jordan printer identification on the left edge. The back on all cards is the same. (Figure 3)



(Figure 2) Type B inscription

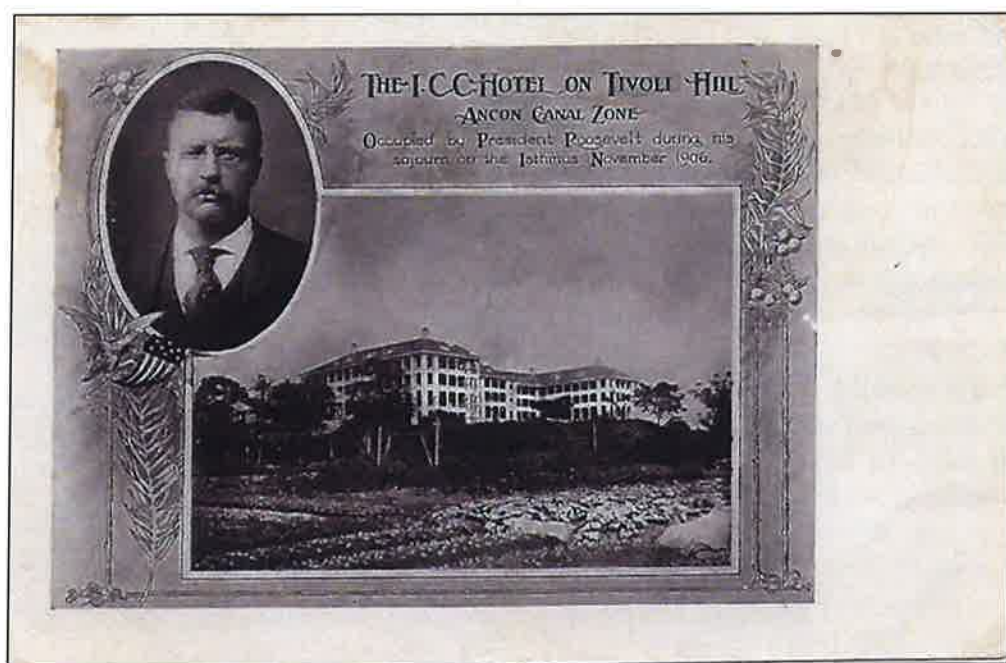


(Figure 3). Reverse of all card types comes with and without J Murray Jordan imprint

TYPE C: The publisher identification reads "Isthmian-American News Agency & Advertising Bureau A Bienkowski". Another difference is the addition of a card number preceding the titling data. It also has a distinct frame around the view. The address side does not have Jordan imprint.

TYPE D: The publish identification reads "A. Bienkowski P.R.R. News Agency Ancon, Canal Zone". The address side is in the divided back format.

TYPE E: (figure 4). These cards have no publisher identification and it is supposed they are by Bienkowski because of their format style, texture, and subject matter. Some have the typical Type A address side, while others have the J. Murray Jordan imprint and are in the divided back style.



(Figure 4). Type E with no Bienkowski identification

## LIST OF BIENKOWSKI POSTCARDS

A Bull Fight, Panama  
A Canal Dredge, Panama  
A Chinese vegetable garden in the vicinity of Panama.  
A country scene in the Panama Republic.  
A Group of Native Belles in the native dress, Panama.  
A new section of the American Quarters in Culebra, Panama. Taken from the Reservoir.  
A scene on the Charges River, Panama.  
A train of dump cars on the Canal, Panama.  
An ambulance of the Ancon Hospital, Panama.  
Ancon Hospital and the Capitol fo the Canal Zone.  
Ancon, showing palm trees planted by the French, Panama.  
Army Engineers who will dig the Panama Canal (insets of Gaillard, Goethals, and Siebert).  
Aspinwall, (Colon) Panama.  
Atlantic entrance to the Panama Canal at Cristobal, Panama.  
Bird's eye view of Camp Elliot, Canal Zone, Panama.  
Bird's eye view of Culebra and vicinity, Panama.  
Bird's eye view of Culebra, Panama.  
Bullding, Culebra, Panama  
Business section of Old Culebra, Panama.  
Camp Elliot, Bas Obispo, C.Z.  
Canal Diggers, President Roosevelt and Chief Advisors.  
Canal Inspection, The President dictates what he has seen and gives instructions,  
November 1906.  
Cathedral Park, City of Panama.  
Commander's Offices and U.S. Marines, Camp Elliot, Canal Zone, Panama.  
Corozal, an American suburb of Panama City.  
Culebra Cut, showing where the big landslide occurred, Panama.  
Entrance to Ancon Hospital, Panama.  
Fire Department celebrating the inauguration of the American water system in Panama.  
Foreign Diplomatic Corps, Panama.  
Fumigation Brigade ready for business, Panama.  
General Henry Clay, chief to he San Bas Indians, Republic of Panama.  
Gorgona, a general view of the American Settlement, Panama.  
Gorgona, Panama.  
Governor Charles E. Magoon and H. D. Reed, Executive Secretary, at their residence, Ancon,  
Canal Zone.  
Hotel at Corozal, Panama.  
I.C.C. Hotel at Culebra, Canal Zone, Panama.  
Isthmian Canal Commission.  
Isthmus of Panama.  
J. Francisco de la Ossa, Mayor of the city of Panama.  
John F. Stevens, Esq; Judge Charles Magoon, Colonel W. D. Gorgas, U.S.A.  
Machine shops at Empire, Panama.  
Market Street approaching the Market, Panama.

Naive washerwomen of Panama.  
 Nothing too small for Roosevelt.  
 Panama Canal Offices, Panama.  
 Panama City from the Tivoli Hotel, Pacific Ocean in the distance.  
 Pay Day at one of the spots on the Zone, Panama.  
 Paying off section of the I.C.C. track gang in Culebra Cut, Panama.  
 Personal Inspection. The President boards one of the Canal Diggers, November 1906.  
 Police Station and Jail in Cristobal, Panama.  
 President Roosevelt in the center of the great Culebra Cut. Blasting and mining operations in full swing at time that photograph was taken.  
 President Roosevelt salutes the Flag on the Canal Zone and reviews U.S. Marines at Camp Elliot, C.Z. during his visit, November 1906.  
 P.R.R. Station at Empire, Panama.  
 Rear view of Tivoli Hotel, Panama.  
 Recreation grounds of the I.C.C. sanitarium at Taboga, Panama.  
 Residence of the Governor and the Chief Engineer at the foot of Ancon Hill, Panama.  
 Ruins of Santo Domingo Church, Panama.  
 Ruins of Santo Domingo Church, Panama. (different view)  
 Santa Ana Park, American Exchange Hotel in the background, Panama.  
 Secretary Root and party at the home of Chief Engineer Stevens at Culebra, Panama.  
 Seeing the dirt Fly Roosevelt inspects work of digging and loading of excavations by steam shovel in Culebra Cut, November 1906.  
 Shipping bananas from Bohio, Panama.  
 Star & Herald Building, where the paper was first published in 1849, Panama.  
 Steam Shovel in operation on the Canal, Panama.  
 Steam Shovel loading a train of cars in Culebra Cut, Panama.  
 Steam Shovel loading cars with the excavation, Panama.  
 Street showing entrance to Panama cemeteries.  
 Taboga village, Taboga Island, Panama.  
 The Bells of Cruces, Panama.  
 The I.C.C. Hospital at Colon, Panama.  
 The I.C.C. Hotel on Tivoli Hill, Ancon, Canal Zone. Occupied by President Roosevelt during his sojourn on the Isthmus, November 1906.  
 The I.C.C. Sanitarium at Taboga Island, Panama.  
 The Pacific Entrance to the Canal, Panama.  
 The President and Mrs. Manuel Amador Guerro. (sic)  
 The Presidential part at La Boca, the Pacific Entrance of the Canal Roosevelt's visit November 1906.  
 Three Policemen of Panama.  
 Trains hauling the excavations from Culebra Cut, Panama.  
 U.S. Marines "Barracks", Camp Elliot, Canal Zone, Panama.  
 U.S. Marines drilling at Camp Elliot, Canal Zone, Panama.  
 U.S. Post Office and canal offices, Cristobal, Canal Zone.  
 View of part of the shipping at Colon, Panama.  
 Wash day at Ahorca (sic) Largato, Canal Zone, Panama.  
 Wash day at Chorrera, Panama.

## The First Flight from Panama to the United States by Brad Wilde

The first official flight, via Pan American Airlines (Foreign Air Mail Route 5) mailed on February 10, 1929. The mail from the Canal Zone was flown by Charles Lindbergh. At first there was no agreement for mail from Panama to be flown. At the last minute it was decided to allow a second plane to carry Panama's mail. This plane, a Sikorsky S-38, was flown by Raymond "Ray" Merritt, Sr (1895 - 1946) (Figure 1). However, there was too much Canal Zone mail and some of it was flown on the second plane. There is no way to tell the difference. Because Panama did not have a mail contract the covers (except registered mail) serviced were not back-stamped in Miami. The two planes left from France Field.

The Panama City mail was scheduled to be taken to Colon on the noon train, but J. D. McGregor of Pan American airlines informed Panamanian officials that they had been instructed not to accept any mail from Panama. It was only at 5:30 p.m. that officials in Washington, D.C. decided that mail from Panama would be accepted for the flight. Jose Maria Goytia, Panama City's postmaster requested a special railroad motor car and at 10:10 p.m. the two sacks of mail weighing 31.34 kilograms traveled to Colon. Both the U.S. Mail planes were cleared by the Port Captain's Office and made ready for a daybreak departure. Director of Posts Crede Calhoun, Cristobal Postmaster Gerald D. Bliss, and Postmaster Goytia to deliver the mail over to the pilots at 5 a.m.



(Figure 1) Cover autographed by Ray Merritt, Sr.

As there was no 25 centesimos stamp available, the 10 centesimos orange special delivery stamp was locally overprinted. Because of the uncertainty of whether the covers would be flown and the last minute decision to allow them to be, the printing took place two nights before the flight. They were placed for sale at Panama City and Colon the day before the flight.

The Colon post office sold the stamps until 2 p.m. 50,000 of the stamps were overprinted and roughly 33,000 were sold. 7,054 covers were mailed in Colon and 5,734 from Panama City, of which 567 were registered. However, in 30 years of collecting the author is surprised by that number as he has found very few registered covers from either city. Since most letters required a single franking this would

indicate that approximately 20,212 stamps were sold, but not used. The author has not seen a letter postmarked from other towns in Panama.

**POSTAL MARKINGS:** The mail on the flight received two official markings. The first is a double circle rubber handstamp that reads "AGENCIA POSTAL PANAMA, R. DE P." around the inside of the circle and "PRIMER CORREO AEREO INTERNACIONAL" in the center. (Figure 2)

The other handstamp reads "PANAMERICAN AIRWAYS Inc PRIMER VUELO". (Figure 3) Both are normally purple ink.



(Figures 2 & 3). Showing handstamps applied by Panama Post Office and Pan American Airways on first flight covers.

**POSTAL RATES:** At the time the postage rate was 25 centesimos for the airmail portion of the flight to the United States plus 2 centesimos per 20 grams for the surface letter rate in the United States. Mail addressed beyond the United States paid either the UPAE or the UPU rate. Only a few covers are recorded using these rates. Examples to Cuba (UPAE), Canada (UPAE), and Italy (UPU) can be seen in Figures 4, 5, and 6. Postcards paid 1 centesimo for local carriage and 2 cents for UPU (Figure 7). Registration was 5 centesimos and special delivery 10 centesimos. (Figure 12)



(Figure 4). Panama City to Havana, Cuba, UPAE rate.



(Figure 5). Panama City to Orillia, Ontario, Canada, UPAE rate.

(Figure 6). Panama City to Rome, Italy, showing 5 centesimos UPU letter rate.



(Figure 5). Panama City to Breunberg, Sopron, Hungary, showing 2 centesimos UPU postcard rate.

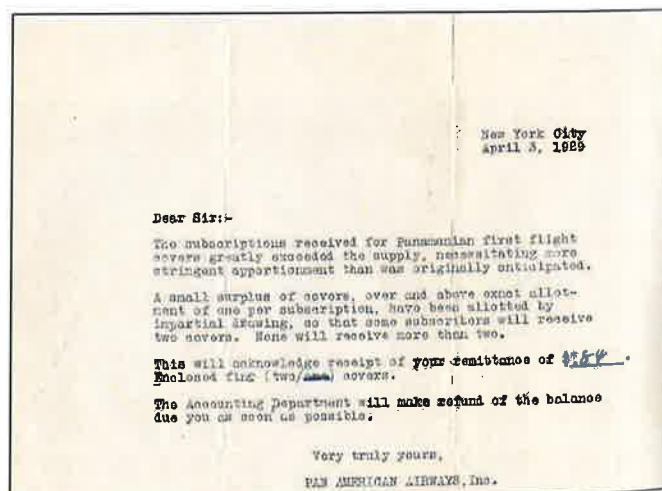
It appears that the 25 centesimos charge was regardless of weight as a package to Cuba (Figure 8), the only non-letter reported, was franked with 8 cents for an article weighing 60 to 80 grams, but only franked with 25 centesimos for airmail.

(Figure 8). Packet addressed to Havana, Cuba, weighing 60+ to 80 grams, but only paying single rate airmail postage.

**Preparers:** Because there was not a lot of notification most of the covers serviced on this flight were prepared locally. Some of the preparers included Emile Mizrahi and I. L. Maduro. However, Pan American Airlines prepared covers for the flight and sold them for \$1 each (Figure 9). Demand exceeded expectations and a lottery was held to see who would get a second cover (Figure 10). All of these covers are addressed to J. T. Trippe.



(Figures 9, 10). Cover addressed to Juan Trippe at Pan American Airways headquarters and enclosure explaining about lottery for covers.



**Airmail Postal Envelope:** While normally the 2 centesimos local carriage was paid for by the 1924 2 centesimos Arms of Panama stamp 5000 airmail envelopes were produced by overprinting the 2 centesimos envelope of 1929 (Figure 11). This was done the day before the flight and were sold out. It was later reprinted.



(Figure 11). First airmail postal envelope issued by Panama. 5000 printed. Note usage to Porto Rico.

**STAMP VARIETIES:** Because the printing was done quickly there are varieties found on the overprint. The stamp is known shifted vertically so that the words "VEINTECINCO (sic) CENTESIMOS" are at the top of the stamp rather than the bottom (figure 12), a progressive disappearance of the airplane and "25" (figure 13), a shift to the right causing a split overprint (figure 14), and finally with the overprint inverted, 200 copies (figure 15).



(Figure 12). Vertical shift reading "VEINTECINCO CENTESIMOS / CORREO AEREO". Also shows registered and special delivery usage.



(Figure 13). Bottom portion of Plane and "25" missing. This is a progressive variety.

(Figure 14). Horizontal shift such that the "5" is missing from right hand "25. Note addressed to the Bahamas.



(Figure 15). Overprinted inverted. 200 printed.

## Nathan Levy Price List 1939

By Brad Wilde

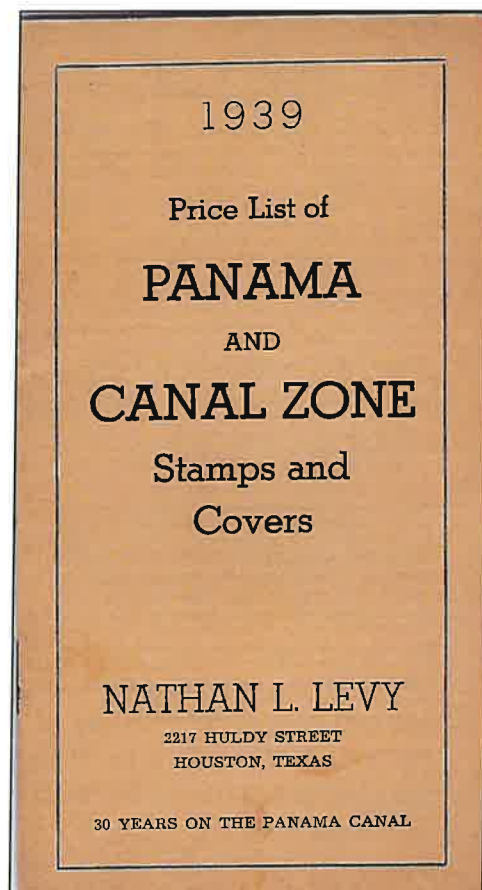
Nathan Levy, a Roosevelt Medal holder, lived in Gatun from 1907 to 1937 and was a noted philatelist and part time dealer. He was responsible for creating many of the first flight covers in the 1920s and early 1930s. He also sold small packets of Panama and/or Canal Zone stamps to the tourists. His son, David Leeds, was one of the outstanding collectors of Panama and Canal Zone philately and was a founding member of Copaphil. When David passed away I helped his son clear out decades of saving auction catalogues, philatelic publications, etc. from his house in Los Angeles. One of the boxes contained numerous copies of Nathan Levy's *1939 Price List of PANAMA AND CANAL ZONE Stamps and Covers* (Figure 1).

Some of the prices (current price is in parenthesis) included used copies of British stamps used in Panama for \$2 (\$20-35); a mint set of the Bogota printing Panama map stamps for \$1.10 (\$7.30); mint Bocas del Toro "R de Panama" overprints were \$5 (\$20) for the 2 centavos rose and \$3 (\$15) for the 10 centavos; the Hamilton inverted vignettes were priced between \$3 and \$7.50 (\$25 each); the 1915 Exposition Set was \$8.96 (\$129.35) mint and \$7.61 (\$68.85) used; and the 1936 UPU overprint set (regular and airmail) was \$8.49 (\$84.60). In the airmails C1 with imperforated bottom was \$10, C2a inverted and doubled were \$7.50 (\$20) each, C4a double surcharge was \$10 (\$20).

The price list had First Day covers for the National Institute commemorative for \$2.50, the Lindbergh visit for \$1.25, the 1921 Centenary of Independence (1, 2, 2.5, and 5 centesimos) for .25 each, and the 1 balboa airmail of 1930 was \$5 (David once told me only 10 were prepared). 1930 5 centesimos overprint on 50 centesimos was .25 cents. There were a large number of first flight covers. The 1929 first flight to Miami was \$1, the illegal 1926 flight to Almirante was \$7.50

(20 flown), 1929 Colon to Managua \$2, 1929 Colon to Havana \$2, 1930 Panama City to Guatemala or San Salvador \$1.50, 1930 flights to Venezuela or Jamaica or Cuba were \$1.25, 1931 Lindbergh Circle flights were \$1.25, and 1932 flights to Mexico were \$1.25. The 1932 flight (registered) to Bolivia was \$2.50 with the note that only 34 were carried (Ed. Note – not clear if 34 total covers or 34 registered covers).

Interestingly, the purchase of any of those items would not have been a good financial decision. A \$100 investment in the Dow Jones Industrial Average in 1939 would have grown to roughly \$15,000 today. A similar investment in the stamps and covers listed above would have only grown to about \$600 retail value today.



(Figure 1). Front of Nathan's Levy's 1939 price guide to stamps & covers

## **ALFREDO FROHLICH COLLECTION AUCTION**

### **The Evolution of Postal Systems in PANAMA 1777 TO 1881**

The collection of Copaphil member Alfredo Frohlich was sold by Robert A. Siegel on December 4, 2018. It consisted of his internationally exhibited Gold Medal collection of "The Evolution of Postal Systems in PANAMA 1777 to 1881". Alfredo Frohlich has assembled a number of international gold medal exhibits related to Latin America including the stamps of Colombia, Chile, and the SCADTA stamps of Ecuador. He was the awarded one of philately's highest exhibiting honors when his Classic Colombia was awarded the 2007 Champion of Champions.

This exhibit has been shown 17 times since 2012 and was award two Grand Prix, five Gold Grand Awards, and six Large Gold awards. It truly is a magnificent exhibit pertaining to Panama prior to 1881.

On a personal note I would like to commend Alfredo for always being willing to share his philatelic knowledge with the collecting community. He is a true gentleman and a scholar.

The sale was arranged into different categories including Colonial; New Grenada; British Postal Systems; French Postal Systems; Forwarding & Route Agents; Via Panama; and mails originating in Europe, Oceania, and the United States. There were 148 lots with a low estimate of \$200,950. Of that total 114 lots sold for \$159,530 against a low estimate of \$145,350. 34 lots did not sell. The mean selling price was 100% of low estimate, but the average percentage was 128% of low average. The most popular area was the Colonials where every lot sold, while the least popular were the New Grenada covers where 18 of the 33 lots did not sell. As

a percentage of the low estimate the most sought-after covers were the Europe covers which sold at an average of 180% of low estimate, followed by Via Panama covers at 154%. The lowest percentage was new Grenada at 86%.

Among the stars of the sale were lot 1501 – the 1777 "PANAMA" straight line which is the earliest recorded cover from Panama. It sold for its estimate of \$7500. Lot 1541 – the 1860 "Administracion de Correo Colon, France double circle with two different Colombia first issue stamps sold for \$6500 against an estimate of \$7,500. Lot 1570 – was a remarkable pair of covers involving postal systems of three countries in 1872-3. The countries were Colombia, Great Britain, and Spain (Puerto Rico). They sold for \$6,000 against an estimate of \$7,500. The next two highest priced lots were 1623 & 1624, both mailed by the "San Francisco News Letter" in 1851 (with Scott #7) and 1855 (with Scott #15). Lot 1623 with Scott #15 sold for \$7000 against a \$7500 estimate and lot 1624 sold for \$20,000 against a \$7,500 estimate.

Among covers that did not sell was the earliest recorded registered cover from Panama (lot 1513), the only reported cover with the Veraguas "DEBE" (lot 1529), the two provisional "TRANSIT" markings (lots 1549 and 1550). Two "Overland Route" covers also did not sell (lots 1647 and 1648).

If you did not get a copy of the catalogue, you should. It is a wonderful reference tool and the exhibit is simply magnificent.

Copies may still be available from:

Robert A. Siegel  
6 West 48<sup>th</sup> Street, 9<sup>th</sup> floor  
New York City, New York  
10036

[stamps@siegelauctions.com](mailto:stamps@siegelauctions.com)



## WHAT'S SELLING ON EBAY (Colombia)

By Debby Friedman

Ebay continues to be a source for interesting Colombia material as well as providing a look at the market. Whether you are buying or selling Colombia, it is worthwhile to look at results, including not only sold but unsold items. While it is hard to say the results of any given listing provides a definitive value, there are some observations that I think can be made.

An area that has significant interest and market strength are the stamps and cancellations of the private carriers. This material is not limited to only Colombia collectors. There have recently been some very high realizations. For example, a rare stamp from the Empresas D'Autobuses of Antonio Puerto (Figure 1) realized \$598.



(Figure 1) *Empresas D'Autobuses private carrier stamp*

Another interesting and scarce stamp from the Ferrocarril de Caldas brought \$521. (Figure 2) Years ago I had a cover with this stamp and I am sure it did not bring anywhere near this much. If interested in learning more about these private carriers, I recommend the book *Private Mail Carriers of Colombia* by Bortfeldt, Valenzuela and Frohlich. It is in several philatelic libraries.



(Figure 2). *Ferrocarril de Caldas*

The demand for common SCADTA stamps and covers is weak. Single letter rate covers franked with the 30 centavos of 1923 from common origins can sell for as little as \$1 if at all. It takes something unusual to attract strong interest. One such item was a mail tag which is described in the article on page 5.

Two used SCADTA postal cards were recently sold. They brought \$90 (to US) and \$87 (domestic) These were realizations on the low side. There is no census of these postal cards, so their rarity used is hard to assess. The only SCADTA stationery for which a census of used examples was attempted are the 30 and 50 centavos 1923 envelopes. SCADTA stamps tend to bring significantly less than Scott prices. For example:

C37 used \$171 - CV \$575

C38-50 mint never hinged \$117 - CV \$199

C51 used paper remnants \$5 - CV \$57

There is another unusual aviation item that has recently been sold, - a Correo Rapido Militar cover. Most of the Correo Militar mail involves Leticia in the Amazon. The Gebauer & Londono book *LOS PRIMEROS CINCUENTA AÑOS DE CORREO AEREO EN COLOMBIA* discusses

this. All of it is scarce. Sold was an unusual cover (Figure 3) from Puerto Leguizamo May 20, 1934 to Bogota. No stamps were required. This military fast mail was censored. This origin is not mentioned in the Gebauer & Londono book. While there were condition issues, it realized \$154.



(Figure 3): 1934 Correo Rapido Militar cover

Also fitting nicely with Colombia air mail collections are the baggage labels of the various Colombian aviation companies which generally flew mail and or packages; sometimes also passengers as SCADTA, LANSA and Avianca. This material is listed in the late Don Thomas' 1986 *AIR TRANSPORT LABEL CATALOG*. Some of these labels are common and others quite rare. Generally, they are listed in eBay under Collectibles. The more common SCADTA labels do appear on eBay fairly often and bring modest prices, usually \$5-10.

There is but one label listed from the very short lived circa 1950 airline LATCO, the Linea Aérea Transatlantica Colombia and it is identified as rare. One was recently sold (Figure 4). With a starting price of \$9.99, it sold for \$281, said to be a record for a Colombia label



(Figure 4): LATCO label from 1950

Interesting cancellations, both manuscript and hand stamp, on off cover stamps often significantly increase selling prices compared to what the stamps would bring with more common or unidentifiable cancels. For example:

F8 used Cucuta cancel (Figure 5) \$10 - CV \$2.50;

Antioquia 10a manuscript cancel Zaragoza (Figure 6) \$99 - CV\$25;

Antioquia 39 manuscript cancel Andes (Figure 7) \$21 - CV \$4.50



(Figure 5): F8 used in Cucuta



Figures 6 & 7): *Zaragoza & Andes manuscript cancels*

## WHAT'S SELLING ON EBAY (Panama)

By Brad Wilde

Classic Panama sold well with \$77 being paid for 2 copies of #1 and 1 copy of #2 (\$180). A pair of Colombia #106 with a sock on the nose "PANAMA" cancel sold for \$35 (\$3.20). Two mint copies of the 50 centavos orange #7 sold for \$67 (\$26).

Overprinted material from the post-Independence area is always in demand. A mint copy of the 20 centavos 4<sup>th</sup> Colon overprint sold for \$99 (\$200). A set of the first Panama City overprint sold for \$28 (\$68), while the second overprint set sold for \$28 as well (\$35). The 1 and 2 centavos from the 2<sup>nd</sup> Bocas del Toro overprint in mint sold for \$62 (\$170). A nice copy of the 2<sup>nd</sup> Bocas del Toro overprint on the registry label realized \$30 (\$50).

Varieties also were in demand. Several of the inverted vignette Hamilton Banknote issued of 1906 sold for \$50 each (\$25), the 1 centesimos retardo stamp with "un centesimo" inverted on one of a used pair \$22.50 (\$50). An imperf pair in a horizontal strip of 3 of the 2 centavos Hamilton sold for an offer under \$199 (not priced). The 1949 airmail centennial issue for Duarte with inverted overprint sold for \$27 (\$50).

In the proofs a Waterlow purple essay on the 20 centesimos special delivery stamp sold for \$28, the ABN Co Balboa head for \$45, a pair of the ABN Co Balboa discovering the Pacific Ocean for \$46, and the Chorrera Falls ½ centesimo pair for \$25. A large set of different frames and vignettes ABN Co, (including to 10 and 50 centesimos) sold for \$635. The 1918 15 centavos vignette proofs for \$275. Two progressive proofs of the 1936 1 centavos tree for \$260. 1935 1 balboa Palace of Justice signed proofs \$202.

In the modern material a mint copy of the one balboa airmail overprint of 1930 sold for \$16 (\$28), the airmail 5 cents on ½ and 50 centesimos arms of 1936 sold for \$207 (\$400), and a mint copy of the 1971 Gandhi commemorative sold for \$33 (\$60).

Postal history was also in demand. An 1892 5 centavos single usage on a domestic address sold for \$75 (editor note: I missed it or it would have gone higher). A set of 8 of the 1931 5 centesimos flight covers (2 signed by Marstrand) sold for \$170. A nice cover with the 10 centesimos on 20 centesimos special delivery stamp, imperf pair, on cover sold for \$149. A cablegram cover, minus label, franked with 1892 5 centavos to Barranquilla from Panama sold for \$100 (ed. note: this cover sold for \$35 at auction one month ago). A FAM 8 first flight from Guatemala to Panama sold for \$50 with buy it now. A registered cover with 3 copies of the Hamilton 2 ½ centavos stamp of 1906 registered to New York City from Penonome sold for \$35. A copy of the 2 centavos overprint on 5 centavos postal envelope (HG.B7) sold for \$35 with a buy it now. The 1929 2 centavos postal card addressed to Japan sold for \$37 with but it now. A pair of covers with the Lindbergh visit from 1928 sold for \$30. A nice FDC with the 1956 set of Popes sold for \$26. 2 of the 1929 first flight covers addressed to Trippe sold for \$25. And someone found a sleeper with the same first flight, but overprint inverted on the 25 centesimos for \$23.

## NEW BOOK AVAILABLE ON THE POSTAL MARKS OF COLOMBIA

### *Pre-philatelic history and catalog of Colombian postal marks 1770- 1859*

After years of patient research in the Colombian archives, Manuel Arango, a member of COPAPHIL and the Spanish Royal Academy of Philately, has given us an important new book - *Pre-philatelic history and catalog of Colombian postal marks 1770-1859*. A complete study on Colombian pre-philately, this is a book of almost seven hundred pages, profusely illustrated and with an excellent

presentation. The book has two parts: in the first one, the history of the mail service in the New Kingdom of Granada and, later, in the first years of the Republic is detailed; the second part contains a catalog of the postal marks that have been identified. A sample page is shown that gives an idea of the detail that will be found in this book.

The book is only printed on request. The price is US\$175 + postage. To order, email directly to Manuel Arango at : [arango.manuel@gmail.com](mailto:arango.manuel@gmail.com)



## COPAPHIL ANNOUNCES NEW PUBLICATION:

### **CATALOG OF THE OFFICIAL CERTIFICATES/CUBIERTAS OF COLOMBIA BY STEVE PHELPS**

Copaphil is pleased to announce a new publication, The Official Cubiertas of Colombia. This new work, completed by one of our members, fills a great need in Colombian philately. For many years, the primary sources for information on Official Cubiertas has been fragmentary, infrequently updated and error prone. This 48 page publication captures images, issues, plating and rarity information for all known Official cubiertas along with cross referenced catalog numbering and measurement data for key issues.

Collaborating in the review and providing data for this work were many expert collectors and members of Copaphil with in-depth knowledge of this area. This catalog is due to be published in February 2019 and Copaphil is taking paid pre-orders at this time. *Member price postpaid for one copy, including paypal fees: \$25 to the US; \$30 to the rest of the world. Non-member pricing and additional copies is: \$30 to the US; \$35 to the rest of the world.*

To order this publication, email to Allan Harris [copaphilusa@aol.com](mailto:copaphilusa@aol.com). Paypal payments should be sent to [copaphilusa@aol.com](mailto:copaphilusa@aol.com). payment can be made by check in US dollars drawn on a US bank and sent to Allan Harris at 26997 Hemingway Court, Hayward, California 94542.

## **Catalog of the Official Certificates/Cubiernas of Colombia**

Steve Phelps  
December 2018



**Figure OC-B**

(OC-2A-b)

**OC-2A** – black, white

wove..... R

**OC-2B** – black, white with blue vertical ruled lines.....

RRR

Plating identification for all OC-2 types:

**-a:** "SERVICIOS" (plural)

Bottom ornaments 7-9 are reversed from normal  
(see notes)

Top ornaments 1-23 are reversed from normal  
(see notes)

**-b:** "Remite" under 'E' of "SALE", Round period after  
"OFICIAL"

All frame ornaments normal orientation (see  
notes)

**-c:** "Remite" under 'E' of "SALE", Square period after  
"OFICIAL"

Left ornament 6 is reversed from normal (see  
notes)

Top ornament 15 is reversed from normal (see  
notes)

**-d:** "Remite" under 'S' of "SALE", Comma after  
"OFICIAL", Small 'O' in "ESTADOS"

All frame ornaments normal orientation (see notes)

**Notes:** Frame ornamentation is comprised of ovals with three lines coming off one end of the oval and a single line coming off the other end of the oval. The 'normal' orientation for these ornaments has the end with three lines in the following orientations: Top frame on the bottom of the oval, Right frame on the top of the oval, Left frame on the bottom of the oval and Bottom frame on the top of the oval.



**Figure OC-B – Certificado Oficial**

# COPACARTA

Volume 36 No.2 April 2019

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**COVER OF THE QUARTER**



1883 5 centavos National Coat of Arms issue paying the domestic surface letter rate from Panama to Buga, Cauca, c. 1883. The registry fee is paid by the 10 centavos UPU issue. Domestic usage from Panama are infrequently encountered.

There is a manuscript received notation signed by a friend of the addressee.

## THE 1917 CANAL ZONE AND 1918 PANAMA 12 CENT ABNCO STAMPS

By David Zemer

The 100<sup>th</sup> anniversary of the 1917 Canal Zone and 1918 Panama 12c, 15c, and 24c stamps has passed, but outside of the narrative in *Canal Zone Stamps* little has been published concerning their design and manufacture. This article rectifies this gap in our knowledge and uses the newly discovered correspondence between the American Bank Note Company and Panama as well as pre- and post-production materials to illustrate their design and production followed by several examples of the stamps on cover.

In 1915 all three denominations were ordered from Panama by the Canal Zone. Panama in turn forwarded this order to the ABNCo. These stamps were very popular with collectors, which probably induced Panama to order three identical stamps sans the Canal Zone overprint for itself in 1918. The chronology for all six stamps is outlined in this article but only the design materials and examples for the two 12c stamps are highlighted. The design materials for the 15c and 24c stamps will be featured in a future article.

After the research on this series is published, we hope to make available to the public the complete ABNCo files relating to the three stamps printed for the Canal Zone as well as those printed for Panama. The correspondence dates are key for any researcher who wishes to delve further into this subject and are therefore printed in bold type.

### The Canal Zone 12c Stamp Order F5082 From order to manufacture: 1916 - 1917

**January 16, 1916.** Mr. E. C. Brooks from the ABNCo wrote to his management from the Hotel Tivoli in Ancon. He apologized for

being late in reporting because he had been stuck in quarantine for two days after arriving from Callao, Peru. He had met with Mr. Juan Ehrman, the ABNCo agent in Panama, and among other business Mr. Ehrman told him that Panama had just received a loan and was "*quite flush with money*", therefore he considered "*this a propitious time for securing some orders.*" Mr. Ehrman hoped one of these new orders would be for 12c, 15c, and 24c postage stamps.

**September 30, 1916.** The President of Panama issued Decree No. 164, Decreto Numero 164 de 1916, published in Gaceta Oficial, authorizing these three stamps. The same day Mr. Ehrman wrote to the ABNCo with a copy of Order No. 98 signed by Juan B. Sosa, the Secretaria de Gobierno y Justicia, for stamps of the Republic of Panama to be used in the Canal Zone post offices. His letter reached the ABNCo on October 14. The order for the 12c stamp, translated in English was for:

*500,000 stamps, color light violet, of the denomination of B/O. 12: the vignette of which represents the steamer "PANAMA" crossing Culebra Cut, near Emperador, on its voyage from South to North made on August 11, 1914; with the inscription "REPUBLIC DE PANAMA - CORREOS -in the upper part: "EL VAPOR PANAMA CRUZANDO EL CANAL - VISTA TOMADA DEL NORTE IN EL CORTE DE CULEBRA Agosto 11 de 1914 doce centesimos de balboa" in letters and figures, in the lower part.*

*All of the stamps should be surcharged with the words "CANAL ZONE."*

In a separate letter he enclosed another order for 2000 additional stamps of each denomination to be sent to Panama in a separate package. These stamps were intended to be forwarded to the International Office of the Universal Postal Union (UPU) for distribution among its members.

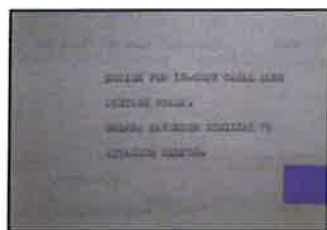
Mr. Ehrman asked the ABNCo to hasten this order as the stamps were to be placed in circulation on January 1, 1917.

This letter is a typical example of how the ABNCo kept track of orders by order date and the F (Foreign ) Order number. On the large majority of correspondence for this series of Canal Zone stamps the ABNCo wrote the order number and the date that the order was subsequently accepted, "F5082 10/24/1916," in manuscript.

**October 2, 1916.** Mr. Ehrman confirmed the order in a letter received by ABNCo on October 14. At the end of the letter Ehrman wrote that the photographs for the vignettes were enclosed. (see Fig. 1a, 1b)



*Figure 1a Photograph for 15c stamp vignette - SS Panama steaming north through Culebra Cut August 11, 1914*



*Figure 1b: Frame color sample attached to back of SS Panama photograph by Canal Zone*

The ABNCo added the following in pencil at the bottom of the page:

*Charge \$350 for each engraving, printing at \$0.65/thousand stamps, surcharging at \$5 per 1000 impressions. Total costs*

|                  |                  |
|------------------|------------------|
| <i>Engraving</i> | <i>\$1050.00</i> |
| <i>Printing</i>  | <i>978.90</i>    |
| <i>Surcharge</i> | <i>75.30</i>     |
| <i>TOTAL</i>     | <i>\$2104.20</i> |

**October 8, 1916.** Panama confirmed the order in a letter that arrived at the ABNCo on October 17 and specified that the Consul General of Panama would pay the bill.

In preparation for the expected order the ABNCo first reduced the size of this photograph to that of the vignette and cut it to the necessary shape (See Fig. 2a)



*Figure 2: Photograph of S.S. Panama reduced to stamp size and cut to shape of vignette*

**October 17, 1916.** The ABNCo Foreign Sales Department filled out an internal order for these stamps. (Fig. 3)

Due to the need for expediency the engraving department was given the go ahead to begin work on the engraving and plates without waiting for approval of the design by

Panama. A color sample, R2 purple, was chosen to match the frame color request by the Canal Zone as shown in Fig 4.

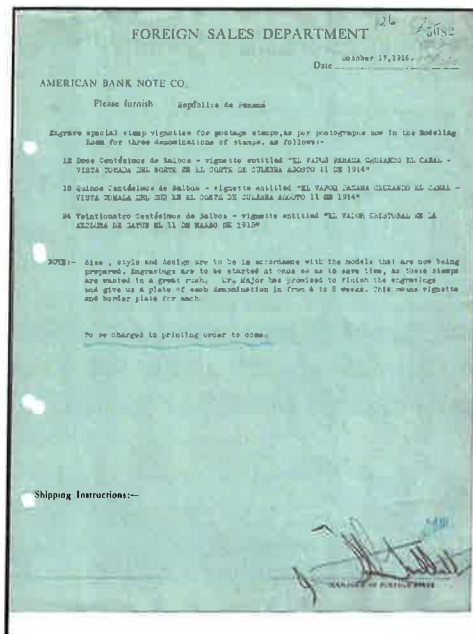


Figure 3: Order to engrave special stamp vignettes



Figure 4:  
ABNCo  
color  
sample of  
R2 purple  
to match  
Canal Zone  
request.

**October 21, 1916.** The Manager of the Foreign Department confirmed to Panama that they had received the official order and were rushing it so that the stamps would

arrived before January 1<sup>st</sup>. He also informed Ehrman that 502,000 stamps of each denomination would be printed and the price would be \$2,104.20.

October 24, 1916. The essay (Fig. 5) was approved by the ABNCo and a photograph (Fig. 6) was taken of the stamp.



Figure 5: Hand colored essays for 12c, 15c, 24c stamps approved on December 24, 1916.



Figure 6: Photograph of 12c essay

The Manager of Foreign Sales placed an internal order (Fig. 7) to engrave the borders and transfer the impressions.

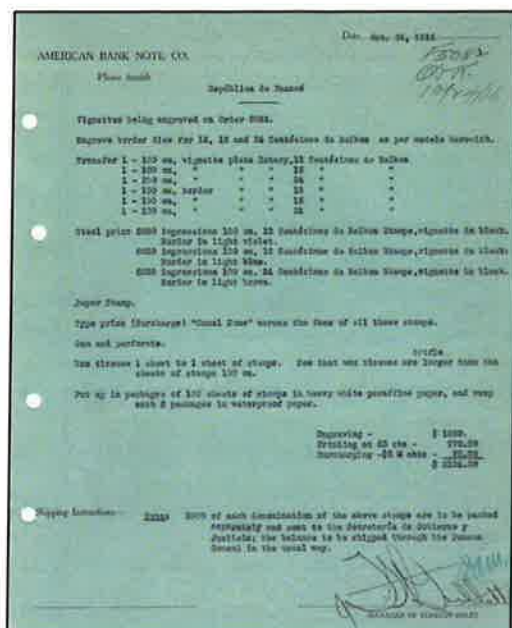


Figure 7: ABNCo Foreign Order for 12c, 15c, 24c stamps October 24, 1916



Figure 8: 12c Die proof approved on November 14, 1916

Besides being written in manuscript, this date was rubber stamped on the selvage of some of the ABNCo specimen stamps. Previous to acquiring this correspondence one hypothesis was that these dates were the dates the stamps were printed (1). We now know that October 2, 1916, is the date that the ABNCo confirmed the print order and entered it into their system.

True to their promise to rush this order into production the final die proof was finished and approved on November 14 and the frame plate proof approved on November 21. (See Figs. 8, 9)

A single-color, brown, die proof of the 12c stamp on hard papers, shown in Fig. 10, has surfaced, provenance unknown, but could have been a test to see how a single color pictorial stamp would look.



Figure 9: 12c Frame plate proof approved on November 21, 1916



Figure 10: 12c Engraved single color trial proof,, provenance unknown

The frame plate proofs in issued colors came from Lot 544 in Christie's Robson Lowe 1990 ABNCo archive sale. The plate proofs were bought by several dealers, cut into pieces, and sold to collectors. So far as is known no copy of the complete plate proof was made before it was cut up. The archive sale did not contain a similar plate proof for the vignettes and none is believed to have survived.

Among the sheets in Lot 545 of the ABNCo archive sale there were "three imperforate plate proof sheets of 100 stamps in issued colors on thin wove paper, some archive notes affixed to reverse, usual tears, creases, or splats affecting some sheet positions, 12c with some thinning on reverse." which were divided into smaller lots and resold to collectors. (see Fig. 11). No copy of these plate proofs was made.



Figure 11: Plate proof multiple in issued colors



Figure 12: Large die proof in issued colors

The Helme collection contained a large 12c die proof in issued colors. As it predates the ABNCo archive sale and has the die number C-1220 under the stamp we know that it was a production die proof and struck after the final die was approved. (See Fig. 12)

Most of the Canal Zone specimen stamps were bought by a group of collectors. Full sheet color photocopies were made, and a sheet description and stamp position number written on the back in pencil. They were then divided up among the participants. An example of those stamps was the top selvage and Foreign Order number both engraved and hand-stamped in red as shown in in Fig. 13.

Figure 13: Canal Zone specimen multiple showing inscription and handstamp F5082. Inscription should be Gaillard Cut not Culebra Cut



As noted in *Canal Zone Stamps*, Executive Secretary McIlvaine wrote to Narciso Garay, the Secretary of Foreign Affairs of Panama, on November 27, 1916, pointing out that the official name of the cut had been changed from Culebra Cut to Gaillard Cut, and he requested that the inscription on the 12c and 15c stamps be changed accordingly.

**December 5, 1916.** Ehrman sent a coded cable (Fig 14) to ABNCo asking to change the inscriptions.

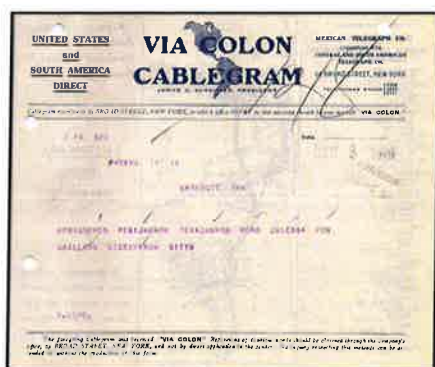


Figure 14: Coded cable from ABNCo agent in Panama requesting name change from "Culebra" to "Gaillard" Cut

ABNCo immediately cabled back the coded message (Fig. 15) that, referring to the telegram of December 5<sup>th</sup>, it was too late to make the change.

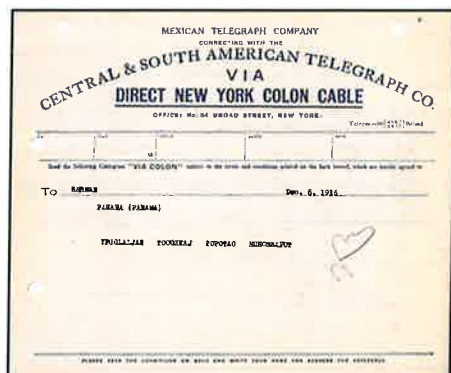


Figure 15: Coded cable from ABNCo informing agent in Panama that it was too late to make name change

**December 6, 1916.** ABNCo wrote to Ehrman that although they would like to help Panama, it was too late to make a change and the ABNCo should be held blameless as it was not their fault.

**December 8, 1916.** Mr. Garay notified Mr. McIlvaine that after correspondence with the ABNCo. Panama had been advised that it was impossible to make any changes in the inscription at that stage in production.

**December 22, 1916.** ABNCo wrote to Panama that they were shipping 1,000,000 stamps (500,000 of the 12 cent, 250,000 of the 15 cent, and 250,000 of the 24 cent) on the Steamer *Metapan* on December 23<sup>rd</sup>.

**December 30, 1916.** ABNCo wrote to Panama that they were sending the remainder of stamps, 250,000 each of the 15c and 24c on the Steamer *Pastores* that day and that they were sending 200 stamps of each denomination by parcel post to the Secretaria de Gobierno y Justicia.

The latter order was for the additional stamps for the UPU and a significant reduction from 2000 of each denomination previously ordered. No documentation has been found clarifying this change. To date no 12c, 15c or 24c specimens have been recorded from the archives of the countries that should have originally received these UPU specimens.

According to CZ Stamps, Panama delivered the complete order of 1,500,000 stamps to the Canal Zone on January 17, 1917.

### The 12c stamp and design materials after delivery

In 1924 the ABNCo renumbered all of its old dies. A variety of die proofs showing this change have appeared on the secondary market after the 1990 ABNCo archive sale. The vignette die number was changed from C-1504 to V 43253. (Figs. 16, 17)



Figure 16: ca. 1924 – ABNCo  
renumbered vignette die



Figure 17: ca. 1924 – ABNCo  
renumbered frame die

Sometime after 1924 the ABNCo created a set of index cards that had a summary of design and printing data. These cards contain valuable information but are either incomplete or incorrect, so users should check any figures with a second source if possible. Because of the unique situation of the Canal Zone and Panama often sharing the same or similar stamps some information on the card can be confusing. The index card for the 12c stamps (Fig 18) provides the Foreign Order number F 5082 which is that for the Canal Zone order but does not mention that in 1918 there was a Panama order F5634. It also uses the date 10/17/16 as the order date whereas all of the correspondence uses 10/25/16.



Figure 18: Index card for 12c stamp

In 1933 the plates were destroyed. Destruction plate proofs with the frame in green and vignette in black, all on thin card were sold in Lot 546 at the ABNCo archive sale.

**Lot 546, 12c-24c Canal Scenes, plate proofs (214P-216P),** set of three frame and vignette plate proof sheets of 100 stamps on this card, in green, apparently from a printing made in 1933 when the printing plates were destroyed, notations to this effect in lower margin, usual creasing or tears affecting some stamp impressions, most fine.

Their location is unknown today.

The first mention of these stamps found in the U.S. philatelic press was in *Mekeel's* (2) on February 10, 1917. Gerald Bliss, the Canal Zone postmaster at Gatun, and Emil J. Rall had sent *Mekeel's* a newspaper clipping stating that the stamps were expected to be issued Monday, January 22<sup>nd</sup>, somewhat earlier than expected, and as they went to press *Mekeel's* had just receive "specimens of these three beautiful stamps."

The earliest known usage of the 12c stamp according to the Canal Zone Study Group is January 23, 1917. (3)

In 1937, 185,086 copies of the Canal Zone 12c stamp, Scott No. 49, were burned. 314,914 had been issued.

### The Panama 12c Stamp Order F5634

**May 20, 1918.** The Department of Post and Telegraphs sent Juan Ehrman, the agent of the ABNCo in Panama, a letter stating that they would order 1,000,000 1c Balboa, and 1,000,000 Cordoba stamps as well as 50,000 each of the 12c, 15c, and 24c stamps, all without the Canal Zone overprints, and that the *Secretario de Hacienda* would confirm the order.

**May 21, 1918.** The Secretario de Hacienda confirmed the order and Ehrman sent the original orders to the ABNCo. (Fig. 19)

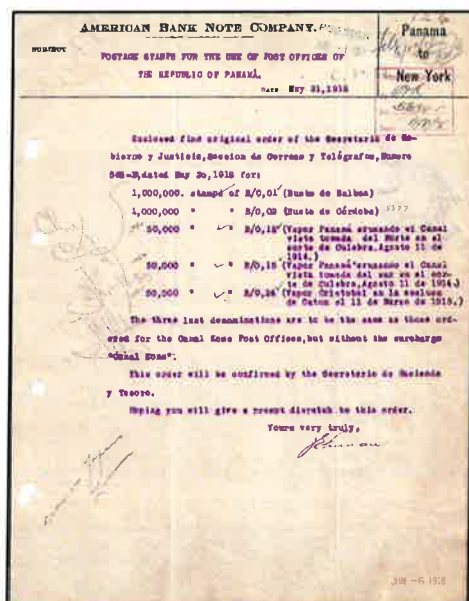


Figure 19: May 21, 1918 – order from ABNCo agent in Panama for 1c, 2c, 12c, 15c, and 24c stamps

The ABNCo assigned the 1c, 12c, 15c, and 24c stamps Foreign Order number 5634 and the 2c stamp Foreign Order number 5635. The order for the 1c Balboa stamp was the last of this portrait and was on a paper that

was different in color from the previous 1c Balboa stamps. Because of this color differentiation one is able to link it to the stamp with the 1921 Canal Zone overprint made at the Mt. Hope printing plant in the Canal Zone, CZSG catalog number 46.B and Panama invert Scott 197a.

**July 31, 1918.** The invoice (Fig. 20) for this order was sent to the Panama Consul in New York City and the stamps were shipped on the SS *Almirante*. The cost to Panama for 50,000 12c stamps was \$35.

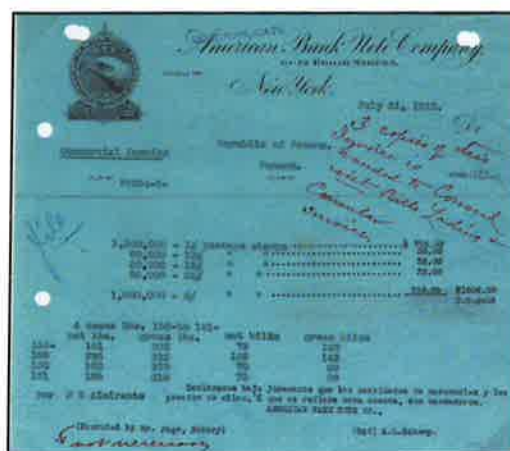


Figure 20: July 31, 1918 – invoice from ABNCo to Panama for 1c, 2c, 12c, 15c, and 24c stamps

August 20, 1918. The ABNCo wrote to Panama that they had been paid \$1551.56 for orders F5634 and F5635 on August 16, which settled the account.

August 23, 1918. Panama issued Decree No. 135 of 1918 *Decreto Numero 135 de 1918*, in *Gaceta Oficial*. It allowed the use of the 12c, 15c, and 24c stamps in Panama.

The legendary stamp dealer Kasimir Bileski bought Lot 569 at the ABNCo archive sale. It contained approximately 300 full and partial specimen sheets. Among these were three full sheets of the Panama 12c, 15c, and 24c

stamps. Mr. Bileski sold country specimen stamps in lots of one stamp from each printing. (See Fig. 21)



*Figure 21: 12c Panama specimen stamp*

The Panama lots were priced at \$1000 each and along with the stamps came a list of all of the stamps and the Foreign Order numbers. In this list these stamps were identified as order 5634, which was the handstamped number in red on the selvage. One large block of the 12c with top selvage (Fig. 22) is recorded and it confirms this stamp used the same plate as the previous 1916 printing of the Canal Zone stamp order F-5082.



*Figure 22: 12c Large Panama multiple showing same selvage as Canal Zone 12c stamp*

Bileski died in 2005 and the remainders of this were believed to have been sold to another dealer. Their whereabouts today are unknown.

Panama did not need a 12c stamp in 1918. The internal letter rate was 2c, the external letter rate was 5c, the registry fee was 5c, and the A. R. rate 2 1/2 c so there was no easy combination of stamps and fees that worked together with the 12c stamp, but it could have been used for heavy letters or packages. Mint copies are easy to find but used copies are scarce and only one used copy with a clear date, February 1, 1926, has been recorded.



*Figure 23: Only recorded commercial usage of 12c Panama stamp on cover (ex-Helme)*

In 1929 Panama raised its registry fee from 5c to 10c justifying the use of the stamp on internal letters, but only one commercial cover (Fig. 23) has been recorded. The only other usage of the 12c on cover is a parcel piece dated July 20, 1924 (Fig 24)



*Figure 24: 12c Panama specimen stamp*

This article first appeared in the *Canal Zone Philatelist* 51(4), pp 39-45, Whole No. 197, December 2015.

## PANAMA FIRST FLIGHTS TO ECUADOR AND PERU

By Brad Wilde

The second regular FAM 5 service began on May 17, 1929, when Pan American Airlines was awarded the contract to carry the mail to and from the Canal Zone and Ecuador and Peru. Mail from Panama was delayed until the second trip which occurred on May 23rd. The delay was because of the inability of the airline and Panamanian officials to make the necessary arrangements in time for the May 17th flight. The sticking point appeared to be the requirement by the Panamanian officials that if the Pan Am plane was to land in Panama that it would use the new Paitilla airport. Finally, an agreement, with a term of

25 years, was signed on May 16th by the Secretary of Government and Justice Alirio Robles. The airline was designated as a "public utility" under the laws of Panama.

The flight left France Field at 7 a.m. There was a brief stop at Buenaventura, Colombia and then the plane flew to Esmeraldas (Figure 1) and Guayaquil, (Figure 2) Ecuador, and Lima (figure 3) and Mollendo, Peru (Figure 4). The return flight was a reverse of the southbound flight. The mail was transferred to a PANAGRA (Pan American Grace Airlines) plane in Guayaquil.



Figure 1: First Flight to Esmeraldas, Ecuador



Figure 2: First Flight to Guayaquil, Ecuador



Figure 3: First Flight to Lima, Peru

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## PANAMA FIRST FLIGHT TO ECUADOR & PERU CONTINUED



*Figure 4: First Flight to Mollendo, Peru*

The plane used was a Fairchild 71 (Figure 5) and was flown by Francis (Frank) Edward Ormsbee, Jr. (Figure 6) on the south-bound flight with co-pilot Graham St. John, and mechanic Peter Hertica.



*Figure 5: Fairchild 71 in Pan American colors*

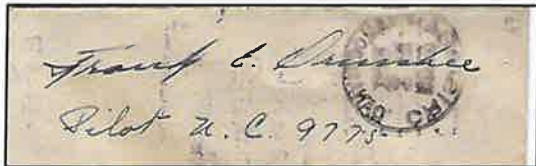
**PILOTS:** Frank Ormsbee was born in 1892 and was a naval aviator serving in the U.S. Navy during the First World War. While stationed at the Naval Air Station in Pensacola, Florida, he rescued a gunner from a downed aircraft at great personal risk and was awarded the Navy Cross for this action. It was later upgraded to the Medal of Honor. At the time he was a member of the aircrew. He earned his "wings" in 1920. He left the Navy in 1929 and flew the world's longest airmail route from Miami, Florida, to

Santiago, Chile, for Pan Am. He joined the Bureau of Air Commerce in 1935 and worked as a Patrol Pilot and Inspector. On October 24, 1936, while flying alone he was killed when he crashed into a mountain north of Woodford, Oklahoma.

He autographed (Figure 7) some of his flight covers. Many were co-signed by Cristobal postmaster Gerald D. Bliss.

I have been unable to find any information on Graham St. John or Peter Hertica.

*Figures 6 & 7: Pilot Frank E. Ormsbee and signature*

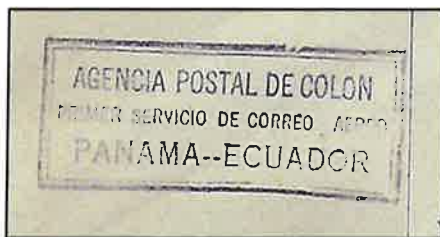


Frank E. Ormsbee  
Pilot A.C. 9775

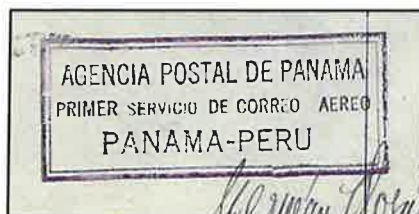


**CACHET:** All mail on the southbound flight received a cachet reading "AGENCIA POSTAL DE COLON / PREMIER SERVICIO DE CORREO AEREO / PANAMA - ECUADOR" " or POSTAL DE PANAMA / PREMIER SERVICIO DE CORREO AEREO

/ PANAMA - ECUADOR. (Figures 8). For the flights to Peru the cachet is the same except it says "PERU" instead of "ECUADOR" (Figure 9). Interestingly, I have never seen mail from Panama City to Esmeraldas, from Colon to Mollendo,, or Panama City to Lima.



*Figure 8: Cachet for mail addressed to Ecuador*



*Figure 9: Cachet for mail addressed to Peru*

**POSTAL MARKINGS:** Receiving postmarks were applied in each of the four towns (Figures 10-13) while a PAGAC (Pan American Grace Airlines Company) was also applied in Guayaquil (Figure 14).



*Figure 10: Esmeraldas, Ecuador receiving mark*



Figure 11: Guayaquil, Ecuador receiving mark



Figure 14: P.A.G.A.C.  
receiving mark

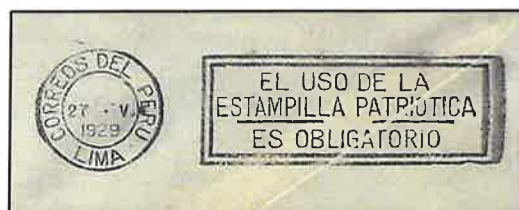


Figure 12: Lima, Peru,  
receiving mark



*Figure 15: Pan American  
Grace Airways, Inc.  
receiving mark.*



Figure 13: Mollendo, Peru,  
receiving mark

**POSTAL RATES:** At the time the airmail postage rate for Ecuador was 15 centesimos per 15 grams. All the covers reported are franked with the 15 centesimos overprint on the 10 centesimos special delivery stamp of 1929. of which 50,000 were sold beginning May 22, 1929 (the day of the flight). For Peru the postage was 30 centesimos and was normally franked with a pair of the 15



Figure 16: Showing 30 cents franking for airmail and 10 cents registry fee

centesimos overprint stamp. The author has not seen mail addressed beyond the two destinations, but it would have paid either the UPAE (2 centesimos per 20 grams) or the UPU rate (5 centesimos per 20 grams). The registry fee was 10 centesimos. (Figure 16)



Figure 17: Showing error stamps. These included overprint inverted and doubled

Several of the covers were franked with error overprints on the 15 centesimos stamp. (Figure 17) These included the overprint inverted and the overprint doubled. It is believed that 200 of each were printed.

**NUMBER OF COVERS CARRIED:** Unlike the February 1929 Lindbergh flight to Miami where thousands of covers were carried, the numbers on these flights were much smaller. A total of 404 covers were mailed. The numbers are those mailed from both Panama City and Colon. There were 193 (1140 grams) covers to Ecuador, 136 (11 grams) to Lima, and 75 (325 grams) to Mollendo. The Panama post office sold stamps amounting to \$117.93 for the trip and Pan American Airways received \$64.30 at their rate of \$11.66 per pound.

## COVELEKSI PHOTOCARDS:

During the 1915-1916 time frame Canal Zone policeman Joseph P. Coveleski personally took approximately 1,000 photographs of scenes in the Republic of Panama and the Canal Zone and had them printed as postcards. Each one was mailed. After his death the cards were stored away until they were brought to a postcard show and sold to a dealer in the late 1970s. They were then sold to 3 different collectors. An example is shown in Figure 1.



Figure 1: Card showing the Panama mail "automobile" on a postcard mailed on March 1, 1915 (first day cover of the Panama 1915 issue overprinted "CANAL ZONE").

## Panama Postcards - Colon Telegram

By Robert J. Karrer & Brad Wilde

The *Colon Telegram* was a newspaper printed by J. W. Humphreys located at 69 Bolivar Street, Colon. (Figure 1) His establishment also did numerous and varied printing jobs, including a lot of postcards, and sold stationery and books. Mr. Humphreys was born of English parents in Jamaica and he came to Panama during the French era, establishing a business in Obispo. In 1889 he founded the *Colon Telegram*. By 1903, Mr. Humphreys was the local correspondent for the *New York Sun*. His newspaper was published each Tuesday, Thursday, and Saturday and was normally about 4 pages in length, with much of the type being plate matter from the United States and advertisements.

*Figure 1: A large hoard of mail addressed to Captain Bass of the Pacific Steam Navigation Company was found. Among them were a number of newspaper wrappers, including several mailed from the Colon Telegram. Periodicals were sent free in the mail.*



### Type A (Republica de Colombia): 11 cards

This is the earliest type, predating Panama's independence in 1903. The views (Figure 2) are in black and white and the captions are in burnt orange in a mixture of upper and lower case letters. On some, publisher identification is on the picture side reading "The Colon Telegram." On others there is no identification, although everything else is identical. The undivided address side (Figure 3) is also printed in burnt orange, in Spanish. The most important identifying feature of this series is "REPUBLICA DE COLOMBIA." at the top. One card has been recorded with and without a number. Note the similarity between type A and type E cards. Type E may simply be type A with a reprint number and the two sets could be combined. Additional cards need to be identified with and without the red numbers.



Figure 2: View Side

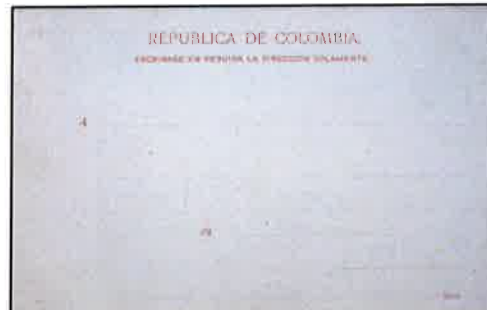


Figure 3: Address Side

Anglican Church, Colon  
 Colon Anglican Church  
 Colon The Beach  
 Panama Canal at Emperador  
 Panama Canal – at Las Cascadas  
 Panama Canal – Culebra  
 Panama Canal cutting Culebra. [number  
 6016 has been reported on this card]  
 Panama Canal – Entrance at Colon [printed  
 in color with captions in gray]  
 Panama Railroad at Culebra  
 Panama Railroad Founders Statue, Colon  
 Panama Railroad – Near Summit

**Type B (numbered 73XX series):** 13 cards

The picture side of this type is in color and the surface has a glossy finish. Captions are in red with the introductory word or phrase in large letters. There is a very small message area below the caption. The address side is printed in black, in larger letters with serifs and the title reads REPUBLICA DE PANAMA. The series 7000 numbers are at lower left and the publisher identification is on the center left edge.



Figure 4: View Side

Figure 5: Address Side

7358. Panama Canal. Steam Shovel at Bas Obispo, Looking towards Colon. Working in solid rock.
7359. Panama Canal. – Culebra, the highest point, looking towards Colon, and showing the work done there.
7360. Colon. Rep. Panama. View of Front Street, the principal business thoroughfare, showing line of Panama Railroad.
7361. Panama Canal Zone. – Showing Count Ferdinand Lessep's Palace, at entrance to Canal from Caribbean Sea.
7362. Isthmian Canal Commission Hospital at Colon. Rep. Panama. Has accommodation for 500 beds. Splendidly equipped. Located at the Beach.
7363. Panama – From the harbor, showing tower of Cathedral to right, Ancon mountain in the rear and to the left is Pacific entrance to this Canal.
7864. Panama Canal. – Panama Railroad Station at Culebra, the highest elevation.
7865. Panama Canal, at Bas Obispo, working in rock, towards Panama.
7866. Colon. Rep. Panama. Residence of Superintendent Panama Railroad, at the Beach.
7867. Colon. Statue to founders of Panama Railroad. The road was opened in 1844. The House is the American Consulate.
7868. Washer woman. \_ The Laundry at the Isthmus of Panama.



7369. Panama Canal. Lesseps [sic] Palace at entrance to Canal at Colon. In front, statue of Columbus presented to Rep. Colombia by ex Empress Eugenie.
7370. Panama Canal Zone – The Tivoli Hotel, built by Americans at Ancon. President Roosevelt stayed there during his visit to the Canal.

### Type C (unnumbered)

This is an unnumbered, series, normally in color but occasionally in black and white. The picture side is in softer colors than type B cards, the surface is not glossy, and captions are in red. On some cards there is a small message block. The address sides are otherwise identical to type B cards.



Figure 6: View Side



Figure 7: Address Side

- Banana.
- Bluejackets back of cotton bales on 5<sup>th</sup>.  
Nov. 1903 Colon.
- Bolivar Street Colon.
- Canal Hospital Colon.
- Colon. Columbus Statue and Lesseps [sic] Palace.
- Colon - Panama Railroad Founders Statue.
- Colon. Rep. Panama. – Peasants
- Cristobal – Atlantic entrance Panama Canal, showing Statue of Columbus presented to Colombia by Empress [sic] Eugenie, Lesseps Palace
- Lesseps Palace - Cristobal.
- Panama. American Headquarters at Ancon
- Panama Canal – Hospital at Ancon
- Panama. Native Country Dance.
- Panama. Native washerwomen.
- Panama. Wash girl
- Part Sta. Anna, Panama R. P.

### Type D (green)

This is an unusual series with the picture side printed in shades of blue-green, with captions in blue. The view takes up the entire side, leaving no place for a message. The address side is identical to type D, except it is printed in a bright green.



Figure 8: View Side



Figure 9: Address Side

Lesseps (sic) Palace now occupied by canal  
Commissioners  
Panama Railroad – Near Summit  
Queen Hospital – Panama (vertical)

#### Type E (Red Address Side with Numbers)

Some of these appear to be reprints of earlier A series cards. Views may be in black and white or soft color. The black and white cards have red captions and color cards have green captions in fonts like the A cards. "The Colon Telegraph" may appear on the view side or be absent altogether from the card. The reverse is in red lettering and at least two font sizes are reported. A five digit number, probably a non- sequential printer number, appears at lower right.



Figure 10: View Side



Figure 11: Address Side

Colon – The Beach (10957)  
Colon – Rep. Panama. Anglican Church  
(26536)  
Panama. American Headquarters at Ancon  
(38253)  
Panama Canal – at Las Cascadas (35364)

#### Editor's Note:

I apologize that this issue is predominantly articles pertaining to Panama. However, my knowledge of Colombian philately is not deep enough to write any articles on that subject.

Therefore, I have to call on the Colombian members of our organization to provide me with articles (short or long) for publication. They can be written in Spanish or English. I am happy to translate Spanish articles into English or to publish them in Spanish.

I also need someone to report to me exhibitors and their awards and for someone to write the column on Colombian eBay sales (and those from auction houses).

## COLOMBIA EBAY REPORT

By Brad Wilde

**Stamps:** The very rare large blue Colombia private mail carrier "Transportes Teerrestres" (Figure 1) sold for \$821. A nice set of the 1937 National Olympiad (#421-436) set in superb, mint, NH, sold for \$785 (\$1225). Scott #1 pair with HONDA FRANCA" cancellation sold for \$200. Scott #6 20c proof in dark grey (figure 2) sold for \$380. #331a (vignette inverted) (figure 3) sold for \$355 (\$390). Scott #49 mint block of four (Figure 4) sold for \$270 (\$370). Scott #16 with the "NACIONALES" error (ex Newbury & Frohlich) sold for \$250 (Figure 5). A mint block of four of J2 sold for \$204 and a "Busexpreso" Jimenez private carrier stamp (figure 6) sold for the same price. A private mail carriers "Flota Santafe" 5 centavos used sold for \$168. A mint block of 16 of C11 sold for only \$162 (\$960).

**SCADTA:** A mint NH block of four of the 1921 5 pesos stamp sold for \$565, a set of the 1923 Venezuelan overprint set sold for \$550, a Great Britain set sold for the same, while Italy, Netherlands, and Denmark sets sold for about \$350. Two 1928 USA covers with Beacon stamps and EU overprints sold for \$349. A cover originating from the Canal Zone with the "P" overprint on the SCADTA issue sold for \$235. A mixed franking Germany and SCADTA from 1927 sold for \$165 with 21 bids. A unique route map (figure 7) with a Von Bauer letter sold for \$157. Kessler 114a, invert, sold for \$203 (Figure 8)

**Postal History:** A SS Europe airmail cover franked with UK stamps add Barranquilla in 1934 sold for \$164 with 23 bids. A 1928 cover to the USA with a SCADTA airmail and Santander Rapido stamp sold for \$162 (21 bids). On official certificate from Mompox to Cartagena sold for \$143.



Figure 1

Figure 3



Figure 4



Figure 2



Figure 5

Figure 7

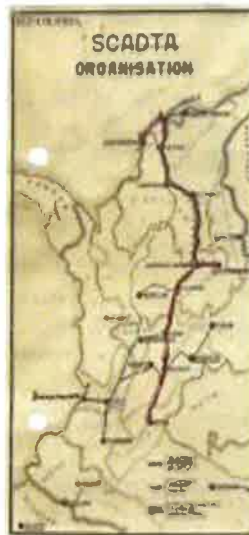


Figure 8



Figure 6

## PANAMA: EBAY REPORT

By Brad Wilde

This quarter saw a fair amount of material being posted on eBay. Prices remained consistent – scarcer items were in demand and the more common material languished. There did appear to be more demand for stamps rather than postal history.

**Error Stamps:** Several of the Hamilton Banknote Company inverts were sold including #186 (\$28), #187 (\$40), #189 (\$26), and #191 (\$62). A block of four of #187 imperforated vertically (figure 1) sold for \$57 and a horizontal imperforated pair (figure 2) for \$125. An imperf block of #191 sold for \$24. #233 with a triple overprint (figure 4) sold for \$52. #261 with a double overprint (figure 3) sold for \$55. C114 inverted overprint went for \$63 and double overprint for \$56. #441g (figure 8) double overprint, one inverted sold for \$100 and a C115 inverted overprint went for \$30. The ABN Co ½ cent rose with “TELEGRAFOS 5 cts” inverted overprint sold for \$46.

**Non error stamps:** #1 with PANAMA cancel for \$24, Mint stamps included #6 t for \$35, #155 for \$26, #156 for \$44, #218 for \$30, #11 sheet for \$80, C19 for \$49, C384 (Gandhi) for \$50, a set of the Colombian SCADTA stamps overprinted “P” for \$275, the 1941 Constitution set for \$23, the “POPE” set for \$30, and a block of four of F29 for \$60. A large lot of over 200 of the 1924 Arms of Panama specimen stamps sold for \$900. Specimen blocks of the Finlay / Malaria stamps sold for \$150.

**British Stamps** used in Panama (C35) seemed to be weaker and not as many listed this quarter. SG 153, plate 16 4d sage sold for \$23, SG Z93 plate 12 for \$20, and SG 101

for \$18. SG #151 with the “A PANAMA” circular marking went for \$250.

**Postal History:** There were few interesting listings this quarter. A first flight to Cuba sold for \$21, a first flight to El Salvador for \$15, a 1941 airmail cover to Algeria (figure 6) for \$31, an 1896 to the United States for \$17. A registered cover with #217 doubled sold for the low price of \$34. A strip of 3 of 188 on a registered cover from Pocre (figure 7) sold for \$35. A cover bearing C18a, b (figure 5) sold for \$149 (it is believed to be the only reported example on cover).



Figure 1



Figure 2



Figure 3



Figure 4



Figure 5



Figure 6



## INFORMATION REQUESTED:

Brad Wilde – bgwndal@gmail.com

During the past 5 years a fellow Copaphil member and myself have been compiling a list of covers bearing the Panama "mapita" stamps issued in 1887-1888. In order for the census to be as complete as possible it would be greatly appreciated if members could send me either a scan of any covers you have in your collection or a description of the cover with franking, date mailed, and addressee. While the information of how many covers are recorded will be interesting to collectors, under the new exhibiting regulations the judges are preferring to see actual numbers of covers reported, rather than the words "few", "scarce", "rare", etc. The only way that this can be done is by published information. Your cooperation is greatly appreciated. We have recorded a total of 129 covers.

- 1 centavo green: 5 covers
- 2 centavos pink: 3 covers
- 5 centavos blue: 19 covers
- 10 centavos yellow: 68 covers
- 20 centavos lilac: 22 covers
- 50 centavos pelure paper: 5 covers
- 50 centavos wove paper: 7 covers



Showing the 7 different stamps printed at Bogota. Given that slightly over 1,500,000 stamps of all denominations were printed, the number of surviving covers is miniscule.

# COPACARTA

Volume 36 No.3 July 2019

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**COVER OF THE QUARTER**



10 centesimos  
 Waterlow postage  
 due issue of  
 1929. First  
 reported usage.  
 Sent via Atlantic  
 Clipper.  
 November 24,  
 1939 from Paris,  
 France. B1.62  
 postage paid.  
 Short 9  
 centesimos  
 doubled to 18  
 centesimos.

## Colombia's 3c Stamps, 1918 to 1924

By Thomas P. Myers

The Colombian post office was unprepared for the domestic letter rate increase from 2c to 3c on March 1, 1918. The increase took place toward the end of World War I when German submarines were terrorizing the sea lanes. It was impossible to order the necessary 3c stamps from Perkins Bacon. The 3c letter rate remained in effect until 1925, and was extended to the Bolivarian Union in 1924 and remained viable after domestic, UPAE and UPU letter rates had been increased (Table 1).



Figure 1a. Arango Overprint, text reading up; 1b Lit Nacional overprint, text reading up.

Table I. Letter rates 1911 and 1925. \*

|             | Correo urbano | Domestic letter | UPAE | UPU letter | Bolivarian |
|-------------|---------------|-----------------|------|------------|------------|
| Sep 1911    | 1c            | 2c              | =    | 5c         | =          |
| Mar 1, 1918 | 1.5c          | 3c              | =    | ↓          | =          |
| April 1921  | ↓             | ↓               | 3c   | ↓          | =          |
| Oct 1924    | 1c            | ↓               | ↓    | ↓          | =          |
| Dec 1 1924  | ↓             | ↓               | ↓    | ↓          | 3c         |
| Aug 1925    | 2c            | 4c              | 4c   | 8c         | ↓          |

\*Valenzuela 2002

To meet the immediate need, the Litografia Nacional was ordered to overprint demonitized 10c stamps of the numeral series of 1904 and 1908 re-valuing them to 3c. /the over might rad up or down (fig. 1a, 1b, fig 2). There are numerous varieties that make these stamps highly collectible. 1



Fig. 2. 1918 domestic use of 3c overprint

<sup>1</sup> Decree No 378, March 4, 1918; Anyon (1998); Myers (2006).



Fig. 3. Bisepts were tolerated to pay 3c postage. Cerrito to Cucuta, 1918.



Fig. 4. 1c tax stamp used with 2c Perkins Bacon definitive.

#### **Bisected Perkins Bacon stamps used to make-up 3c rate**

Appropriate stamps were not always available. Desperate postal patrons sometimes resorted to bisecting a 2c stamp to use with another 2c stamp to make up the necessary postage. The post office tolerated the irregularity throughout the 3c period, from 1918 to 1924 (fig. 3). Though a 1c with a 2c would have done as well, the com-

bination is not often seen perhaps because they look so ordinary that they are not offered. Many of the bisepts originated in cities such as Barranquilla or Cartagena though I have not recorded one from Bogota where the stamps were printed. Such unauthorized uses were rarely charged postage due even if they went overseas.

Tax stamps had been authorized for postal use as early as 1 July 1915 (fig. 4). They were rarely used before 1918. The Cali overprints are from this period.

#### **3c red of Litografía Nacional, 1918**

Realizing that it might be a while until Perkins Bacon was able to produce a 3c stamp for the current definitive series, the government authorized the design and production of a new design with Decree 1160 of 5 August 1918. Given the urgency of the need, postal authorities decided to modify a stamp that had been issued by the state of Tolima in 1883 (fig. 5). The words CORREOS DE COLOMBIA were substituted for CORREOS DEL ESTADO SOBERANO DEL TOLIMA. The nine stars above the shield were removed as were the words ESTADOS UNIDOS DE COLOMBIA. The numeral 3 was substituted for 20 in the value tablets (fig. 6). There are numerous differences in detail that allow the stamp to be plated. The printing stone was laid out using an intermediate stone of 20. The stamps are said to have been placed in use in late August but the earliest date that I have recorded is October 18, 1918.

Two million stamps were printed by the Litografía Nacional in Bogotá. There are said to have been printed in sheets of 200 (20x10) composed of a cliché of ten stamps. Although the Litografía Nacional had considerable experience in printing and perforating stamps since 1908, they did a horrible job of perforation on the 1918 issue. The stamps were perf 13½. Even though 2 million stamps were printed undamaged copies are difficult to find. Perforations often cut into the design and are not cleanly done resulting in numerous short perfs and torn corners. The fault may have been with the rather soft wove paper that was employed. I have seldom seen an unused example with full gum such as the one shown though it too has perforation faults.

### 3c Red by Perkins Bacon, 1920

The date at which new stamps were finally ordered from Perkins Bacon, printers of the current definitive series, is not known. The Armistice came on November 11, 1918, so the seas should have been cleared of German submarines soon after that date. Nevertheless, a great deal of reconstruction in England was required after the war which may account for the delay in the arrival of the new 3c stamp by Perkins Bacon until 1920. 6 million stamps were printed on yellowish paper. There is some variation in color of the paper (fig. 7). The earliest cover that I have seen is dated July 21, 1920.

Rate Reduction to UPAE countries. In April 1921 the letter rate to members of the Postal Union of the Americas and Spain was reduced to 3c per 15g. greatly increasing the need for 3c stamps. After that date a single 3c red was frequently used to pay the letter rate to the United States (fig.8) as well as domestic postage.

### Provisional/Provisional Overprints of 1921

Even though 6 million of the Perkins Bacon 3c reds had been printed there was already



Fig. 5. Tolima stamp that served as the basis for Colombia's 3c red of 1918.



Fig. 6. 3c red of 1918.

Fig. 7. Paper color variations of the Perkins Bacon 3c red.



a shortage of 3c stamps by mid-September 1921. Decree number 1118 issued on the 23<sup>rd</sup> of September, 1921, authorized the overprinting 300,000 of the now-nearly-useless 4c Perkins Bacon stamp of the 1917 series (fig. 9). It was not reported until the March 25, 1922 issue of *Mekeel's Stamp Weekly*.

A mis-spelling of the word *provisional* led to a reprinting of the stamp in October, this time with the correct spelling, another 300,000 stamps (fig. 10). It was reported in the May

1922 issue of the *American Philatelist*, the source being *Champions' Monthly Bulletin*.

In spite of the reported numbers printed the catalog value of the *provisional* overprint is substantially less than the catalog value of the *provisional* overprint. That corresponds with my own experience

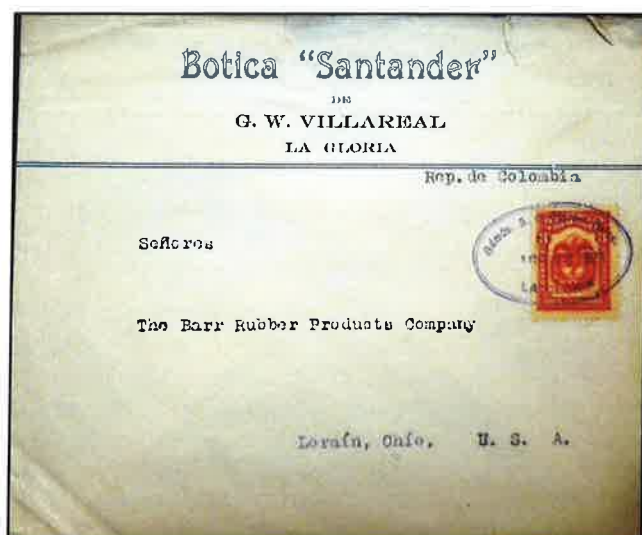


Fig. 8. 3c red from La Gloria to USA on August 21, 1921.



Fig. 9. Provisional overprint of 1921.

Fig. 10. Provisional of 1921 with oval zeros.

### 3c green tablet provisional of 1921

In 1921 a 3c green stamp was added to the tablet provisional series initiated in 1920. It was authorized by Decree 2367 of December 1919 but was not needed until more than a year later. The stamps were printed in sheets of 100 (10x10) with an intermediate stone consisting of 15 images. There were two settings. It was reported in the December 1921 issue of the *American Philatelist*. The earliest I have recorded was mailed in November 21, 1921 (fig. 11a); the latest in April, 1926.



Figure 11:  
Earliest reported usage.

### WANTED TO PURCHASE

Panama "mapita" covers used from 1887 until 1906. Please send description and price to Brad Wilde at [bgwndal@gmail.com](mailto:bgwndal@gmail.com)

## COLOMBIA AT STOCKHOLMIA 2019

Celebrating the 150th anniversary of the Royal Philatelic Society London, Stockholmia, held May 29-June 2 in Stockholm, showcased a wide range of exhibits, both one frame and multi-frame. While there was no Panama exhibit and only four exhibits of Colombia, they were diverse. Santiago Cruz was a judge so he showed SCADTA's First Issue - A Traditional Approach to Airmail Stamps non competitively. The others were James Johnson's Large Gold exhibit Colombia - Classic Issues 1859-1868, Alfredo Frohlich's 8 frame Republic of Colombia - Connecting Mail From the Interior to International Mail Routes 1886-1899 (large vermeil) and a one frame exhibit The Servicio Postal Fluvial Envelopes of Colombia by Debby Friedman (large vermeil).

Two of the competitive exhibits were among those selected for inclusion of an illustration in the exhibition catalog. The exhibition committee invited a small number of exhibits to submit one item for consideration for inclusion in the show catalog. The item Alfredo Frohlich selected for his illustration was a Late Fee cover dated 15 July 1896 sent from Panama via New York to Stockholm, Sweden. (Figure 1) The cover was a double Foreign Letter rate of 20 Centavos and the Late fee was 2 ½ Centavos. The write-up indicated this is 1 of 2 recorded uses of the Colombian Late Fee stamp on cover from Panama. The other exhibit illustration was a river mail cover sent August 7, 1891, from the river port of Calamar to Barranquilla. (Figure 2)

There was one other exhibit of particular interest to the Latin American collector - 1850/1878 Atlantic Mail Routes from and to Americas. This 8 frame large gold exhibit looked at the transatlantic mail system in the years 1850 to 1878. This is before the Universal Postal Union. It was organized by North, Central and South America and the steam navigation lines operated by British, French, American, German, Italian and Belgian companies. One of the Colombia covers was a spectacular and rare cover showing the proper use of the Sobreporte stamp. (Figure 3). The photo was taken in the frame. Written at Bogota 31/12/1865 the cover was franked with a 10c violet of the 1865 Colombia issue that paid the inland rate to Santa Martha and a 25c Sobreporte stamp to pay for the handling of the

mail at the British Post Office; a 1 shilling and 4d stamp were added by the British Post Office and cancelled with the C62 cancel used by that office. The cover was then carried by the Royal Mail steamer Solent to Cartagena and Colon where it received a February 5 1866 cancel. It was carried by Pacific Steam Navigation Company to Guayaquil, Ecuador. Noted on the exhibit page was an article by Eugene Langlais - Colombia Sobreporte, published in the December 2011 London Philatelist.



Figure 1: Late Fee from Panama to Sweden 1896.



Figure 2: River Mail sent from Calamar to Barranquilla August 7, 1891.



Figure 3: Rare Sobreporte cover mailed from Bogota December 31, 1865.

### RECENT US AWARDS:

By Debby Friedman

It is not too early to start thinking about exhibiting at WESTPEX 2020 where COPAPHIL will next meet. Consider putting together that new exhibit you have been thinking about. Since we are a meeting society, WESTPEX allows one frame exhibits for our specialty.

#### Sarasota National Stamp Exhibition:

The 1910 Centenary Issue of Colombia Santiago Cruz - Large Gold  
American Philatelic Society Award of Excellence, Predominately 1900 - 1940

#### Rocky Mountain Stamp Show:

Colombia - The 1917 Perkins Issue Santiago Cruz Reserve Grand & George Brett Award (The George Brett Cup competition, sponsored by the American Association of Philatelic Exhibitors, is a "by invitation" exhibition of top-level 20th century philatelic exhibits.)

#### Sarasota National Stamp Expo:

Colombia: The Last Classic Issue - 1866 Alfredo Frohlich - Gold & American Association of Philatelic Exhibitors Excellence Award

SCADTA Airmail 1929 - 1931 Alfredo Frohlich  
- Large gold

#### St Louis Stamp Expo:

SCADTA Airmail in Ecuador Alfredo Frohlich - Large Gold  
Also American Air Mail Society Gold  
German Federation BDPH Award  
APS Medal of Excellence 1900-1940

#### WESTPEX:

The 1910 Centenary Issue of Colombia Santiago Cruz Reserve Grand Award  
California Collectors Club Award for Best 20th Century COLOMPHIL award - Outstanding Study of South & Central American Philately

Straying North to a new area, Alfredo Frohlich won the Grand Award showing Delaware Postal History to 1847. (Editor's note: This is a marvelous exhibit)

#### NAPEX:

The 1910 Centenary Issue of Colombia Santiago Cruz - Large Gold

#### Colopex:

SCADTA and the Isthmus of Panama Brad Wilde  
- Large Vermeil

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## Colombia: New Issues

### Mahatma Gandhi Sesquicentennial Issue:

On May 6, 2019, Colombia issued a 10,000 pesos stamp in honor of the 150<sup>th</sup> anniversary of the birth of Mahatma Gandhi (Figure 1). It was printed in numbered sheets of four and the stamp has a special invisible fluorescent coating. Its dimensions are 30 x 40 mm. 2,916 sheets were printed with 11,664 stamps issued. Of these, 650 were used on a special commemorative first day cover (Figure 2) cancelled at Bogota.



Figure 1:  
Mahatma  
Gandhi in a  
typical pose.

Figure 2: Official  
First Day Cover.



### Colombian Air Force – 100<sup>th</sup> Anniversary:

On June 13, 2019, Colombia issued a 10,000 pesos stamp to commemorate the 100<sup>th</sup> Anniversary of the founding of the Colombian Air Force. The stamp (Figure 3), showing a Cuadron G-3 airplane, was issued in sheets of four. The stamp is 40 x 30 mm and has an invisible fluorescent coating. 2,798 sheets were printed with 11,192 stamps issued. Of these, 650 were used on a special commemorative first day cover (Figure 4) cancelled at Rionegro, Antioquia, Colombia.



Figure 3: Cuadron  
G-3 airplane – the  
first plane ordered for  
the Colombian Air  
Force.



Figure 4:  
Official  
First Day  
Cover.

### Colombia – Morocco 40 years of Diplomatic Relations:

On June 19, 2019, Colombia issued a 10,000 pesos stamp to celebrate the 40<sup>th</sup> anniversary of the establishment of diplomatic relations with the Kingdom of Morocco. The stamps (Figures 5 and 6) are in numbered sheets of four and the stamp has a fluorescent coating. Its dimensions are 40 x 30 mm. One stamp shows the Santuario del Señor Caído de Monserrate while the other one shows the Hassat Tower located in Morocco's capital, Rabat. 2,151 sheets were printed with 8,604 issued. 600 first day covers (Figure 7) were cancelled in Bogota.



Figure 5: Santuario del  
Señor Caído de  
Monsererate.



Figure 6:  
Hassat  
Tower in  
Rabat.



Figure 7:  
Official  
First Day  
Cover.

### Gilberto Alejandro Duran Diaz – 100<sup>th</sup> Anniversary of his Birth:

On April 21, 2019, Colombia issued a 500 pesos stamp to celebrate the centennial of the birth of noted musician Gilbert Alejandro Duran Diaz (Figure 8). The stamp was issued in sheets of 20 and measures 40 x 30 mm and has the invisible fluorescent coating. 1,926 sheets were printed with 38,520 stamps issued. Of these, 600 were used on a special commemorative first day cover (Figure 9) cancelled at El Paso, Colombia.



Figure 8:  
Alejandro Duran  
aka Negro Alejo.

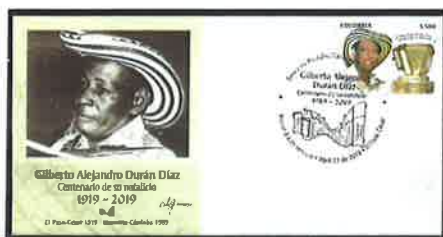


Figure  
9:  
Official  
First  
Day  
Cover.

### Carnival de Riosucio - Caldas:

On May 28, 2019, Colombia issued a 10,000 pesos stamp (Figure 12) memorializing the Riosucio Carnival, one of the most attended carnivals in Colombia. The stamp was issued in sheets of four and measures 40 x 30 mm and has the invisible fluorescent coating. 1,562 sheets were printed with 6,248 stamps issued. Of these, 600 were used on a special commemorative first day cover (Figure 13) cancelled at Manzales, Caldas, Colombia.



Figure 12: Stamp  
commemorating  
Carnival de  
Riosucio.



Figure 13:  
Official  
First Day  
Cover.

### ALADI – Asociacion Latinoamericana de Integracion:

On April 12, 2019, Colombia issued a 20,000 pesos stamp commemorating ALADI (Asociacion Latinoamericana de Integracion) that was created on August 12, 1980 per the Treaty of Montevideo. The stamp (Figure 10) was issued in sheets of 4 and measures 40 x 30 mm and has the invisible fluorescent coating. 1,250 sheets were printed with 5,000 stamps issued. Of these, 550 were used on a special commemorative first day cover (Figure 11) cancelled at Bogota.



Figure 10: The stamp  
commemorating ALADI.



Figure  
11:  
Official  
First  
Day  
Cover.

### 1916 Panama and Canal Zone Rates for Packages

By David Zemer

When writing the previous article on the 12c pictorial stamps I overlooked the rate for parcel post packages between the United States, Panama, and the Canal Zone. It was 12c per pound or fraction thereof or in the case of Panama per each 460 grams. (1)

According to the *US Postal Guide* the US postal administration announced that this rate would still apply on October 15, 1916 when the maximum weight applicable to parcel post packages exchanged between the Republic of Panama and the United States would increase to 20 from 11 pounds. The 12c and 24c stamps made it convenient to apply stamps for each one or two pound increment on parcel post packages.

#### Endnotes

Federico Brid, *The Stamps of Panama 1878-2007: Vital Statistics*, A handbook of COPAPHIL. 2008, p. 92.

# MAY 22, 1929, FIRST FLIGHTS TO PANAMA, NICARAGUA, HONDURAS, BRITISH HONDURAS, AND CUBA

By Brad Wilde

FAM 5 was extended on May 22, 1929, when Pan American Airlines was awarded the contract to carry the mail to and from Panama and Miami, up through Central America. The initial stops were at David, Panama; Belize, British Honduras; Tela, Honduras; Managua, Nicaragua; and then into Panama and the Canal Zone. The return flight was a reverse of the southbound flight except Havana, Cuba, was added between British Honduras and Miami, Florida. There was also a short round trip to David (Figure 1) on the 22nd of May with a return the 25th.



Figure 1: David Airport c. 1935

The plane used was a Sikorsky S-38b (Figure 2) and was flown by S. J. Williamson on the southbound flight and Roy E. Keeler (Figure 3) on the return flight



Figure 2: Sikorsky S-38b used on flight

**PILOTS:** Roy E. Keeler was born in 1899 and was a veteran aviator whose pilot's license was signed by Orville Wright in 1922. He joined Pan American Airways in 1929 as a pilot and retired in 1959 as the Assistant Chief Pilot of Pan Am. He initially flew one of the first U.S. Airmail runs, between Lansing, Michigan, and May, Illinois, where he met Charles Lindbergh. In his 30 years with Pan Am he flew an estimated 27,000 hours and 6,000,000 miles with a perfect safety record. In World War II, he flew the Afro-Orient routes to India and during the Korean War he was on the Tokyo airlift. He died in 1989. Interestingly, the author has flights also signed by H. Burton-Lewis and A. G. Person. Perhaps they were co-pilots.

Figure 3: Autograph of Roy E. Keeler, pilot.

I have been unable to find much information on S. J. Williamson other than that he was still working for Pan American Airways until at least 1935.

**CACHET:** All mail on the northbound flight received cachets with Panama and the name of the destination country. (Figures 8 - 12). The one to Honduras as the error "RANAMA" instead of "PANAMA".

**POSTAL RATES:** At the time the airmail postage rate for David, Panama was 10 centesimos per 15 grams plus 2 centesimos per 20 grams domestic. Most mail is franked with the 10 centesimos overprint on 10 centesimos special delivery stamps issued on May 22, 1929. 50,000 were printed. For Nicaragua, Honduras, and British Honduras it was 15 centesimos per 15 grams plus 2 centesimos local postage per 30 grams. Almost all the covers are franked with the 15 centesimos overprint on the 10 centesimos special delivery stamp, of which 50,000 were sold beginning May 22, 1929 (the day of the flight). For Cuba and the United States the postage was 25 centesimos per 15 grams plus 2 centesimos and was normally franked with the 25 centesimos overprint on the 20 centesimos special delivery stamp, of which an equal number were printed and issued on the same day. The registry fee was 10 centesimos (Figures 4-7).

**NUMBER OF COVERS CARRIED:** Unlike the February 1929 Lindbergh flight to Miami where thousands of covers were carried, the numbers on these flights were much smaller. There were 187 covers to Nicaragua, 82 to Honduras, 80 to British Honduras, 111 to Cuba, 253 to the United States. 151 were flown to David.

**REGISTERED MAIL / OTHER DESTINATIONS:**

Registered examples and those onward to other country destinations are especially hard to find. The rate would be 2 centesimos per 20 grams for UPAE members and 5 centesimos per 20 grams for UPU. The author has not seen covers sent beyond the countries on this flight path.

**Origination Towns:** While mail should have originated from both Panama City and Colon the author has not seen covers to Tela from Panama City although he has a cover from Panama City on the flight, but addressed to La Ceiba, Honduras, with the cachet and a Tela receiving mark.



Figure 5a: Return flight from David.  
Unknown number flown.



Figure 6:  
David receiving  
mark.



Figure 5 : David flight cover showing  
cachet. 151 flown.

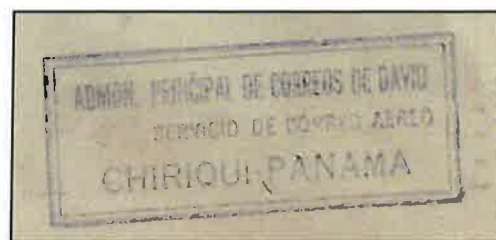


Figure 7: Cachet on flight from  
David.



Fig. 8: First flight to Managua, Nicaragua. 187 flown.



Fig. 9: First flight to Tela, Honduras. 82 flown.



Fig. 10: First flight to British Honduras. 80 flown.



Fig. 11: First flight to Cuba. 111 flown.



*Fig. 12 : First flight to the United States.  
253 flown.*

## Balboa Airmail Terminal

By Brad Wilde

In 1940 Pan American Airways established flights three times a week from Miami to the Canal Zone. Because France Field was inadequate for the new larger four-engine planes it was decided to shift commercial air operations to the Pacific side.

Because the increase in commercial air traffic would interfere with emergency wartime activities at the Albrook Air Field terminal it was decided to build a new commercial services terminal (Figures 1 and 2) at the far end of the field adjacent to Balboa Heights. The terminal, a hangar (Figure 3), a small utility building, and other appurtenances were constructed in 100 days at a cost of \$1,800,000. This was paid for out of the Presidential Emergency Fund. The buildings were designed by the Panama Engineer Division and the construction contract was awarded to Tucker McClure and Thompson-Markham Company.

The building was inaugurated on June 19, 1943, when a Panagra Airlines plane headed southbound for Lima, Peru, was the first to land. The building was well known for a stained-glass medallion (Figure 4) set in the window above the front glass doors. The window's design combined a wing and propeller motif with the flags of Panama and the United States against a sheaf of the flags of the Pan American Union member nations. In the center of the main lobby was an inlaid terrazzo map of the Western Hemisphere.

Among the famous people who traveled via the terminal were Clark Gable, Tyrone Power, Cary Grant, Delores Del Rio, Edward G. Robinson, Vincent Price, and other celebrities.



*Figure 1: Showing front of Terminal*

The terminal only operated for a little over 6 years as Tocumen Airport opened in September of 1949 and commercial airline operations moved there. The terminal was converted into office space for the Civil Affairs Department as well as the Canal Zone Library-Museum. The Canal Zone Postal Service and its Philatelic Agency moved to the third-floor observation room. The building also housed the office of the Division of Schools, the License office, the Police

Department Headquarters and the Fire Department Headquarters.

After the Panama Canal Treaty went into effect in 1979 the main part of the building became Panama Government offices, while the left-hand side of the terminal was turned over to private commercial establishments.

*Sources:*

*The Panama Canal Review:* September 1979

*The Panama Canal Review:* September 7, 1949



*Figure 2: Showing tarmac side of air terminal*



*Fig. 4: Stained Glass Window*



*Fig. 3. Balboa Air Terminal -- Showing Hangar.*

### **COLOMBIA BOGUS RETARDO (LATE FEE) STAMPS - THE DOCUMENTATION** by Debby Friedman

Colombia was one of the few countries that used Late Fee stamps. The first Late Fee stamp inscribed RETARDO was issued in 1886 and the last in 1914; the service was ended in December 1918. An example of the proper usage is Figure 1 in the report of Stockholmia. Covers are difficult to find. More commonly found are various Colombia early 20th century low value issues with "Retardo" overprints. Scott now illustrates three and says they are

unauthorized and of private origin. At one time, they were listed in Scott and European catalogs. The 1976-77 Michel catalog, the only one I have access to, still listed five with catalog numbers and has a note about private origin.

The pioneering article explaining the status of these overprints was the "Bogus 'Too Late' Stamps of Colombia" written by the legendary collector, researcher and author, the late John N Myer. First published in the *American Philatelist* in January 1939, a reprint was included in his 1940 *Studies in the Philately of Colombia*. He obviously had

gathered a great deal of information to support his conclusion about the status of the stamps. I only knew John near the end of his life, but he was always one to "tell it like he saw it" with regard to bogus and counterfeit issues. His writing about these overprints worked as Scott deleted its numbered listings many years ago. These overprints have not been written about for over 20 years. Alan Anyon wrote about them in his COPACARTA Cinderella Corner September 1998 p.17. That article incorporated the information in Myer's article, but there was no reference to it.

As I mentioned Myer was a great researcher. He sometimes paid people in Colombia to scour government records and old newspapers for information. Sadly most of his files were thrown away by a relative after his death. (Only a notebook with early airmail information survives.) Unlike the Myer files, the late Bob Mitchell's were saved. In going through some of his papers I came across a copy of a February 27, 1939 letter (with an English translation - Figure 1)) on the stationery of the Ministerio de Correos y Telegrafos about these issues. This letter, which confirms the bogus status of these stamps, was written after Myer published his article and makes reference to it. I don't know who Juvenal Angel was, but he did write about Colombian Tariffs and was familiar with the Myer article.

The fact that these overprints are bogus does not mean they should not be collected as long as they are recognized for what they are. It can be fun to pursue not only the various types that exist but even the forgeries of them. Below are examples from the collection of Anthony Duda. (Figures 2-7)

I want to thank Anthony Duda for supplying the illustrations for this article.

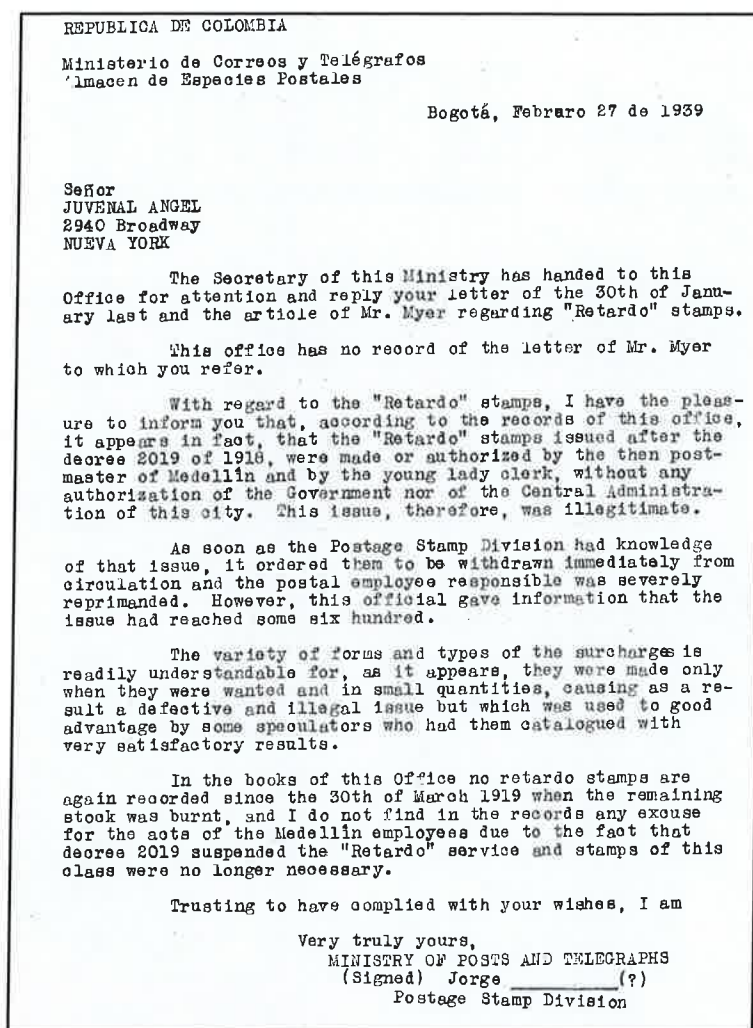


Figure 1. Late Fee Letter



Figure 2.  
Retardo  
typewritten  
endorsement  
on 2c Narino.



Figure 4. The full set of 5 with the 1921 overprint



Figure 5. 1921 overprint, the full setting over 5 stamps.



Figure 3. Retardo typewritten endorsement on Lit Nacional 2c numeral



Figure 6. 1st forgery Anyon Figure 4



Figure 7. 2nd forgery Anyon Figure 5

Footnote 1: John Myer, Bogus Too Late Stamps of Colombia, American Philatelist Volume 52 Number 4. January 1939 pp 332-333

### Panama 1919 inverted overprint on cover by Brad Wilde



To commemorate the 400<sup>th</sup> Anniversary of the founding of Panama Viejo the American Banknote 2 ½ centesimo stamp was overprinted "2 CENTESIMOS 2/ 1519 1919". At least one sheet was printed with the overprint inverted. Mailed September 2, 1919.

# COPACARTA

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## COVER OF THE QUARTER



August 24, 1891 Ferrocarril de la Sabana, Bodega de Bogota station – Facatativa.

Special Railroad Mail envelopes, described in June 30, 1890 decree For service on the Ferrocarril de la Sabana which ran from Bogota to Facatativa, a distance of 40 kilometers.

Rate 5c regardless of weight if sent to and from a stop on the line.

This first envelope exists with both thin and thick paper.

## The Panama One-Cent Balboa Invert From the American Bank Note Company

By David T. Zemer

My philatelic focus for the past 30+ years has been the post-independence Panama stamps issued by the American Bank Note Company (ABNCo). One ABNCo stamp in particular, the 1909 one-cent Balboa center invert, Sc. 197a, intrigued me because of the total lack of information on it. Questions that I had included: which printing, or printings, did it come from? What town or towns issued it? How many existed? Who first discovered it and made it public? Why was there no price in the *Scott Catalogue*? Why was obtaining a copy seemingly impossible?

The difficulty in obtaining a copy for my collection made a study of it even more challenging. The research outlined in this article clears up a good part of the questions that I had then, and for other students shows every recorded example with details on how to identify each copy.

Figure 1 shows the stamp, in this case the only unused copy known. Table 2, later in this article, provides the background, date found, price, and other data for each known copy.



**Figure 1** – First ABNCo one-cent Balboa inverted center stamp sold at public auction in 1998 and only unused copy known. ex-Hauke, Helme, Balmer.

In June 1998, a sale of what seemed to me to be an impossible-to-acquire center invert, made Panama philatelic history when an unused copy sold at the Helme's estate auction held by Shreves Philatelic Galleries.

We can trace a bit of its provenance as Helme in his unpublished 1968 notes, edited by Federico Brid, wrote that he believed that seven used copies existed, one of which he "... traded to Hauke, a contractor who lived in Colon, together with \$2000..." for the unused copy. Unfortunately, he did not document the origin of his used copy or why he thought that there were seven used copies.

In 2005, I was able to contact Dr. Ralph Hauke the grandson of E.O. Hauke and a Canal Zone Study Group member. He did not know the origins of the stamp but said that his grandfather was

*... a close friend of both Raymond and Roger Weill of New Orleans, both of whom have now passed away but they were his exclusive dealers for both purchasing and sales.*

Therefore, the possibility exists that it came back to Panama via the Weill brothers.

This was the first recorded public sale of this inverted center stamp, used or unused, and until this public sale it did not have a price in the major stamp catalogues. This was also the first recorded instance that a color photograph of this invert appeared in the philatelic press. It next appeared for sale at the Balmer sale, also by Shreves, on April 1, 2006. The latest sale was at the Cherrystone Santa Fe Sale, January 11, 2012, and hammered down for \$7500.

After the 1998 sale, other copies began to appear, and I established a sequential catalogue system by date recorded and the stamp's owner or organization name if no owner was identified.

### History: Tracking Down the One-Cent Invert

The archives of the Panama postal agency seemed to have disappeared, perhaps in the

1930s or 1940s, and students of Panama have had very little original source information to work with. In 1990, a breakthrough occurred with the sale of the ABNCo philatelic archives. For the first time we were able to see pristine mint Panama stamps, overprinted *SPECIMEN*.

The subject of this study, the one-cent Balboa, Scott number 197, came in sheets of 100 stamps overprinted "specimen" with hand-stamped order numbers and dates for what appeared to be five printings, excluding booklets, from 1908 through 1918.

### **Hamilton Bank Note Company Issue of 1906**

The ABNCo had been a preferred manufacturer of postage stamps for Panama when Panama was a department of Colombia, and it received contracts for the first Republic of Panama stamps in 1904, the year after Panama broke its ties with Colombia. For reasons never explained, the Hamilton Bank Note Company (HBNCo), not the ABNCo, received a contract from Panama and produced a series of stamps, ½, 1, 2, 2 ½, 5, 8, 10, 25, and 50 cents, *Scott Catalogue* numbers 185-193, in 1906 and 1907.

Ward, Brid, and Helme have documented these stamps in detail and their published works give a better understanding of this series. (Ref. 1,2,3)

As seen from the pre-production material and stamps held privately by Brid and publicly at the US National Postal Museum, the HBNCo did a great deal of experimentation to produce multi-color stamps. However, its quality control left much to be desired and center- inverts, imperforated, or partially perforated and imperforated color trials soon appeared on the market.

Panama supplied photographs to the HBNCo of the people honored on the stamps and used the photograph of the head of Balboa from the Endara studio for the one-cent stamp. (Fig. 2)



**Figure 2** – Photograph of the head of Balboa used to design the one-cent HBNCo stamp. From the US National Postal Museum collection, ex-Ward. Courtesy Federico Brid.

### **American Bank Note Company Issue of 1909**

Panama must have been dissatisfied with the HBNCo stamps because on July 18, 1907 Panama ordered the ABNCo to make a series of seven stamps: ½, 1, 2, 2 ½, 5, 8, and 10 cents, *Scott Catalogue* numbers 195-201 and 213 (8-cent), (Ref. 4) that would look like the HBNCo stamps, copies of which were enclosed with the order. The ABNCo replied that they could not do justice to the stamps if they tried to copy the HBNCo stamps but would be able to make "... the best class of Steel Engraved work..." if sent the photographs used to design the HBNCo stamps.

Panama told the ABNCo to contact the HBNCo for the photographs but in a letter on October 7, 1907, the ABNCo complained to Panama that the Panama consul in New York City, R.A. Amador, had told them that the HBNCo had destroyed the photographs. This was not the case, as the photographs later became part of the Ward collection now residing in the US National Postal Museum.

In January 1908, Panama sent the ABNCo similar photographs to those previously used

by the HBNC Co and from these the ABNC Co designed the new stamps.

### ABNC Co One-Cent Balboa

The photograph of the bust of Balboa sent to the ABNC Co was identical to that previously sent to the HBNC Co and to emphasize the requirement for a similar stamp Panama pasted the HBNC Co one-cent stamp at the bottom. (Fig. 3). Like the HBNC Co one-cent stamp, it fulfilled the domestic, including to the United States, one-cent rate on postcards and unsealed envelopes, and when needed used for a makeup rate.



**Figure 3** – Photograph of the head of Balboa used to design the one-cent ABNC Co stamp. 1990 archive sale of the ABNC Co.

The ABNC Co stamps of the 1909 issues look so much like those from the HBNC Co 1906 issues that it is easy to confuse them unless you compare both stamps side-by-side (Fig. 4).



(a) HBNC Co, Sc. 186



(b) ABNC Co, Sc. 197

**Figure 4** - One-Cent Balboa Stamp. HBNC Co stamp Courtesy Federico Brid.

As shown in Figure 5, there is one easy, foolproof method to tell them apart. At the

bottom of the stamp frame, ABNC Co inscribed its name, **AMERICAN BANK NOTE CO. N.Y.** in the color of the frame whereas there is no inscription on the 1906 stamp from the Hamilton Bank Note Company.



**Figure 5** - ABNC Co name at bottom of one-cent Balboa stamp.

### Multiple Printings of ABNC Co One-Cent Balboa

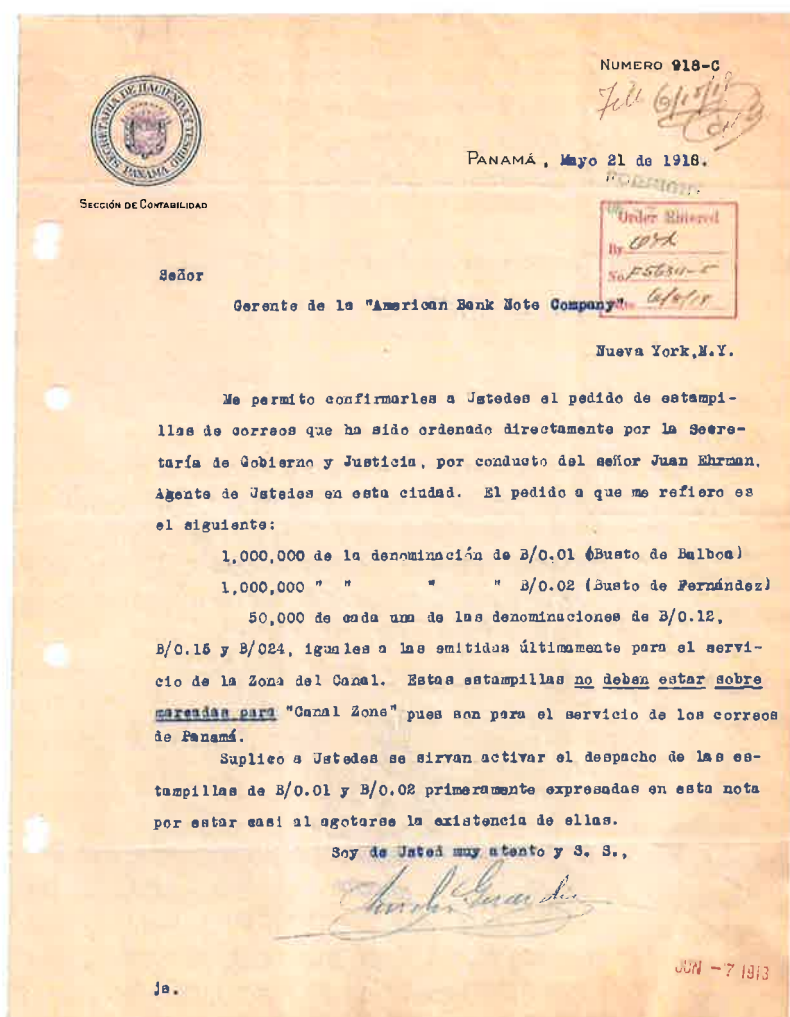
The number of printings of this stamp and the dates they were printed were unknown until the ABNC Co philatelic archive sale in 1990. (Ref. 5) In this sale, there were sheets of this one-cent Balboa specimen stamp with five different hand-stamped foreign order numbers and dates.

In 2015, I was able to purchase the original 1904-1974 correspondences between the ABNC Co and their agent in Panama. They showed that there were four, not five, printings of this one-cent Balboa with stamps perforated on four sides. The print dates were 1908, 1910, 1913, and 1918. Those four printings, described in more detail in the 2018 article on the one-cent ABNC Co stamp (Ref. 6), confirmed all the information for each order including order dates, amount printed, shipping dates, and costs and are listed in Table 1. Printings not relevant to this research are not shown.

In 1916, the ABNC Co manufactured 10,000 one-cent stamp booklets, Sc. 197b, but these stamps had one or more straight-edges and are easily distinguishable from the other printings. (Ref 7) Because all the recorded inverts are perforated on all four sides, the 1916 booklet stamps are not listed in Table 1.



**Figure 6 - Specimen stamps from the 1918 order overprinted SPECIMEN. Foreign order F 5634 in red and order date June 8, 1918 in purple. ABNCo 1990 Archive sale.**



Where F 5634 is the Foreign order number for the one-cent and two-cent stamps. F 5635 is the order number for 12c, 15c, and 24c stamps.

On August 6, 1918, the ABNCo shipped orders F 5634 and F 5635 to Panama on the SS *Almirante*. There were four boxes of stamps. Box No. 158 (net weight 161 lbs.) contained 500,000 one-cent postage stamps and the other 500,000 one-cent stamps were in Box No. 159 (net weight 225 lbs.) along with the 12c, 15c, and 24c stamps. Boxes 160 and 161 contained 1,000,000 two-cent stamps.

The ABNCo charge for printing the 1,000,000 one-cent stamps was \$700.

### Finally - My First Balboa Center-Invert

In August 2001, I was finally able to purchase a used invert on eBay and confirm that the paper and frame coloring matched the unused Helme copy and the 1918 printing. (Fig. 8)

**Figure 7 - Order 918-C – The original order from Panama for the fourth, 1918, printing of the one-cent Balboa. ABNCo original correspondence.**



**Figure 8a. -**  
Earliest  
cancellation  
on this invert:  
**AGO 8, 1921.**  
This  
Cancellation  
established  
David as a  
cancellation  
town.



**Fig 8b,**  
Cancellation  
made more  
legible using  
retroReveal.\*

After several weeks of examining the cancellations it turned out that the stamp had not just one cancellation but three. After comparing them with the cancellations in the unpublished Panama handbook of postal markings compiled by Dr. Ernesto Arosemena and Lawson Entwistle (later to be improved and published by Jim Cross), it was clear that the circular date cancellation on this particular stamp was from David, the 3<sup>rd</sup> largest town in Panama. The question as to whether the invert had been issued in other towns remained to be answered.

The cancellation date was **AGO 8, 1921**, which has now proved to be the earliest cancellation date recorded on this invert.

This cancellation is a double circle type with five killer bars and listed as type DAV018 in the second edition of the Cross Handbook . (Ref. 9) An example of this marking shows the DAV018 cancellation (Fig. 9). Several years later, this analysis was confirmed using retroReveal.



**Figure 9 –** Example of the double ring DAVID cancellation, DAV018, in use 1920-1923.

This study also revealed that the double circle DAV018 cancellation is the only non-special marking recorded on or off-cover from David during the period November 1920 through May 1923. Eight DAV018 cancellations have been recorded on cover, always on two-cent stamps, since 1990.

David Leeds had a used copy of Sc. 197a and emailed me a color scan in July 2002. It too had the David cancellation. Fig 10. The cancellation is very faint but using retroReveal, **October 2x, 1921** is legible. The back has unidentified initials in manuscript.



**Figure 10a –**  
Cancellation date  
**October 2x,**  
**1921.**



**Figure 10b**  
retroReveal  
shows 1921 in  
this view. ex-  
Leeds.

The next year Dr. Ernesto Arosemena sent me a scan of his stamp and it had the same David cancellation. Fig. 11. Only the last "1" in the date, 1921, is legible.



**Figure 11**  
Cancellation  
year 1921.  
Courtesy Dr.  
Ernesto  
Arosemena.

In January 2005, Federico Brid purchased a copy from Juan Kiener, a well-known Panama businessman. The cancellation date is legible on the stamp: January 21, 1922, the latest date recorded. Julio Vial, one of the earlier stamp dealers in Panama, hand-stamped his name, VIAL, on the back. Fig.12.



**Figure 12**  
Latest  
Cancellation  
date: January  
21, 1922.  
Courtesy  
Federico Brid.

## My Second Center-Invert: Incorrectly Certified as Unused

In August 2006, another copy appeared on eBay. (Fig. 13). It differed from all other recorded copies in that the perforations did not cut into the top of the stamp giving it better centering. In addition, the color of the paper was a shade whiter than the other copies. It had an APS certificate, number 160,297, dated January 18, 2001, which stated that it was unused, but the seller thought that he could see traces of a cancellation and suggested that it was a used copy. Closer examination of the stamp showed slight traces of the purple color associated with the David cancellation of that period. Uploaded to retroReveal it revealed faint traces of the DAV018 cancellation with a cancellation date of 1921.



**Figure 13a** – Certified in error as "unused".

**Figure 13b** – retroReveal image shows DAVID double ring cancel and year 1921.

This stamp is most likely the second unused stamp reported by David Leeds in 1993 (Ref 9).

Comparing the coloration of the paper on both sides of the stamp to others from this printing shows that this stamp may have been washed in an attempt to remove the cancellation.

In June 2009, the Cunliffe sale of inverts by Shreves produced another copy described as having *a small tear at the top*. (Fig.14). The date on the David cancellation is easily readable, **SET 5 1921**, but most of the killer bars to the right were not on the stamp indicating that either the surface was uneven, or something was covering part of the stamp when it was cancelled. The stamp shows a purple, hand-stamped inverted second number, 15 or 25, in a smaller font as well as illegible characters below the smaller number five located right behind Balboa's head.

This stamp is important because this was the first publicly recorded sale of a used copy of this center invert. It established a price in *Scott* for a used, but damaged, copy. The hammer price was \$3875.



**Figure 14** - First used stamp recorded sold at a public auction, hammer **\$3875**. Cancellation date **SET 5, 1921**.

**Fig 14b.** RetroReveal image. ex-Cunliffe.

A second, and to date the last copy offered at public auction, was sold by Robert Siegel in June 2015. It realized a hammer price of \$6000. This Panama stamp, because it was listed in the catalogue as Canal Zone, might have been overlooked by Panama collectors.

First recorded by this study in 2011 when found in the Philatelic Foundation's online records of certified stamps, it has PF

certificate number 479,787, which described it as having *a vertical crease at left*. Ref. 10. Only the killer bars, which match those on the DAV018 cancellation, are on the stamp so it is not possible to date the cancellation. (Fig. 15).



**Figure 15** - No date on stamp. Sold 2015, hammer \$6000. Courtesy Robert Siegel Auctions.

In February 2016 an attached pair of stamps was noted on the Philatelic Foundation database of certified stamps; certification number 533,401. The certificate described *the left stamp with a vertical crease. The right stamp with a tiny corner crease at bottom right*. (Fig. 16). It has a clear David cancel and date, August 15, 1921.



**Figure 16** - Cancellation date August 15, 1921. Courtesy Philatelic Foundation

Subsequent color comparisons of all ten known inverts to the 1918 specimen stamps, with one exception, gave a color match. The single exception, the sixth recorded in this study, was possibly cleaned, as mentioned above. Table 2, to be shown in December *Copacarta*, lists all the known copies shown above and summarizes what is known about each.

### ABNCo One-Cent Balboa Invert – First Time Recorded

A search of the major stamp catalogues, dating from 1921, was made to try to discover when this invert was discovered. It took almost 20 years after the 1918 printing for the ABNCo one-cent center invert to appear in the *Scott Catalogue*. The 1939 *Scott Standard Postage Stamp Catalogue* listed it for the first time as Panama number 197a but without a price. Normally when discovered, a new error, especially an invert, is prominently displayed in the philatelic press. However, a search of the files at Scott from the 1930s has failed to find any photograph or documentation for Sc.197a. (Ref. 11)

The *Yverts and Tellier – Champion* 1939 catalogue lists it as number 98a but they also list a 1909 ABNCo ten-cent Obaldia stamp center-invert, number 103a, with a price for both used and unused. A search of their monthly Newspaper *L'Echo de la Timbrologie*, which presented every new stamp or discovery between the publication of their yearly catalogues, failed to find any information on the ABNCo one-cent (98a) or ten-cent (103a) inverts.

The HBNC Co stamps with inverted centers, Yvert numbers 89a to 97a, were recognized for the first time in the May 31, 1927 issue of *Echo*, number 760, but it did not mention any similar ABNCo inverts. (Ref. 12)

The ABNCo 10c invert listed in *Yverts* has never been verified to my knowledge. My

colleague Federico Brid and I suspect that it was a 10c HBNC Co stamp that was either mistakenly identified as ABNCo or was the result of cutting out the portrait, reversing it and pasting it on another stamp.

If either is the case, then perhaps the 1939 listings of a one-cent ABNCo inverted center stamp are also in error.

We are fortunate to have an on-cover example of centers being cut out and inverted. This was done on two stamps identified and sold as fakes at a HR Harmer sale April 7, 2011, for \$120. In addition, RetroReveal makes the cancellation date, November 2, 1911, legible. We can be sure that the date is a fake because we now know this one-cent Balboa stamp was not issued until 1912.

The three-bar cancellation is also suspect. According to Cross the cancellation, TWN-PAN-084, is only known to appear on covers with the 1936 Arosemena stamp, sc. c19, and "May be privately produced". (FIG 17)



**Figure 17** – Portraits of 2c HBNC Co Cordoba and 1c ABNCo Balboa cut from stamps and pasted inverted onto or behind identical stamps. Courtesy HR Harmer

Neither the *Stanley Gibbons Catalogue* nor the *Michel Catalogue* lists this one-cent ABNCo Panama center invert. Martin Sellinger listed "one used copy known" in his catalogue of *Inverted Center Stamps of the World* but he also listed the ABNCo ten-cent Obaldia, giving the Yverts catalogue number 103a. (Ref. 13)

## AWARDS

### Buenos Aires 2019:

Grand Prize of Honor: James Johnson,  
*Colombia Classic Issues 1859 – 1868.*

Reserve Grand Prize: Jorge Enrique Arbelaez,  
*El Sistema postal en el Virreynato 1531 – 1859.*

Manuel Arango Echeverri, Large Gold  
*Revenues of Colombia 1858 – 1904.*

Alfredo Frohlich, Gold  
*The Last Classic Colombia Issue 1866.*

Alvaro Castro-Harrigan, Gold  
*Costa Rica: Primera emission*

### OMAHA 2019:

Santiago Cruz, Large Gold and Chicago  
Collectors Club Award, *The 1910 Centenary  
Issue of Colombia*

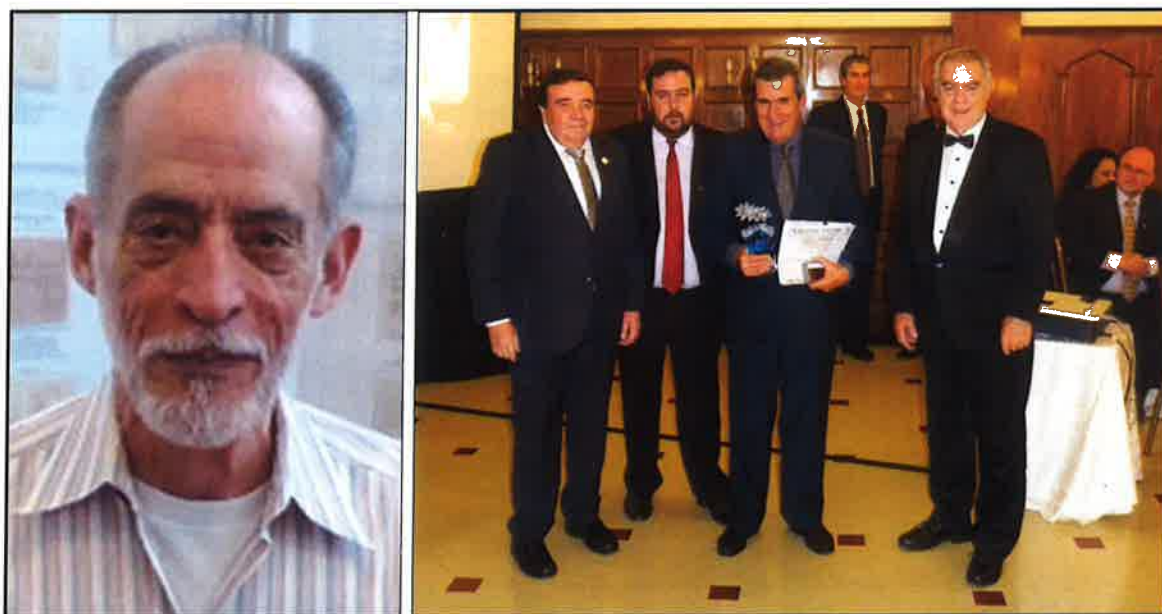
### BALPEX 2019:

Bradley G. Wilde, Gold,  
*Panama Postage Dues: 1842 - 1942*

### EXFILNA 2018:

Marcela Diaz Cabal, Gold,  
*Cervantes and Don Quixote: Transcendence and  
Universality. An approach through the image and  
the word.*

This exhibit was the basis for the article Marcela  
wrote for the March 2018 *Copacarta* article  
entitled *Cervantes in Panamanian Philately.*



Jimmy Johnson, winner of the Grand Prize of Honor in Buenos Aires 2019. On the right, Manuel Arango, second from the right, receives the award in his capacity as the Commissioner from Colombia.

## PANAMA POSTCARDS: EISENMANN & ELETA

By Brad Wilde

The partnership of Gustave Eisenmann and Carlos Eleta (Figures 4 and 5) was formed in 1904, with the establishment of their firm, the American Bazaar, in Panama City (at 69 and 127 Avenida Central) and at 12 Front Street in Colon (Figures 1, 2, 3 and 4).



Fig. 1: Store in Colon



Fig. 2 and 3: Store in Panama City

Later it was relocated to Front and 8<sup>th</sup> Street in Colon, after one of the fires. Their primary business specialized in shoes, clothing, and general merchandise. It also had a small stationery department where a selection of individual and booklet postcards were sold. They advertised their products on postcards. (Figure 5)

Gustave Eisenmann de Ehrman (Figure 6) was born in Louisiana on September 23, 1875, and received his education in the United States. In 1896, he arrived in Panama, where he worked for several years in the well-known banking firm of Ehrman & Company, before forming his partnership with Eleta. He was married to Ethel Brandon de Maduro. Mr. Eisenmann died in Panama on July 28, 1939. The Ehrman, Brandon, and Maduro were all prominent families originating in the Dutch West Indies.

Carlos Eleta (Figure 7) was a Panamanian by birth and of Spanish origin. He was educated in Panama and Jamaica, and upon returning to Panama he went into the mercantile field. He died in December 1941.

The two partners were active also in insurance as agents for the Globe and Rutgers Fire Insurance Company and in imports where their firm, the Universal Import Corporation, was agent for Chesterfield Cigarettes, Brunswick sporting good, Gillette razor blades, and others. Mr. Eleta died in December 1941.



Fig. 6 and 7: Eisenmann and Eleta

Eisenmann & Eleta are also known in philately for the preparation of early covers bearing Canal Zone stamps (Figures 4, 8, and 9).



Figure 4: Early cover showing company's return address.



Fig. 8: Showed Canal Zone #3 on illustrated advertising cover.



Fig. 9: Showing set of #4-8 on cover addressed to the firm.



Fig. 5: Advertisement on back of postcard

There are two types of cards found under their name, but both have certain common characteristics such as lack of a number and an identical address side (Figure 10). Most interesting, they are almost identical to a series by "Vila", to include format, views chosen, and even the captions.

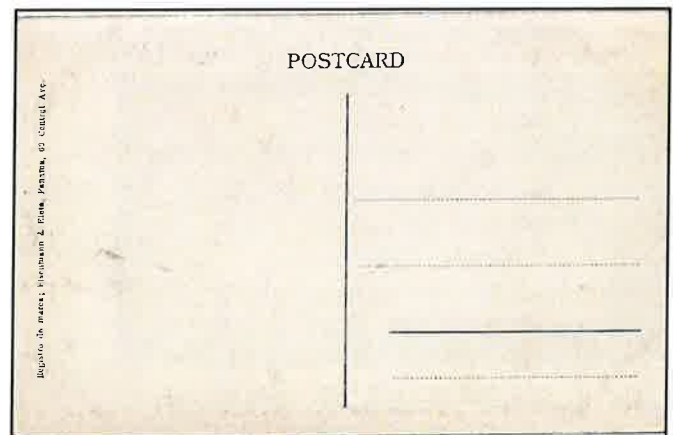


Fig. 10: address side of both types of cards

Type A (no border): These are printed to the edge on the picture side, with titling data in black, in both English and Spanish (Figure 9). However, they are known in both color and in black and white. The address side is printed in black in the divided back format with publisher data at the far left.

Type B (white border): This type is the in the white border format and all other characteristics are identical to those of Type A (Figure 10). Like those by Vila, this type seems to have been printed on a white card stock.

**TITLES:** (as shown on card, there are spelling and grammatical errors on the cards).

A Coconut Grove, Panama. (C/BW)  
Aguatic (sic) Sports at Miraflores Locks. (C)  
American and french (sic) canals at Mindi. (C)

Ancon Hospital grounds, Panama. (C)  
Ancon Hospital with Royal Palms, Panama. (C/BW)

Approach to upper lock, Gatun. (C/BW)  
Arched wing wall, Gatun Locks (BW)

Canal Administration Building, Ancon-Panama. (BW)

Center and north approach wall under construction, Miraflores (C)

Center wall of upper locks, Miraflores. (BW)  
Center wall and east chamber of middle locks, Gatun. (BW)

Center wall and Gatun Dam, looking west  
From Emergency Dam. (BW)

Center and west walls, lower locks, Miraflores. (BW)

Central Avenue, looking east, Panama. (BW)

Chagres River Bridge, Gamboa. (BW)

Culebra Cut, looking north from south of Contractor's Hill. (BW)

East Emergency Dam, Gatun. (C/BW)

Electric Towing Mule, for towing vessels through locks. (BW)

Emergency Dam swung across lock, ready to drop girders. (C)

Erecting gates for west chamber sound end P. Miguel Locks. (BW)

Excavating south of Miraflores Locks. (BW)

Front Street, Colon. (BW)

Gates for east chamber, upper locks, Gatun. (BW)  
General View of Gatun Locks, looking south. (C)

General View of Gatun Spillway. (BW)

General View of central wall, looking north, Pedro Miguel. (BW)

General view of south approach wall, Pedro Miguel. (BW)

General View of upper locks, Gatun. (C/BW)  
Government Building, Colon. (BW)

Harbour Scene, Panama City. (BW)

Inclines to upper Locks, Miraflores (C)

Indian Family Darien, Panama. (BW)

Main Street, Panama. (BW)

Market Street, Panama. (C/BW)

Middle and upper locks, Gatun, from north end of middle lock looking south. (BW)

Miraflores, west locks, upper and lower from Chamber Crane. (BW)

New Municipal Building, Panama. (BW)

One of the completed gates at Gatun. (BW)

Palm Avenue Cristobal-Colon. (BW)

Palm huts, Interior of Panama. (BW)

Panamanian girls attired in gala array. (BW)

Pay day at Miraflores. (C)

Piers of west wing wall under construction, Gatun. (BW)

Piers of west wing wall under construction, Gatun. (BW) (different view)

Placing steel girders between piers for electric mule towing tracks, Gatun Locks. (BW)

Placing steel girders between piers for electric mule towing tracks, Gatun Locks. (BW) different view

Protestant Church, Colon. (BW)

Quarter Master's Offices, Cristobal-Colon. (C/BW)

Railroad Station, Colon. (BW)

Royal Palms, Panama. (BW)

Slifer Park, Colon. (C/BW)

South approach and east wing wall, Miraflores. (C)

South approach wall and Gatun Lake, Gatun. (C/BW)

South guard gate, Pedro Miguel Locks. (C)

Steel monolith forms used in construction of Gatun Locks. (C/BW)

Steamshovels working at Cucaracha slide. (BW)

Street scene, Panama. (BW)

The Beach Market, Panama. (C)

The Government Palace, Panama City. (BW)

Upper chamber of east locks, Gatun, looking north from Emergency Dam hill. (BW)

View looking north from Cucaracha showing Culebra Cut (BW)

View looking south from Contractor's Hill. (BW)

Washing clothes, Panama. (BW)

Washington Hotel and statue of Aspinwall. (C)

West chamber of lower locks, Miraflores. (BW)

West Chamber of Pedro Miguel Locks. (C/BW)

West Wall of Miraflores Locks, compared to the size of a Man. (BW)

Who am I? The masqueraders. Panama. (BW)



Figure 1:  
Zeppelin  
Cover



Figure 2: Wells Fargo Isthmian Office origination – one of four reported.

## Panama eBay Auction Report

By Brad Wilde

Listing on eBay this quarter were slim in the better priced items with only one big ticket item selling.

**Postal History.** A 1930 Zeppelin flight cover sold for \$860 (figure 1). This was a reasonable price as the last one sold at Cherrystone for over \$1100. One of four reported covers from the Wells Fargo Office in Panama was given away for \$199 (Figure 2). A large 1919 registered envelope addressed to Germany sold for \$35 (Figure 3). An upgraded postal card with #18 addressed to England sold for \$71 (figure 4).

**Stamps:** Colombia #34 used in Panama sold for \$45 and a #106 used sold for \$20. Several large groups of mapita stamps, with and without overprints, were sold from a German source at prices ranging from \$40-50. Many had legible cancellations. Scott #51-57 mint sold for \$28. A mint mint copy of E1 with the "EXRPESO" error sold for \$60 (Figure 5).



Figure 3: 1919 registered stationery envelope mailed to Germany.



Figure 4: postal card addressed to England, with 1 centavo.

A number of error & variety stamps were sold. These included 263d (\$23), 266c pair (\$21), 336a (\$23), 367a (\$25), 378a (\$37), 379a (\$48), C2b (\$27), C4a (\$27), and RA28 (\$22-\$28). (Figures 6-13).



Figure 5: E1 with "EXPESO" error (\$60)



Figure 6: 263d (\$23)



Figure 7: 266c pair (\$21)



Figure 8: 336a (\$23)



Figure 9: 367a (\$25)



Figure 10: 378a (\$37)



Figure 11: C2b (\$27)



Figure 12: C4a (\$27)



Figure 13: RA28 various varieties (\$22-28)



## What's Selling on eBay

By Debby Friedman

One of the frustrations of eBay is the short availability of completed listings. Besides the numerous common stamps that usually do not sell or sell for small percentages of catalog, there are unusual offerings that should be chronicled before their existence evaporates. There is also seldom offered material where prices are worth noting.

Recently, a number of interesting stamps and covers from scarce private carriers have been offered. What was particularly interesting was the variety of scarce carrier cancellations on common stamps, generally the 5 centavos coffee picking or cultivation issue; these are priced at the minimum value in Scott - 25 cents. I must admit that I had not looked closely at the numerous used examples I have to see if there are any private carrier cancellations. Examples recently sold include:

5c coffee with cancel Expreso de Santander - Barranca Bermeja - \$242. (Figure 1) It was noted that this company is unlisted in the *Private Mail Carriers of Colombia* by Dieter Bortfeldt.



Figure 1

5c Coffee Cultivation Colombia - Correos de Colombia, Chinchina Stamp Overprint \$190 (Figure 2)



Figure 2

5c Coffee - Flota Santa Fe- 1930's \$187 (Figure 3)



Figure 3

Others sold for \$46 and \$45.

5c Coffee PAIR - EXPRESO RIBON - - ARMERO \$62 (Figure 4)



Figure 4

5c Coffee - SERVICIO AEREO Colombiano SACO cancel on piece- 1933 \$55 (Figure 5)



Figure 5

And then there was the 10c stamp on piece Homage to Rafael Almanza with a Correo Transmar Buenaventura cancel 10¢ - \$189 (Figure 6)



Figure 6

worth noting

A very rare military mail cover brought \$365, reflecting its rarity. (Figure 10 Sent, during the war with Peru in Leticia from, Caucaya in 1932 via Potosi, to Bogota, the cover had handstamps of the Correo Aereo Militar and a SCADTA arrival stamp. The League of Nations was involved in this war. For anyone interested in this conflict, I recommend looking at Fran Adams' exhibit on his web site

POPAYAN.  
FRANCA 10 CTVS.  
*No hai estampillas*  
El Admor.  
*J. Cortez*



Correo municipal.

10 centavos.

**PALMIRA**

  
 Comsec. Com.  
 Wolfgang Kittel,  
 c/o. Comsec.  
 B Q B C 7 A.  


---



A bisect of Scott 154, an example of the infamous Dr Nicholas Rio Hacha covers sold "buy it now "for \$100!. (Figure 9). )The late John Myer wrote extensively in his article "Bisects of Colombia" which was reprinted in the 1940 *Studies in the Philately of Colombia* about these covers which are pure philatelic fabrications.

[illegible]

18



Figure 10

Typeset
Cartagena Provisional
1885

Rebellion of 1884-1885  
 40 centavos. "Cuarento centavos" in design. No numerals of value.  
 Design cobbled together from ornamental type in a print shop.  
 Printed one stamp at a time.



Variety  
 Substituted ornament in top border of  
 rosettes. Third from left in enlarged image.



This is the example pictured  
 in Walter Morley's *Catalogue  
 of the Revenue Stamps of  
 South America*, London, 1904

Although government forces at Cartagena withstood a 20-day siege and an attack  
 by a rebel army in the spring of 1885, the important port city remained cut off  
 from the capital. By summer, supplies of fiscal stamps must have dwindled.

A 40-centavos *timbres nacional* stamp was printed locally, with space for a control  
 number (*Numero*). Each was validated with a handstamp of the National Postal  
 Agency in Cartagena. All dates are in August. The rebellion ended with the  
 armistice of Los Guamos on August 26.

Figure 11: Cartagena Provisional from the Collection of the Late Bill Welch.

## Westpex 2020: April 24-26

Copaphil is one of the attending societies at Westpex 2020 and we have committed to providing 50 frames of exhibits. Westpex is a popular show and the exhibit frames are quickly reserved, so please submit your prospectus as soon as it is available on their website [westpex.com](http://westpex.com).

Copaphil will be providing a special award for the best Colombian or Panamanian exhibit by a Copaphil member.



# FORGERIES OF MACHINE PRINTED CONSULAR OVERPRINTS

By Debby Friedman

The existence of forgeries of hand-stamped SCADTA Consular overprints is well known to SCADTA collectors. I recall the late Alex Rendon telling how he went through all of Hugo Goeggel's hand-stamped consulars many years ago and identified a significant percentage that were forgeries. What is little known is that there are some fake machine-printed consular overprints. One of COPAPHIL's original members, the late Gerard Marque, wrote in a 1981 letter to the Editor of the *American Philatelist*:

" In general machine-stamped consular overprints were considered free of fakes, so the more surprised I was to find in a couple of auction lots quite a few items which I had to consider to be fakes. A difference in the sheen of the black overprint made me suspicious and a closer examination (magnifying glass) reinforced my first impression as several variances in measurements became evident. In general the fake overprints miss the accuracy of the genuine ones. All stamps in my possession are low values and with D and P initials only. (Figure 1) I will have to assume that faked overprints of the machine-stamped variety are around and found in higher values and with other initials also."

Gerard's letter included an illustration of the characteristics of the fake D & P overprints. (Figure 2).

I cannot recall coming across anything else in the literature about these fakes in the almost 40 years since Gerard wrote his letter. If anyone has information about the origin of these fakes or can add examples of other values or letters, please send that information to the Editor.



Figure 1 Examples of the D and P forgeries.

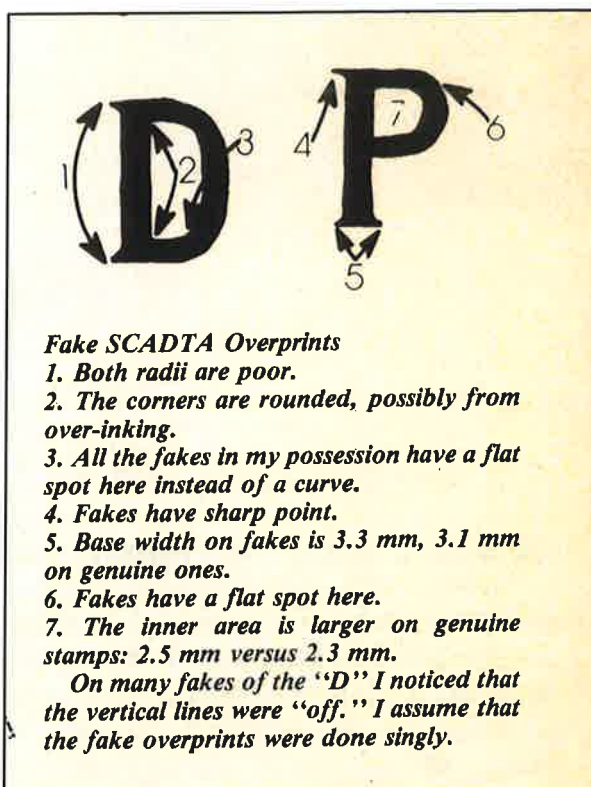


Figure 2 The characteristics of the fake D and P overprints.

1. Gerard Marque, Overprint Alert, Letter to the Editor, *American Philatelist*, December 1981. pp 1082, 1086