

COPACARTA

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Cover of the Quarter:

May 2, 1921 First Provisional
SCADTA surcharge

While getting the mail ready for the fourth northbound flight, the Bogota office ran out of 30c stamps. Thus, the first provisional surcharge was born. The 15 centavos post card rate did not go into effect until November 1921. This is the only known use on a post card.

Ex-Gravelat; ex Friedman

Panama Postage Due Mail

by Brad Wilde

"Postage due" is the amount of money that needs to be paid for a cover that has been underpaid. Sometimes the letter was returned to the sender to make the proper payment and other times the letter was sent to the recipient, who then had to pay the cost of the postage. The earliest postage due cover dates to 1533 and is a letter mailed from Ghent to Bruges in 1533. Most letters were sent postage due with the expectation that the recipient would pay the postage. However, in the mid 1800s the concept that the sender should pay the postage in advance began to take hold.

The United States post office began demanding that the postage be pre-paid in 1855. Letters that did not have sufficient postage would be marked postage due and held until the recipient came to the post office to pay the amount due and pick up the piece of mail. This, however, led to fraud as some postmasters would falsely state that a letter was short paid, collect the difference, and then pocket the money. It was in order to combat that type of fraud that the idea of using a postage stamp to pay the postage due evolved. Postage due stamps were primarily used as an accounting and anti-theft tool.

In 1874 the Universal Postal Union (U.P.U.) was established; Colombia joined July 1, 1881. The U.P.U. decided that mail with insufficient postage should be marked with a "t" and the amount missing would be shown in black. Quite often the amount was shown in centimes and then converted into the local currency. The deficiency was usually doubled. From October 1, 1907, the amount shows what was due, rather than what was missing.

How Panama handled postage due falls into four time frames:

- 1) From the Colonial era until 1859 when Colombia issued its first stamp. The primary method of payment was to have the recipient pay the postage upon receipt. While the letter could be pre-paid, this was not the norm.
- 2) The second is from 1859 until March 24, 1915, when regularly issued postage due stamps were used to pay the postage due.
- 3) The third period was from March 25, 1915 until the early 1940s when ABN Co & Waterlow postage due stamps were issued by Panama.
- 4) The final period was post-Waterlow from the early 1940s onwards when it appears that collection of postage due ceased to exist.

A survey of the larger Panama postal history collections records 62 Panama postage due covers; 26 are from the 1859-1915 era, 24 are with the 1915 brown postage due stamps, 11 are with the 1929 series, and 1 is 1942 regular stamp paying postage due. The author has not seen any post 1942 covers that have Panama postage due markings or evidence of payment made. Spreadsheet 1 has a listing of all of the known Panama postage due covers.

Pre-Stamps: During this era most mail was sent "postage due" as the recipient normally paid postage when the mail was delivered. Normally a "DEBE" handstamp was applied to the envelope as well as a manuscript notation as to how much needed to be paid. There are 19 covers reported from this era and most are addressed to former President Tomas Cipriano de Mosquera in Bogota. These markings are only known from Veraguas, Chagres, Colon, and Panama City.

The rarest of the markings is the "VERAGUAS DEBE" measuring 1.25 inches in diameter (Figure 1) Santiago de Veraguas

was founded in 1621 and is in the interior of Panama halfway to Costa Rica. The letter was originally marked as requiring postage, but because it was official judicial correspondence, the "DEBE" marking was crossed out and "VERAGUAS DE OFICIO" marking applied.



Fig. 1. "Mailed to Panama City on August 30, 1847. One copy reported.

Figure 2 shows a "DEBE" handstamp used at the town of Chagres, located at the mouth of the Chagres River on the Caribbean Sea. During the gold rush era this is where the majority of the California "1849ers" gold rush seekers were unloaded to cross the Isthmus. It is 1.5 inches in diameter and is only known in red ink.

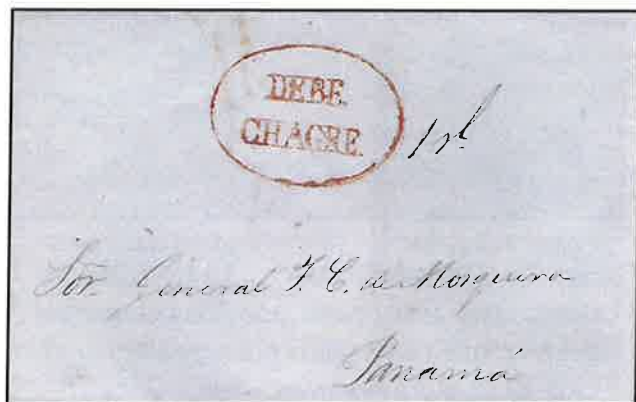


Fig. 2. Mailed to Panama City on September 18, 1850. Marked 1 real paying single letter rate. 3 copies reported.

The town of Colon was founded in 1850 as the Atlantic terminus of the Panama Railroad. The American name was Aspinwall. It was named after Cristobal Colon (Christopher Columbus). The postmark reads "ADMINISTRACION DE CORREOS DE COLON DABE". (figure 3). It is 1.63 inches in diameter and is only known in red ink. The "DABE" should read "DEBE".



Fig. 3. Mailed to Bogota on April 20, 1858. Marked 15 centavos for single rate letter. There are five examples reported.

Panama City was founded in 1519 and is the largest city and capital in Panama. During this era its population was around 10,000 inhabitants. The postmark reads "PANAMA DEBE." and is 1.5 inches in diameter. (Figure 4). This is the most common marking and is only found in red ink. It was also used for mail in transit

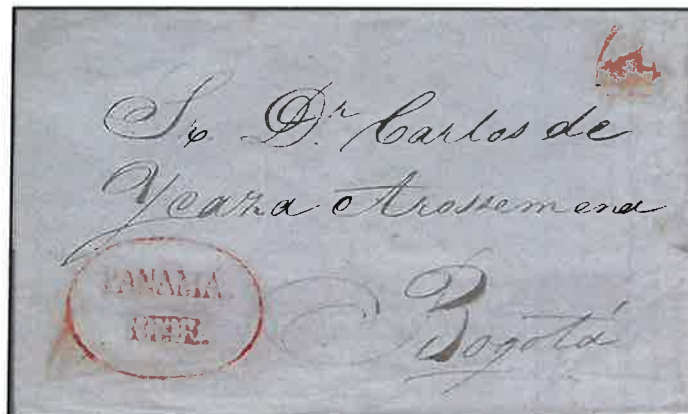


Fig. 4. Mailed to Bogota on March 30, 1846. Marked 4 reales for single rate letter. 12 examples are reported,

Regular Stamps Paying Postage Due 1859-1915: Of the 26 pre 1915 covers all but one bear Panama regular issued stamps paying the postage due. 19 are pre-Independence. There are no reported provisional postage due covers until the 1886 Republic of Colombia issue. The sole postage due cover bearing a Colombian stamp is the one addressed to Ferdinand de Lesseps in 1887. The postage due is paid by a pair of the Colombian 5 centavos stamp. The cover was previously written up in *Copacarta*.

19 covers bear stamps from the American Banknote Company series of 1892-1895 and four are mailed to the same addressee. Figure 5 shows one of these - mailed from Kirkham, Maryland, USA, on November 1, 1892. It was marked with a "T" in a circle and "Centimes 15 N.Y.". Addressed to Ensign Frank H. Schofield, U.S.S. Baltimore, C/O U.S. Consul, Panama, Central America", it arrived in Panama on November 17th. The 15 centimes converted to 3 centavos, which was then doubled and paid with the 1 and 5 centavos issues of 1892.



Fig. 5: Mailed November 1, 1892, showing usage of 1892 ABN Co. series to pay the postage due for short payment.

The earliest postage due cover (figure 6) from the Republic of Panama was mailed on January 16, 1904. It was received at Bocas del Toro on February 1, 1904. It was assessed at 10 cents postage due and this was paid for with an 1895 10 centavos stamp that was not overprinted with the post revolution Bocas del Toro provisional overprint.



Fig. 6: Mailed January 16, 1904, earliest known postage due in Republic of Panama.

There are six covers reported with Provisional Panama City overprint stamps paying postage due (figure 7).



Fig. 7: Mailed February 13, 1906. Canal Zone stamp not recognized so 2.5 centesimos rate doubled to 5 centesimos postage due. Only a few local usages are reported.

There two examples of covers using the Hamilton Bank Note Company series of 1906.

1915 Postage Due Issue: On March 25, 1915, Panama's first postage due stamps, printed by the American Banknote Company, were issued. The denominations were 1, 2, 4, and 10 centesimos. 22 covers are reported bearing this issue.

The 1 centesimo shows the famous Fort San Lorenzo, situated on the Chagres River. 500,000 were printed, with 100,000 used for Canal Zone postage due stamps. Only one cover is reported bearing this stamp (Figure 8). It was mailed from the Canal Zone, to Panama City on November 11, 1915.



Fig. 8. Unpaid letter with 2 centesimos domestic letter rate (up to 20 grams) doubled to 4 centesimos.

The 2 centesimo stamp shows the Statue of Columbus in Colon, Panama. The statue was a gift of the French Empress Eugenia de Montijo in 1870. Only one example of this stamp is recorded used on a letter mailed from the Canal Zone (figure 9). It was mailed on the Canal Zone's railway post office on November 11, 1915, and was only franked with a 1 cent stamp. As the envelope was sealed it was underpaid by a penny. It was marked with a purple "T" and the deficiency

was doubled and paid with a single copy of the 2 centesimos postage due stamp on the same day.



Fig. 9. Short paid 1 cent so deficiency doubled to 2 centesimos.

The 4 centesimos stamp illustrates the National Palace that was constructed in the Casco Viejo section of Panama City between 1905 and 1908. Three single rate usages are recorded. One (figure 10) was mailed from Curacao on July 27, 1918, and franked with Dutch 7 ½ cents stamp which got cancelled and a 5 cents which was not. The un-cancelled stamps led to a deficiency which equaled 2 centesimos which was doubled to four centesimos. The Panama postage due stamp was applied and cancelled on August 15.



Fig. 10. Postage due on cover mailed from Curacao. Has scarce WW1 Censor marking.

Both were mailed from Canada and were short paid 3 cents. The Panama postal authorities did not realize that the one cent stamp was actually a World War I surcharge stamp so only assessed 4 centesimos postage due instead of six. The most common usage of the four centesimos stamp is in combination with the two centesimos postage due stamp. Six are recorded from England, one from Jamaica, and one from Colombia (Figures 11 and 12).



Fig. 11. Double weight letter short paid 1.5 pence mailed from Annotto Bay, Jamaica, on May 26, 1917. Deficiency doubled and 6 centesimos paid. Addressed to the British Ambassador.



Fig. 12. Letter short paid 5 centavos mailed from Cali, Colombia August 3, 1917. Marked with Cali "T" marking. Paid at Panama City the 13th.

The 10 centesimos stamps honors Pedro J. Sosa (1851 -1889) a Panamanian engineer who worked on the French canal effort. There are two copies of this stamp on cover. One was mailed from British Field Post Office 44 on April 14, 1916, and has British censor number 2320 handstamp (Figure 13).



Fig. 13. Letter unfranked. The 2 1/2 pence deficiency was converted to 5 centesimos and doubled. The postage due stamp was applied and cancelled on May 9, 1916.

When the first series was sold out and before the 1929 Waterlow series had arrived regular postage stamps were used provisionally again (Figure 14). There is only one example reported.



Fig. 14. Short paid by 1 penny. Deficiency doubled and paid with pair of 2 centesimos Lindbergh stamps in early January 1928.

1929 Postage Dues: The 1929 definitives were printed by Waterlow & Sons and were placed on sale on December 30, 1929 (Scott gives a 1930 issue date). The denominations were 1, 2, 4, and 10 centesimos. The number issued is not known. Ten covers bearing this series are recorded, with some having various denominations of this series..

The one centesimo is recorded on four covers. One (figure 15) was mailed from Oviedo, Spain, to Panama City in January 1932. It was franked with 40 centavos (8 centesimos). The double weight letter rate was 50 centavos. The shortfall of two centesimos should have been doubled, but it wasn't and only 2 centesimos was collected on February 1, 1932.



Fig. 15. Showing 1 centesimo used on letter mailed from Spain in 1932.

The two centesimos is recorded on five covers. The only domestic postage due cover (figure 16) recorded was mailed from Panama City to Bocas del Toro with 1 centesimos postage (the unsealed letter rate). As the letter was sealed it was marked with a large "T" in a circle and the one centesimos deficiency was doubled to 2 centesimos. This was paid with a single 2 centesimos postage due stamp on August 17, 1933.



Fig. 16. Only domestic postage due with 1929 definitives. Mailed from Panama City to Bocas del Toro on August 3, 1933.

The four centesimos (blue) is reported on five covers. The only single usage (figure 17) is on a cover mailed from Curacao, Netherlands West Indies, to Curacao and forwarded to Panama City, Panama. The letter was short paid 6 cents, equal to 2 centesimos. This was doubled to 4 centesimos. Envelope has manuscript notation reading B/04. Postage due paid on June 25, 1935.



Fig. 17. Only single usage of 4 centesimos on cover from Netherlands West Indies. Mailed on June 6, 1935.

The ten centesimos (purple) is reported on two covers. Figure 18 shows an airmail cover mailed from Paris, France, to Panama City, on December 15, 1939. The letter was short paid 30 centimes which was converted and doubled to be 18 centesimos postage due.

August/September 1937 (figure 19). While it was properly franked with 3 pence postage, the 2 pence stamp was not cancelled. As such the cover was marked deficient with a "T" and "33 1/3 centimes" in an octagon as well as a "T" in an oval circle. This translated



Fig. 18. Postage due on short paid airmail cover from Paris, France. 18 centesimos paid at Panama City on January 8, 1940.

The latest usage of the 1929 series was on a letter mailed from Melbourne, Australia, in

into 4 centesimos which was doubled to 8 centesimos. The deficiency was paid with a pair of the 4 centesimos postage due stamp on September 18th.



Fig. 19. Latest usage reported of second definitive series. Postage due paid on September 18, 1937.

Post Waterlow: At some time between 1937 and 1942 the Panama post office ran out of the Waterlow postage due stamps. The single example of the provisional use (figure 20) was mailed from the United States on May 15, 1942. The cover bears a 2 cents meter. It was marked with a double circle "T NY" & "Centimes 10 3". The rate at the time was 3 cents. The 1 cent shortfall was doubled to 2 cents and paid with the 1942 series sugar cane cart 2 centesimos stamp on June 4, 1942.



Below is a chart showing the recorded covers from Panama bearing postage stamps to pay the postage due. The author would greatly appreciate any updates, so please check your collections and let me know. A scan would be the most helpful. The information can be sent to the author at bgwndal@gmail.com.

Fig. 20. Provisional usage of 2 centesimos sugar cane cart issue of 1942 to pay the postage due.

DATE	ORIGINATION	DESTINATION	SCOTT NUMBERS	ADDRESSEE
1887/7/29	United States	Panama City	Colombia	Ferdinand de Lesseps
1892/7/13	Ecuador	Panama City	17, 18	Bass
1892/11/7	United States	Panama City	17	Frank Schofield
1892/11/17	United States	Panama City	15, 17	Frank Schofield
1892/11/17	United States	Panama City	15, 17	Frank Schofield
1892/11/29	United States	Panama City	18	Frank Schofield
1894/2/6	United States	Panama City	18	W. H. Leadbetter
1894/12/10	Panama	Panama City	1894 10 cents	Gervasio Garcia
1894/12/11	Panama	Panama city	1894 10 cts	Josefa de Mendoza
1895/6/7	United States	Panama City	17 (2)	Carlos Arosemena
1895/7/27	Nicaragua	Panama city	18	Maria Evers
1897/2/6	United States	Panama City	18	J. N. Recuero
1898/3/27	United States	Colon	16	Ramon Arias
1898/9/1	United States	Bocas del Toro	18	Kroesman Braden & Co
1899/12/27	United States	Panama City	16	Panama Railroad
1902/11/26	United States	Colon	18	Joseph Stilson
1902/12/13	Mexico	Colon	18	Martan Huggins
1903/4/8	United States	Bocas del Toro	17, 19	Unknown
1903/5/9	United States	Bocas del Toro	17	C. Tattel
1904/2/1	United States	Bocas del Toro	18	Minor Ruth Wilson
1904/6/23	United States	Panama City	77 (2)	Oscar Malmos
1904/7/14	United States	Panama City	78	Claude G. Pierce
1904/7/20	Colon	Panama City	79 (3)	Juez Primero del Cucuito
1905/1/4	United States	Colon	78	C. Perry
1906/2/13	Panama	Colon	78	J. W. Hyatt

1915/3/20	Great Britain	Panama City	J2, J3	Lady Mallet
1915/8/29	Panama	Panama City	J3	Escuela Internacional
1915/11/10	Great Britain	Panama City	J2, J3	Commercial National Bank
1915/11/11	Canal Zone	Panama City	J2	Commercial National Bank
1916/3/6	Panama	Panama City	J1 (4)	International Banking Co
1916/5/9	British Military	Panama City	J4	International Banking Co
1916/11/20	Great Britain	Panama City	J2, J3	Commercial National Bank
1916/11/29	Great Britain	Panama City	J3, J3	Commercial National Bank
1916/12/18	Great Britain	Panama City	J2, J3	D. Domenico y Hijos
1917/1/9	Great Britain	Panama City	J2, J3	Commercial National Bank
1917/3/9	Great Britain	Panama City	J2, J3	Commercial National Bank
1917/3/9	Canada	Panama City	J3	Captain Laggard
1917/6/2	Jamaica	Panama City	J2, J3	Claude Mallet
1917/7/17	Canada	Panama City	J3	Captain Laggard
1917/7/23	Jamaica	Panama City	J3 (2)	Claude Mallet
1917/8/17	Colombia	Panama City	J2, J3	R. Linze
1917/12/18	Great Britain	Panama City	J2, J3	Commercial National Bank
1918/7/26	Canada	Panama City	J3	Captain Laggard
1918/8/15	Curacao	Panama City	J3	Johan van der Hans
1919/1/28	Great Britain	Panama City	J2, J3	Lady Mallet
1922/7/8	Jamaica	Colon	J4	Sam Woo
1922/8/1	Jamaica	Panama City	J2, J3	Lady Mallet
1927/1/31	Great Britain	Panama City	Lindbergh	C. C. Richardson
1927/11/30	Egypt	Colon	J2	Pierre Aquinon
1929/9/18	Australia	Panama City	J7 (2)	Ernest Kohn
1930/6/12	Great Britain	Panama City	J6 (2)	F. S. Excoffery
1930/8/21	Jamaica	Panama City	J5, J6 (2)	E. H. A. Mash
1930/9/4	Guatemala	Panama City	J5, J7	Swiss Consul
1932/1/1	Canal Zone	Panama City	J4 (2), J6 (2)	Harlan Englander
1932/2/1	Spain	Panama City	J5 (2)	Carol Hager
1933/1/13	Australia	Panama City	J6 (3)	Bernard Harding
1933/8/17	Panama	Bocas del Toro	J6	Elder Grizzle
1937/10/31	Spain	Panama city	J6 (2)	Gilberto Brid
1939/9/4	Canal Zone	Panama City	J6	G. Schay
1940/1/8	France	Panama City	J8	Mons. Merfer
1942/6/4	United States	Panama City	342	H. B. Stevens

GIRARDOT - BOGOTA SCADTA AIRMAIL SERVICE

By Debby Friedman

On July 23, 1929, SCADTA conducted a survey flight between Girardot and Bogota and return. Figure 1 shows covers flown on both legs of the flight. Girardot is a port on the Magdalena River. The Girardot - Bogota leg of the survey flight is Kessler 15. He wrote that there was no notice to the public and that "a small sack of mail from Cartagena and Barranquilla was picked up at Girardot and carried to Bogota. It is believed that no more than fifteen covers are in existence." It was chance that the incoming cover from France was on this flight. The return flight from Bogota to Girardot is Kessler 16. Supposedly only a few covers were carried.



Fig. 1: Covers flown from Girardot to Bogota and from Bogota to Girardot..

In a November 1929 circular SCADTA made a formal announcement of a "Through Air Connection Barranquilla - Bogota " with daily same day service from Barranquilla to Bogota using the connection at Girardot. Figure 2. Mail was transferred to a different plane at the intermediate stop in Girardot. This particular circular in English was for distribution to the American market.

p.102, *The Air Post Stamps of Colombia*, F. W. Kessler, 1936 edition

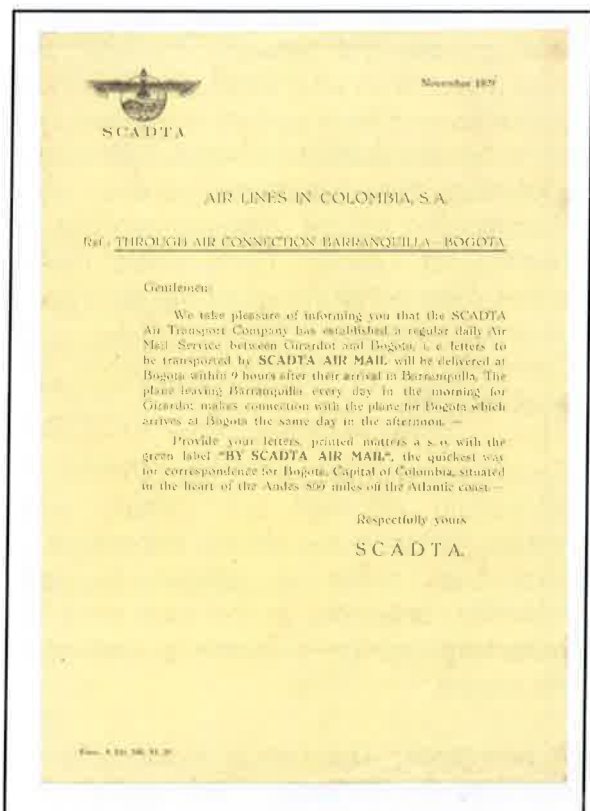


Fig. 2: SCADTA formal announcement of Barranquilla to Bogota service.

The Leticia Incident

By Debby Friedman

I first became aware of Fran Adams' interest about Leticia when I saw a one frame exhibit on the subject listed as a stamp show exhibit. I found the exhibit on his web site and highly recommend looking at it. It can be found at http://www.franadams.com/digital_exhibits/Leticia_exhibit.pdf.

Colombia and Peru had a history of arguing for control of the area near the port city of Leticia between 1911 and 1932, when fighting broke out between the two sides once more. In an attempt to defuse combat, Colombia and Peru agreed to arbitration by the League of Nations in 1933. The League appointed three member nations as a "Commission for the Administration of the Territory of Leticia". Each side's military forces were withdrawn from the area and a neutral military force under the Commission's supervision policed the disputed area.

Covers associated with the conflict are fascinating air mail and military postal history. While these covers are scarce, an occasional cover is offered for sale. However, collectors in the past have had limited information available to understand the covers.

A new book, *The Leticia Incident*, is now available on Amazon. The author, Fran Adams, has written an important reference work that explores the League of Nations' involvement with the 'Leticia Incident'. This effort by the League set a new precedent as the earliest use of a military force, under an international organization's control, for peace-keeping purposes.

The narrative is portrayed through a story-line format which includes major events arranged by date and illustrated with diverse

philatelic elements including examples of rare Commission mail with explanatory illustrations of each cover's markings. This is the only reference work for the mail of this international commission.

Figures 1& 2 show examples of illustrations in the book with the details needed to understand the postal rates and markings. Mail from the Leticia Commission to countries outside the Pan American Union was charged standard postage rates. The appropriate postage (stamp) was applied by the Ministry of Foreign Affairs.



Fig. 1: This cover is addressed to Carlos Garcia-Palacios as a functionary of the League of Nations before he replaced Doctor Armando Mencia as Secretary of the Commission

Six examples of official mail sent outside Pan American Union countries are recorded

The work is divided into 3 sections, The Story, The Mails and three Appendices, Historical, Philatelic and Reference Supplements. The illustrations are in full color with reproductions of postal markings, labels and maps. Tables for the official mail census, names of mail correspondents, a chronology of events and postage rates are accompanied by a glossary of terms, a list of reference works, a pricing guide and a comprehensive subject index.



Fig 2: The Colombian Ministry of Foreign Affairs in Bogotá applied their hand-stamped seal on the rear flap of envelopes and initialed the seal as being official mail from the Commission.

Even if you do not presently have material from this conflict, you will find this publication a worthwhile addition to your philatelic library.

The Leticia Incident, by Fran Adams. 112 pages, 7 x10 inches, softbound with color covers, IRV Press, San Diego, California, ISBN 978-1076199904, available from Amazon at U.S. \$24.95 plus shipping.

AWARDS:

NOJEX: Brad Wilde, Gold, *SCADTA: To, From, and Through the Isthmus of Panama*. AAPE Epilogue Award.

Brad Wilde, Large Vermeil, *Panama Postage Due 1842 - 1942*.

Filatelic Fiesta: Brad Wilde, Gold, *Panama: The Mapita Stamps 1887 - 1903*. AAPE Epilogue Award.

Wanted for Purchase:

Am always looking to purchase postal history item(s) in the following areas:

Panama First Flights
Panama Postal History 1887 – 1953
Panama Stationery
SCADTA: with Panama or Canal Zone connection

Brad Wilde
bgwndal@gmail.com

WRITE FOR COPACARTA

Looking for articles on Colombian or Panamanian philately, first flights, first day covers, new issues, or any other topic that you are interested in. Also needed are scans (with short write up) for our cover of the quarter. Articles can be submitted in Spanish (for translation) or in English.

Please write in double column, use Helvetica font size 11, and submit illustrations as attachments (please do not imbed in the article).

Muchas Gracias por Todo Su Ayuda
Thank you for all of your help

Panama First Flight to Barranquilla and Cartagena, Colombia, and Curacao, Dutch West Indies – June 21, 1929.

By Brad Wilde

BACKGROUND: Per the contract made on July 13, 1928, between the United States of America and Pan American Airways the Postmaster General, with the consent of the contractor, could extend this route from Cristobal to Cartagena, Colombia, and Curacao, Dutch West Indies. On June 20, 1929, Walter F. Brown, Postmaster General, amended the contract to extend the service, effective June 21, 1929, and added a stop at Barranquilla. The flight was to occur once a week. Pan American Airways was compensated at the rate of \$2 per statute mail flown each way. Based on the shortest practicable airway distance between points on the route for up to 800 pounds. The rate then became \$1 per pound per thousand miles or pro rate for mail in excess of the 800 pounds.

FIRST FLIGHT: These flights commenced Friday, June 21, 1929. The ultimate destination was Maracay, Venezuela, but no non-official mail was carried as agreements with Venezuela had not been signed. The flight left France Field at 7:15 a.m. and arrived at Barranquilla (figure 1) at 2:30 p.m. It then departed the next morning at 8 a.m. and stopped at Cartagena (Figure 2) and Curacao (Figure 3) before arriving in Maracay at 2:30 in the afternoon (Saturday). Covers are only known postmarked from Colon except to Curacao where fewer than 10 covers are reported mailed from Panama City (Figure 4). In honor of the first flight the Juan Trippe, President of Pan American Airways; Andre Priester, Chief Engineer, and James Eaton, Traffic Manager, accompanied the flight from Miami to France Field, Canal Zone. Trippe continued on to Maracay. The purpose was to have a meeting to start the FAM contract negotiations that would

subsequently bear fruit the following May. At the time the Miami to Maracay flight was the longest mail route in the world. It was subsequently announced by the POD that operating rights in Venezuela had not been granted and that extending airmail service from the U.S. to Port of Spain and Paramaribo would be via San Juan and FAM-6.



Figs. 1, 2, and 3: Showing first flight to Barranquilla, Cartagena, and Curacao.



Fig. 4: Showing first flight to Curacao from Panama City.



Fig. 5: Northbound flight from Cartagena.

The return flight from Maracay traveled in the opposite direction beginning on Sunday. Northern flight covers (Figures 5 and 6) are much scarcer than the southern bound flight. There is no mail from Maracay. Northbound mail is less common than southbound. The Cartagena mail is almost certainly courtesy mail carried by Ormsbee, probably as a favor to the well known collector C. E. Nickles. All four reported copies are addressed to the same address. All are first flights with an additional 4 centavos Colombian stamp cancelled on June 24 – which means Ormsbee had to have carried it both ways. Normal mail to Cartagena is invariably cancelled on the back with a rectangular Agencia Postal cancellation. However, each of these covers have a red circular Cartagena postmark on the front. It had to be done this way because SCADTA had the concession for all mail originating in Colombia. Plus at this time, SCADTA flew from Barranquilla to Cristobal, not from Cartagena. So, this had to have been set up in advance. No covers are reported mailed back to Panama, but they might exist.

THE PLANE: The plane used was a Sikorsky S-38b amphibian NC-9776 (figure 7).

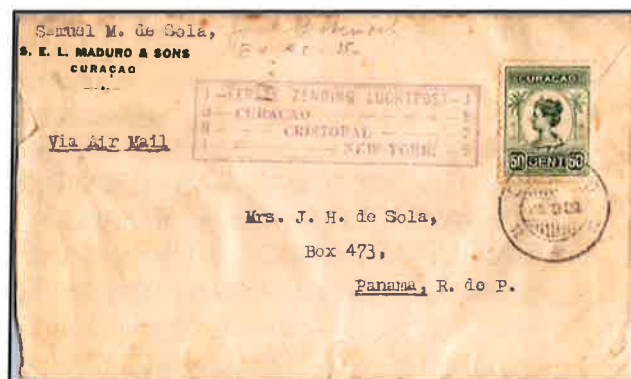
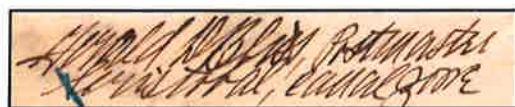


Fig. 6: Northbound flight from Curacao.



Fig. 7: NC-9776 in Miami.

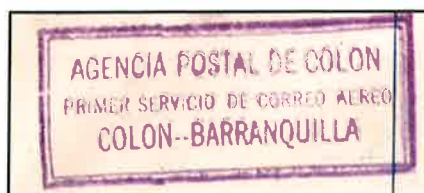
PILOTS: Frank E. Ormsbee (for biography see Volume 36.4) was the pilot, Donald Duke (Manager of the Cristobal Pan American office) was the co-pilot, and C. Asher was the mechanic. Ormsbee autographed some of his flight covers. Many were cosigned by Cristobal postmaster Gerald D. Bliss. (Figures 8 and 9)

Figs 8 and 9: Signatures of Ormsbee and Bliss.

CACHETS: All mail on the south-bound flight received a black cachet reading "FIRST FLIGHT / CRISTOBAL, CANAL ZONE / TO / BUENAVENTURA & TUMACO, / COLOMBIA / MAY 24, 1929 / F. A. M. 9" enclosed in a double rectangular box (Figure 10).

POSTAL RATES: The rate was 15 centesimos per 20 grams for mail to all three destinations and the registry fee was an additional 15 centesimos. The vast majority of the flight covers are franked with the first airmail envelope and second airmail stamp (C2) which was issued on May 22, 1929.



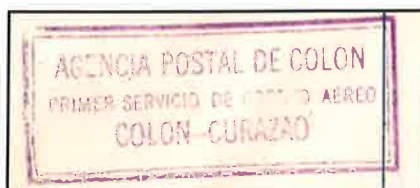



Fig 10. Cachets used on mail flown on flights.

NUMBER OF COVERS CARRIED: 62 lbs 4 ounces of mail was carried from Cristobal to the three destinations: 16 lbs to Cartagena (650 +/- covers), 18 lbs 15 ounces to Barranquilla (1200 +/- covers), and 27 lbs, 5 ounces (1750 +/- covers) to Curacao. Mail originating in Panama is included in the above weights.

COPAPHIL OFFICERS

President	Vacant
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Secretary	Scott Schaffer
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schaffer_s@sbcglobal.net
HPEXCHANGE@aol.com
patrick@iCollectPanama.com
bgwndal@gmail.com

3131 Walnut Street, Apt 505,
 Philadelphia, PA 19104

OVERSEASE REPRESENTATIVES

Europe: Malcom Bentley
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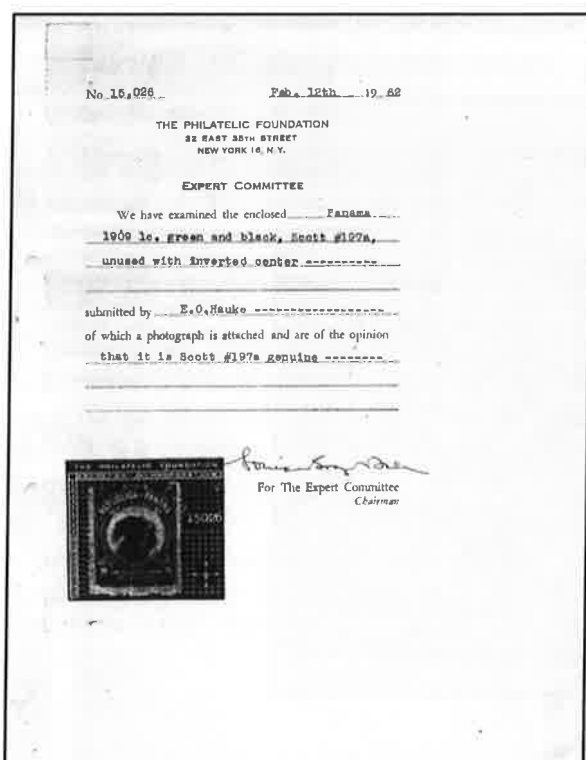
Malcolm.bentely1@ntlworld.com
kikoaro@cablonda.net
Sccollectibles2003@yahoo.com

The Panama One-Cent Balboa Invert From the American Bank Note Company (continued)

By David T. Zemer

The 1993 Leeds article on Panama EFOs in the journal of the Colombia-Panama Philatelic Study Group showed a black and white picture of his sc. 197a, the third example recorded. He thought that there were about six known copies, two of which were unused. He also hinted to me that he owned the second unused stamp but we could never find it when I visited him. The black and white photograph in his 1993 article is the only photograph of the 197a stamp that I could find in the philatelic press. The quality of the photograph is so poor that it is not repeated here. (*ibid.* page 80)

The earliest photograph found of this invert is on Philatelic Foundation certificate No. 15,026, dated February 12, 1962. E.O. Hauke submitted the stamp and the Philatelic Foundation declared it unused and genuine (**Fig. 18**).



Unlike the preceding 1906 HBNCoinverted center stamps, discovered as full sheets in mint condition, probably in Colon or Panama by postal employees, and sold directly to dealers and collectors the ABNCoinvert was sent to the small town of David. Although the 3rd largest town in Panama it only had a population of 15,239 according to the 1920 census (**Ref. 14**). David was a world away from the Panama Canal and not visited by the huge number of foreign workers and tourists to the canal area, many of whom sent large numbers of postcards. (**Fig. 19**)

Within the canal area and the major towns of Colon and Panama more than 10,000 different colorized picture postcards were sold (**Ref. 15**) with views of the canal construction and area around the canal which required a large amount of one-cent stamps. It is not difficult to find one-cent ABNCoinvert stamps with Canal Zone overprints and, to a much lesser extent, Panama stamps on postcards. In contrast, less than a dozen different views are known for the town of David through the early 1920s. **Fig 20 (Ref. 16)**.

Panama did not issue the "1909" one-cent ABNCoinvert stamp until 1912 but no examples of this stamp on postcards have been recorded with a David cancellation. There are examples with David cancellations on a few postcards with other stamps including the one-cent HBNCoinvert, Sc.186 (but not after 1912), ½c stamps, Sc. 195, and the 1c 1915 Panama-Pacific Exposition stamp, Sc. 205. But only one example of this stamp on cover with a David cancellation is recorded. That cover is a registered envelope, dated October 8 or 10, 1921, and it has two one-cent stamps to pay the first-class postage to the United States. (**Fig. 21**)

Fig. 18 – Philatelic Foundation certificate – 1962, first recorded photograph of Sc. 197a.

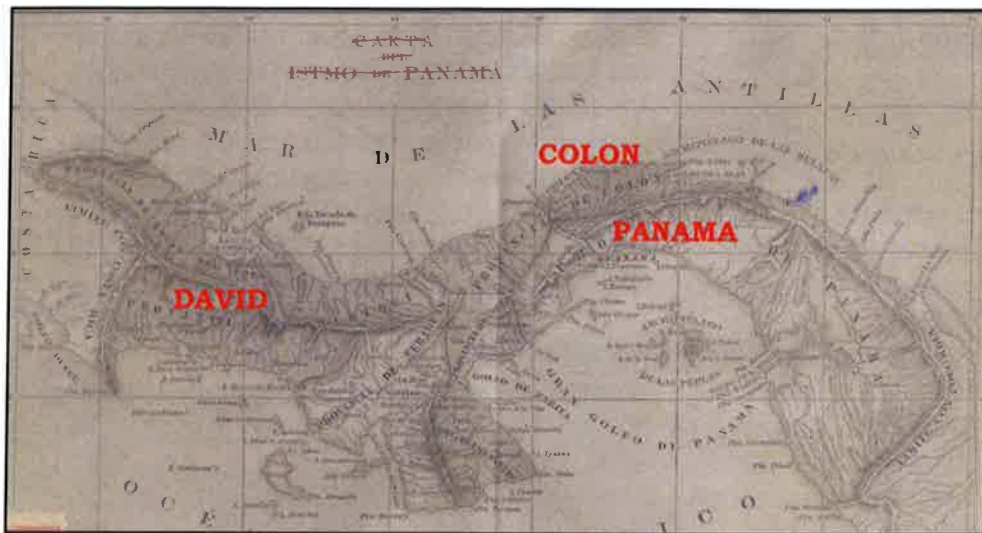


Fig. 19 – Original photograph of 19th Century Map of Panama used by ABNCo as a model for “map” stamps. 1990 ABNCo archives.



Fig. 20 - Picture postcard of David, Panama sometime after 1903.



Fig. 21 – Only recorded cover cancelled in David with Sc.197. Oct. 8 or 10, 1921.

One off-cover example of Sc. 197, also having the earliest David cancellation, June 17, 1921, is known. Like the nine used inverted center stamps, it has the DAV018 cancellation. (Fig. 22)



Fig. 22 – (a) Only recorded Sc. 197 off cover with David cancellation. (b) RetroReveal shows the earliest known usage of this stamp in David: June 17, 1921.

The most likely reason as to why we only find Sc. 197 stamps cancelled in the period June 1921 - January 1922 is that either David did not have any Sc. 197 stamps in its inventory or if it did then it had not opened the package containing these stamps from the main post office until 1921. We know that Panama had a surplus of Sc. 197 stamps at the start of 1921 because in March the Canal Zone received 200,000 ABNCo one-cent Balboa stamps from the 1918 printing from Panama and overprinted them (CZSG 46.B) at its Mount Hope printing plant. (REF. 17, 18). Panama also needed revenue stamps to show the fees paid to use telephones and send telegrams. They obviously still had a surplus of Sc. 197 and overprinted an unknown, but presumably large, amount with the word *Telegrafos* in black or red to fulfil this demand. (REF. 19)

Conclusions

Ten copies of the 1c ABNCo Balboa center-invert are recorded, nine of which were used and cancelled between mid-1921 and January 1922 with the same double-ring cancellation from the small town of David. Four of the nine used stamps have been either certified and viewed online or sold at public auction and are damaged. Another was incorrectly certified as unused but might have been washed because a cancellation is visible using retroReveal.

Nine of the ten stamps have perforations cutting into the green frame of the stamp. Only one, the sixth recorded, has better centering.

Finding this stamp (without the inverted center) with a David cancellation off cover has proved to be more difficult than finding the inverted stamp! No copies on postcards used in David are recorded. Finding the same cancellation on the two-cent stamps, on or off-cover, is difficult but not impossible.

A survey of the major stamp catalogues found that only Yverts and Scott listed this invert in 1939 but editors at both companies have not been able to find any documentation on its discovery nor any reference in the weekly stamp newspapers and magazines of that period. It is possible that it was a HBNCo one-cent center-invert stamp and not an ABNCo stamp that was misidentified in the 1939 catalogues. It is also possible that a fake invert was produced. More work digging through the philatelic media of the period is required. Neither Michel nor Stanley Gibbons lists it today so the possibility exists that persons not using a more up-to-date *Scott Catalogue* may still not be aware of its scarcity.

The first public auction of the unused copy in 1998 finally set a price for an unused version but a used copy was not publically auctioned until 2009. No doubt due to

uncertainty in pricing this stamp the two used copies which appeared on eBay in 2001 and 2006 sold for much lower prices than copies later bought at public auctions.

Obtaining a copy for my collection has been difficult. The owners typically have regarded their copies to be key stamps in their Panama collections and when they finally decided to sell their collections often sold this stamp privately or it later was auctioned at their estate sales.

* www.retroReveal.org has free software that proved invaluable in showing cancellations in this project and other philatelic research by the author. The creators of retroReveal describe it thusly: *The server provides semi-automated forensic-style enhancement of digital images of varying quality from cameras and scanners.*

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AWARDS:

NOJEX: Brad Wilde, Gold, *SCADTA: To, From, and Through the Isthmus of Panama*.
AAPE Epilogue Award.

Brad Wilde, Large Vermeil, *Panama Postage Due 1842 - 1942*.

Filatellic Fiesta: Brad Wilde, Gold,
Panama: The Mapita Stamps 1887 - 1903.
AAPE Epilogue Awar

Avis de reception – A.R.: new online research including Colombia and Panama

By David Zemer

2002 saw the publication of a neat little book on *Avis de reception* by David Handelman. I bought a copy and was very happy to be able to learn more about AR markings and their history. As David noted in his research Colombia and Panama were two of the main users of A.R. and even issued their own stamps. David has been collecting worldwide A.R. related material for many years and has decided to make the next edition of his "book" online. He expects it to have 1,000 or more items of interest and has issued an appeal to the philatelic world for help.

The subject is complicated and as he hopes to encompass the whole world he would appreciate receiving scans of related material including covers or markings with, if possible, an explanation as to their meaning or importance. Since our members include some of the most knowledgeable students of Colombia and Panama philately we would like to invite everyone to look at the research as it is today and feel free to contact David with additions and corrections to anything published. Contributors will be attributed or they may remain anonymous if they so desire.

The research will be online in two forms. The first step is a very large listing of everything related to A.R. including forms, cover letters, stamps and covers. The second step is a specialized chapter for each country. He expects to have Colombia and Panama chapters online shortly and they may already be there by the time this announcement is published. Two A.R. examples are shown below.

Thanks to one of our members for contributing a scan of one of the most

important covers in Panama philately to this research.

COLOMBIA

Medellin to Drôme (France), double, 1898. With vermillion A.R. stamp (issued 1894, and the only one until 1902). Rated 10 cvo for each of registration (etiquette) and upu letter rate (per 15 g; marked 20 gs), and 5 cvo A.R. fee. Via Colon (Panama) and New York.



Colón to Binghamton (NY), 3 November 1903. Only known Panamanian cover of this date. Colombian A.R. stamp (issued 1903) tied by multiple strikes of the A.R. COLON handstamp. Rated 20 centavos registration (paid by denominated registration etiquette, issued 1902), 20 cvo upu letter rate, and 10 cvo ar fee. *Courtesy of the owner of the cover*

To learn more about A.R. and how to contribute please click on to:

www.rfrajola.com/DH2019/1ar.pdf

David can be reached at:

rochelle2@sympatico.ca
or
David Handelman, Math
Dept, Univ. of Ottawa,
Ottawa ON, K1N 6N5
Canada

PANAMA

Separation Day

On 3 November 1903, the Panama City fire department staged an uprising to secede from Colombia. The US Navy gunboat *Nashville*, situated in the waters around Colón, prevented a group of about 500 Colombian soldiers from taking the train from Colón to Panama City, and the revolution was successful.



REVIEW OF NEW CATALOG OF THE OFFICIAL CERTIFICATES / CUBIERTAS OF COLOMBIA

In the January 2019 COPACARTA, COPAPHIL announced the publication of a major catalog of Official Cubiertas by Steve Phelps. This landmark catalog goes far beyond anything on the subject previously published. A sample listing was included in that announcement.

In the July-August issue of *Postal Stationery* the catalog was given a strong positive review by that journal's editor.¹ To quote from the review:

"The H&G (Higgins and Gage) listing is a useful start, but it is replete with errors, and

omits many issues. The study corrects the record, and does so in an exemplary manner. The many issues are wisely separated into chapters.

- National Issues "Estados Unidos" in heading
- National Issues "Republica de Colombia" in heading
- Town Name Issues "Estados Unidos"
- Town Name Issues "Republica de Colombia"
- Special Issues

"This enables one to quickly find the catalog number of an item, something that is difficult in the H&G catalog which intermixes the issues. Since the official Cubiertas have a great similarity of appearance, the book's listing method is sure to be appreciated by collectors and dealers alike. The H&G catalog has many sub-catalog numbers, but for the most part, these are differences arising from positions on the type-set plate. Indeed, almost every position on the plates produced a different variety. To handle this complex subject, the author created appendix tables, so that those so inclined can first determine the main catalog number,

then find its particular type. Another appendix has a concordance table, with the earliest known use of each item included as a bonus. The third appendix contains an alphabetical list of towns followed by those cubiertas known used from them.

"This book is sure to become the standard reference, and if you collect the area, or just want to own a nice, single-subject reference, you will want to add it to your library, especially at its reasonable price." (emphasis added)

The member price postpaid, including paypal fees, is \$25 to the US and \$30 to the rest of the world. Non-member pricing is \$30 and \$35 respectively. The catalog has a limited printing. To order, email to Allan Harris copaphilusa@aol.com. Paypal payments should be sent to copaphilusa@aol.com. Payment can also be made by check in US dollars drawn on a US bank and sent to Allan Harris at 26997 Hemingway Court, Hayward, CA 94542.

¹ p. 217, *Postal Stationery*, July-August 2019, V61, No.4

WESTPEX: April 24 - 26, 2020.

EXHIBITS NEEDED

COPAPHIL has committed to fill 80 frames at Westpex and at this point we have fewer than 40 frames worth of exhibits. It is extremely important that we provide more exhibits to a show that has historically been welcoming to our society and allowed us to be a featured society. However, if we don't come through with at least 60 frames of material I worry that they will not be as receptive to our group as they have been in the past. If you wish to exhibit please contact me immediately. There will be a Spanish speaking judge at Westpex and exhibits can be in Spanish.

We will also need volunteers to man the table that we will be sharing with the Canal Zone Study Group. It is important that we have someone at the table throughout the show.

We are hoping to have an informal dinner on Friday night. Details will be available at the table.

PUBLICATIONS FOR SALE

RECUPERANDO NUESTRA PRE-FILATELIA A LA LUZ DE LOS ARCHIVOS HISTORICOS, Manuel Arango Echeverri

COPAPHIL is pleased to make available this landmark, new publication by our long-time member in Colombia, Manuel Arango Echeverri. He has devoted years to research the Pre-Philately of Colombia. The result of this extensive research is this work. The author has made available for sale through COPAPHIL, his work on a thumb drive.

Volume I includes pre philatelic marks and postal documents, showing a great diversity of postal marks between 17770 – 1859, many of them unknown until now to philatelists. This information was found in the various archives of Colombia and especially in the General Archive of the nation in Bogota (802 pps).

Volume II includes the reports of “Jose Antonio Pando and Riva”; from his arrival to Cartagena on November 16, 1769, coming from Mexico aboard the sloop “el Postillon”. Pando sent regularly and systematically to the viceroy of the new Kingdom of Granada a great diversity of reports on the progress of ports of its work commissioned by the Count Grimaldi. This volume presents 89 documents of letters and reports of its work to different authorities from 1769 until 1789 (584 pps)

Volume III is a supplement that includes many pre-philatelic marks, finds not known before and others in which older dates are highlighted or colors have differences (603 pps)

Member price postpaid including PayPal fees, on thumb drive \$45 worldwide.

Colombia: The Michelsen Affair and the “reprints” of the \$5 and \$10 of the 1868 Issue of the United States of Colombia, Dario Diez (55 pps monograph), 2016.

For more than one hundred and twenty years the so-called Michelsen “reprints” have been the subject of many discussions in the world philatelic circles. Since Gustavo Michelsen began selling them in 1890-1891, the legality of these issues has not been clearly and objectively established. Michelsen tried to make his creation look, to the philatelic world, as “authorized reprints”. It is difficult to differentiate them from the genuine. This book demonstrates that Michelsen’s so called “reprints” are fakes and presents reliable parameters to identify the different prints of the genuine \$5 and \$10 Pesos stamps from the counterfeits.

Member price postpaid, including PayPal fees: \$15 to the U.S. \$25 to the rest of the world.

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Cover of the Quarter:

May 2, 1921 First Provisional
SCADTA surcharge

While getting the mail ready for the fourth northbound flight, the Bogota office ran out of 30c stamps. Thus, the first provisional surcharge was born. The 15 centavos post card rate did not go into effect until November 1921. This is the only known use on a post card.

Ex-Gravelat; ex Friedman

Panama Postage Due Mail

by Brad Wilde

"Postage due" is the amount of money that needs to be paid for a cover that has been underpaid. Sometimes the letter was returned to the sender to make the proper payment and other times the letter was sent to the recipient, who then had to pay the cost of the postage. The earliest postage due cover dates to 1533 and is a letter mailed from Ghent to Bruges in 1533. Most letters were sent postage due with the expectation that the recipient would pay the postage. However, in the mid 1800s the concept that the sender should pay the postage in advance began to take hold.

The United States post office began demanding that the postage be pre-paid in 1855. Letters that did not have sufficient postage would be marked postage due and held until the recipient came to the post office to pay the amount due and pick up the piece of mail. This, however, led to fraud as some postmasters would falsely state that a letter was short paid, collect the difference, and then pocket the money. It was in order to combat that type of fraud that the idea of using a postage stamp to pay the postage due evolved. Postage due stamps were primarily used as an accounting and anti-theft tool.

In 1874 the Universal Postal Union (U.P.U.) was established; Colombia joined July 1, 1881. The U.P.U. decided that mail with insufficient postage should be marked with a "t" and the amount missing would be shown in black. Quite often the amount was shown in centimes and then converted into the local currency. The deficiency was usually doubled. From October 1, 1907, the amount shows what was due, rather than what was missing.

How Panama handled postage due falls into four time frames:

- 1) From the Colonial era until 1859 when Colombia issued its first stamp. The primary method of payment was to have the recipient pay the postage upon receipt. While the letter could be pre-paid, this was not the norm.
- 2) The second is from 1859 until March 24, 1915, when regularly issued postage due stamps were used to pay the postage due.
- 3) The third period was from March 25, 1915 until the early 1940s when ABN Co & Waterlow postage due stamps were issued by Panama.
- 4) The final period was post-Waterlow from the early 1940s onwards when it appears that collection of postage due ceased to exist.

A survey of the larger Panama postal history collections records 62 Panama postage due covers; 26 are from the 1859-1915 era, 24 are with the 1915 brown postage due stamps, 11 are with the 1929 series, and 1 is 1942 regular stamp paying postage due. The author has not seen any post 1942 covers that have Panama postage due markings or evidence of payment made. Spreadsheet 1 has a listing of all of the known Panama postage due covers.

Pre-Stamps: During this era most mail was sent "postage due" as the recipient normally paid postage when the mail was delivered. Normally a "DEBE" handstamp was applied to the envelope as well as a manuscript notation as to how much needed to be paid. There are 19 covers reported from this era and most are addressed to former President Tomas Cipriano de Mosquera in Bogota. These markings are only known from Veraguas, Chagres, Colon, and Panama City.

The rarest of the markings is the "VERAGUAS DEBE" measuring 1.25 inches in diameter (Figure 1) Santiago de Veraguas

was founded in 1621 and is in the interior of Panama halfway to Costa Rica. The letter was originally marked as requiring postage, but because it was official judicial correspondence, the "DEBE" marking was crossed out and "VERAGUAS DE OFICIO" marking applied.



Fig. 1. "Mailed to Panama City on August 30, 1847. One copy reported.

Figure 2 shows a "DEBE" handstamp used at the town of Chagres, located at the mouth of the Chagres River on the Caribbean Sea. During the gold rush era this is where the majority of the California "1849ers" gold rush seekers were unloaded to cross the Isthmus. It is 1.5 inches in diameter and is only known in red ink.



Fig. 2. Mailed to Panama City on September 18, 1850. Marked 1 real paying single letter rate. 3 copies reported.

The town of Colon was founded in 1850 as the Atlantic terminus of the Panama Railroad. The American name was Aspinwall. It was named after Cristobal Colon (Christopher Colombus). The postmark reads "ADMINISTRACION DE CORREOS DE COLON DABE". (figure 3). It is 1.63 inches in diameter and is only known in red ink. The "DABE" should read "DEBE".



Fig. 3. Mailed to Bogota on April 20, 1858. Marked 15 centavos for single rate letter. There are five examples reported.

Panama City was founded in 1519 and is the largest city and capital in Panama. During this era its population was around 10,000 inhabitants. The postmark reads "PANAMA DEBE." and is 1.5 inches in diameter. (Figure 4). This is the most common marking and is only found in red ink. It was also used for mail in transit



Fig. 4. Mailed to Bogota on March 30, 1846. Marked 4 reales for single rate letter. 12 examples are reported,

Regular Stamps Paying Postage Due 1859-1915: Of the 26 pre 1915 covers all but one bear Panama regular issued stamps paying the postage due. 19 are pre-Independence. There are no reported provisional postage due covers until the 1886 Republic of Colombia issue. The sole postage due cover bearing a Colombian stamp is the one addressed to Ferdinand de Lesseps in 1887. The postage due is paid by a pair of the Colombian 5 centavos stamp. The cover was previously written up in *Copacarta*.

19 covers bear stamps from the American Banknote Company series of 1892-1895 and four are mailed to the same addressee. Figure 5 shows one of these - mailed from Kirkham, Maryland, USA, on November 1, 1892. It was marked with a "T" in a circle and "Centimes 15 N.Y.". Addressed to Ensign Frank H. Schofield, U.S.S. Baltimore, C/O U.S. Consul, Panama, Central America", it arrived in Panama on November 17th. The 15 centimes converted to 3 centavos, which was then doubled and paid with the 1 and 5 centavos issues of 1892.



Fig. 5: Mailed November 1, 1892, showing usage of 1892 ABN Co. series to pay the postage due for short payment.

The earliest postage due cover (figure 6) from the Republic of Panama was mailed on January 16, 1904. It was received at Bocas del Toro on February 1, 1904. It was assessed at 10 cents postage due and this was paid for with an 1895 10 centavos stamp that was not overprinted with the post revolution Bocas del Toro provisional overprint.



Fig. 6: Mailed January 16, 1904, earliest known postage due in Republic of Panama.

There are six covers reported with Provisional Panama City overprint stamps paying postage due (figure 7).



Fig. 7: Mailed February 13, 1906. Canal Zone stamp not recognized so 2.5 centesimos rate doubled to 5 centesimos postage due. Only a few local usages are reported.

There two examples of covers using the Hamilton Bank Note Company series of 1906.

1915 Postage Due Issue: On March 25, 1915, Panama's first postage due stamps, printed by the American Banknote Company, were issued. The denominations were 1, 2, 4, and 10 centesimos. 22 covers are reported bearing this issue.

The 1 centesimo shows the famous Fort San Lorenzo, situated on the Chagres River. 500,000 were printed, with 100,000 used for Canal Zone postage due stamps. Only one cover is reported bearing this stamp (Figure 8). It was mailed from the Canal Zone, to Panama City on November 11, 1915.



Fig. 8. Unpaid letter with 2 centesimos domestic letter rate (up to 20 grams) doubled to 4 centesimos.

The 2 centesimos stamp shows the Statue of Columbus in Colon, Panama. The statue was a gift of the French Empress Eugenia de Montijo in 1870. Only one example of this stamp is recorded used on a letter mailed from the Canal Zone (figure 9). It was mailed on the Canal Zone's railway post office on November 11, 1915, and was only franked with a 1 cent stamp. As the envelope was sealed it was underpaid by a penny. It was marked with a purple "T" and the deficiency

was doubled and paid with a single copy of the 2 centesimos postage due stamp on the same day.



Fig. 9. Short paid 1 cent so deficiency doubled to 2 centesimos.

The 4 centesimos stamp illustrates the National Palace that was constructed in the Casco Viejo section of Panama City between 1905 and 1908. Three single rate usages are recorded. One (figure 10) was mailed from Curacao on July 27, 1918, and franked with Dutch 7 ½ cents stamp which got cancelled and a 5 cents which was not. The un-cancelled stamps led to a deficiency which equaled 2 centesimos which was doubled to four centesimos. The Panama postage due stamp was applied and cancelled on August 15.



Fig. 10. Postage due on cover mailed from Curacao. Has scarce WW1 Censor marking.

Both were mailed from Canada and were short paid 3 cents. The Panama postal authorities did not realize that the one cent stamp was actually a World War I surcharge stamp so only assessed 4 centesimos postage due instead of six. The most common usage of the four centesimos stamp is in combination with the two centesimos postage due stamp. Six are recorded from England, one from Jamaica, and one from Colombia (Figures 11 and 12).



Fig. 11. Double weight letter short paid 1.5 pence mailed from Annotto Bay, Jamaica, on May 26, 1917. Deficiency doubled and 6 centesimos paid. Addressed to the British Ambassador.



Fig. 12. Letter short paid 5 centavos mailed from Cali, Colombia August 3, 1917. Marked with Cali "T" marking. Paid at Panama City the 13th.

The 10 centesimos stamp honors Pedro J. Sosa (1851 -1889) a Panamanian engineer who worked on the French canal effort. There are two copies of this stamp on cover. One was mailed from British Field Post Office 44 on April 14, 1916, and has British censor number 2320 handstamp (Figure 13).



Fig. 13. Letter unfranked. The 2 1/2 pence deficiency was converted to 5 centesimos and doubled. The postage due stamp was applied and cancelled on May 9, 1916.

When the first series was sold out and before the 1929 Waterlow series had arrived regular postage stamps were used provisionally again (Figure 14). There is only one example reported.



Fig. 14. Short paid by 1 penny. Deficiency doubled and paid with pair of 2 centesimos Lindbergh stamps in early January 1928.

1929 Postage Dues: The 1929 definitives were printed by Waterlow & Sons and were placed on sale on December 30, 1929 (Scott gives a 1930 issue date). The denominations were 1, 2, 4, and 10 centesimos. The number issued is not known. Ten covers bearing this series are recorded, with some having various denominations of this series..

The one centesimo is recorded on four covers. One (figure 15) was mailed from Oviedo, Spain, to Panama City in January 1932. It was franked with 40 centavos (8 centesimos). The double weight letter rate was 50 centavos. The shortfall of two centesimos should have been doubled, but it wasn't and only 2 centesimos was collected on February 1, 1932.



Fig. 15. Showing 1 centesimo used on letter mailed from Spain in 1932.

The two centesimos is recorded on five covers. The only domestic postage due cover (figure 16) recorded was mailed from Panama City to Bocas del Toro with 1 centesimos postage (the unsealed letter rate). As the letter was sealed it was marked with a large "T" in a circle and the one centesimos deficiency was doubled to 2 centesimos. This was paid with a single 2 centesimos postage due stamp on August 17, 1933.



Fig. 16. Only domestic postage due with 1929 definitives. Mailed from Panama City to Bocas del Toro on August 3, 1933.

The four centesimos (blue) is reported on five covers. The only single usage (figure 17) is on a cover mailed from Curacao, Netherlands West Indies, to Curacao and forwarded to Panama City, Panama. The letter was short paid 6 cents, equal to 2 centesimos. This was doubled to 4 centesimos. Envelope has manuscript notation reading B/04. Postage due paid on June 25, 1935.



Fig. 17. Only single usage of 4 centesimos on cover from Netherlands West Indies. Mailed on June 6, 1935.

The ten centesimos (purple) is reported on two covers. Figure 18 shows an airmail cover mailed from Paris, France, to Panama City, on December 15, 1939. The letter was short paid 30 centimes which was converted and doubled to be 18 centesimos postage due.

August/September 1937 (figure 19). While it was properly franked with 3 pence postage, the 2 pence stamp was not cancelled. As such the cover was marked deficient with a "T" and "33 1/3 centimes" in an octagon as well as a "T" in an oval circle. This translated



Fig. 18. Postage due on short paid airmail cover from Paris, France. 18 centesimos paid at Panama City on January 8, 1940.

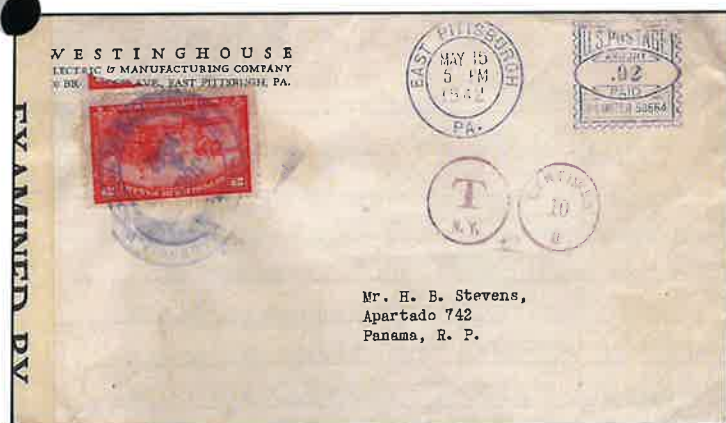
The latest usage of the 1929 series was on a letter mailed from Melbourne, Australia, in

into 4 centesimos which was doubled to 8 centesimos. The deficiency was paid with a pair of the 4 centesimos postage due stamp on September 18th.



Fig. 19. Latest usage reported of second definitive series. Postage due paid on September 18, 1937.

Post Waterlow: At some time between 1937 and 1942 the Panama post office ran out of the Waterlow postage due stamps. The single example of the provisional use (figure 20) was mailed from the United States on May 15, 1942. The cover bears a 2 cents meter. It was marked with a double circle "T NY" & "Centimes 10 3". The rate at the time was 3 cents. The 1 cent shortfall was doubled to 2 cents and paid with the 1942 series sugar cane cart 2 centesimos stamp on June 4, 1942.



Below is a chart showing the recorded covers from Panama bearing postage stamps to pay the postage due. The author would greatly appreciate any updates, so please check your collections and let me know. A scan would be the most helpful. The information can be sent to the author at bgwndal@gmail.com.

Fig. 20. Provisional usage of 2 centesimos sugar cane cart issue of 1942 to pay the postage due.

DATE	ORIGINATION	DESTINATION	SCOTT NUMBERS	ADDRESSEE
1887/7/29	United States	Panama City	Colombia	Ferdinand de Lesseps
1892/7/13	Ecuador	Panama City	17, 18	Bass
1892/11/7	United States	Panama City	17	Frank Schofield
1892/11/17	United States	Panama City	15, 17	Frank Schofield
1892/11/17	United States	Panama City	15, 17	Frank Schofield
1892/11/29	United States	Panama City	18	Frank Schofield
1894/2/6	United States	Panama City	18	W. H. Leadbetter
1894/12/10	Panama	Panama City	1894 10 cents	Gervasio Garcia
1894/12/11	Panama	Panama city	1894 10 cts	Josefa de Mendoza
1895/6/7	United States	Panama City	17 (2)	Carlos Arosemena
1895/7/27	Nicaragua	Panama city	18	Maria Evers
1897/2/6	United States	Panama City	18	J. N. Recuero
1898/3/27	United States	Colon	16	Ramon Arias
1898/9/1	United States	Bocas del Toro	18	Kroesman Braden & Co
1899/12/27	United States	Panama City	16	Panama Railroad
1902/11/26	United States	Colon	18	Joseph Stilson
1902/12/13	Mexico	Colon	18	Martan Huggins
1903/4/8	United States	Bocas del Toro	17, 19	Unknown
1903/5/9	United States	Bocas del Toro	17	C. Tattel
1904/2/1	United States	Bocas del Toro	18	Minor Ruth Wilson
1904/6/23	United States	Panama City	77 (2)	Oscar Malmos
1904/7/14	United States	Panama City	78	Claude G. Pierce
1904/7/20	Colon	Panama City	79 (3)	Juez Primero del Cucuito
1905/1/4	United States	Colon	78	C. Perry
1906/2/13	Panama	Colon	78	J. W. Hyatt

1915/3/20	Great Britain	Panama City	J2, J3	Lady Mallet
1915/8/29	Panama	Panama City	J3	Escuela Internacional
1915/11/10	Great Britain	Panama City	J2, J3	Commercial National Bank
1915/11/11	Canal Zone	Panama City	J2	Commercial National Bank
1916/3/6	Panama	Panama City	J1 (4)	International Banking Co
1916/5/9	British Military	Panama City	J4	International Banking Co
1916/11/20	Great Britain	Panama City	J2, J3	Commercial National Bank
1916/11/29	Great Britain	Panama City	J3, J3	Commercial National Bank
1916/12/18	Great Britain	Panama City	J2, J3	D. Domenico y Hijos
1917/1/9	Great Britain	Panama City	J2, J3	Commercial National Bank
1917/3/9	Great Britain	Panama City	J2, J3	Commercial National Bank
1917/3/9	Canada	Panama City	J3	Captain Laggard
1917/6/2	Jamaica	Panama City	J2, J3	Claude Mallet
1917/7/17	Canada	Panama City	J3	Captain Laggard
1917/7/23	Jamaica	Panama City	J3 (2)	Claude Mallet
1917/8/17	Colombia	Panama City	J2, J3	R. Linze
1917/12/18	Great Britain	Panama City	J2, J3	Commercial National Bank
1918/7/26	Canada	Panama City	J3	Captain Laggard
1918/8/15	Curacao	Panama City	J3	Johan van der Hans
1919/1/28	Great Britain	Panama City	J2, J3	Lady Mallet
1922/7/8	Jamaica	Colon	J4	Sam Woo
1922/8/1	Jamaica	Panama City	J2, J3	Lady Mallet
1927/1/31	Great Britain	Panama City	Lindbergh	C. C. Richardson
1927/11/30	Egypt	Colon	J2	Pierre Aquinon
1929/9/18	Australia	Panama City	J7 (2)	Ernest Kohn
1930/6/12	Great Britain	Panama City	J6 (2)	F. S. Excoffery
1930/8/21	Jamaica	Panama City	J5, J6 (2)	E. H. A. Mash
1930/9/4	Guatemala	Panama City	J5, J7	Swiss Consul
1932/1/1	Canal Zone	Panama City	J4 (2), J6 (2)	Harlan Englander
1932/2/1	Spain	Panama City	J5 (2)	Carol Hager
1933/1/13	Australia	Panama City	J6 (3)	Bernard Harding
1933/8/17	Panama	Bocas del Toro	J6	Elder Grizzle
1937/10/31	Spain	Panama city	J6 (2)	Gilberto Brid
1939/9/4	Canal Zone	Panama City	J6	G. Schay
1940/1/8	France	Panama City	J8	Mons. Merfer
1942/6/4	United States	Panama City	342	H. B. Stevens

GIRARDOT - BOGOTA SCADTA AIRMAIL SERVICE

By Debby Friedman

On July 23, 1929, SCADTA conducted a survey flight between Girardot and Bogota and return. Figure 1 shows covers flown on both legs of the flight. Girardot is a port on the Magdalena River. The Girardot - Bogota leg of the survey flight is Kessler 15. He wrote that there was no notice to the public and that "a small sack of mail from Cartagena and Barranquilla was picked up at Girardot and carried to Bogota. It is believed that no more than fifteen covers are in existence." It was chance that the incoming cover from France was on this flight. The return flight from Bogota to Girardot is Kessler 16. Supposedly only a few covers were carried.



Fig. 1: Covers flown from Girardot to Bogota and from Bogota to Girardot..

In a November 1929 circular SCADTA made a formal announcement of a "Through Air Connection Barranquilla - Bogota" with daily same day service from Barranquilla to Bogota using the connection at Girardot. Figure 2. Mail was transferred to a different plane at the intermediate stop in Girardot. This particular circular in English was for distribution to the American market.

p.102, *The Air Post Stamps of Colombia*, F. W. Kessler, 1936 edition

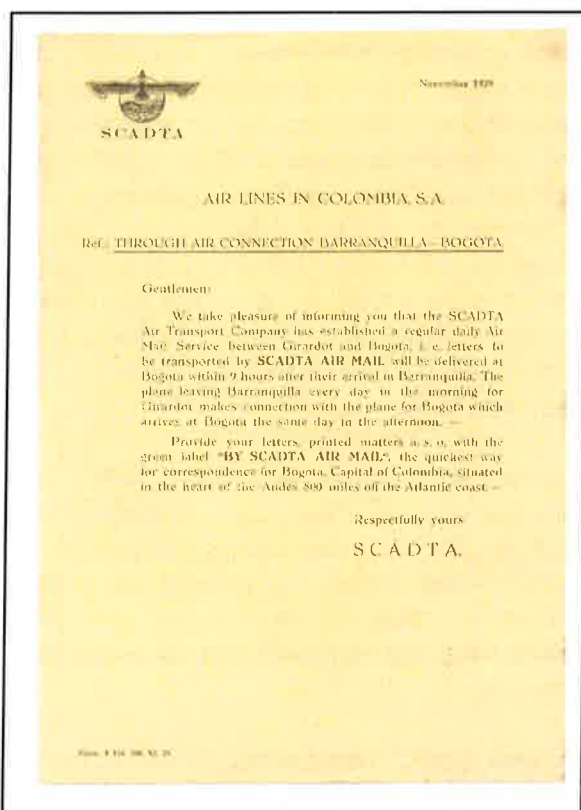


Fig. 2: SCADTA formal announcement of Barranquilla to Bogota service.

The Leticia Incident

By Debby Friedman

I first became aware of Fran Adams' interest about Leticia when I saw a one frame exhibit on the subject listed as a stamp show exhibit. I found the exhibit on his web site and highly recommend looking at it. It can be found at http://www.franadams.com/digital_exhibits/Leticia_exhibit.pdf.

Colombia and Peru had a history of arguing for control of the area near the port city of Leticia between 1911 and 1932, when fighting broke out between the two sides once more. In an attempt to defuse combat, Colombia and Peru agreed to arbitration by the League of Nations in 1933. The League appointed three member nations as a "Commission for the Administration of the Territory of Leticia". Each side's military forces were withdrawn from the area and a neutral military force under the Commission's supervision policed the disputed area.

Covers associated with the conflict are fascinating air mail and military postal history. While these covers are scarce, an occasional cover is offered for sale. However, collectors in the past have had limited information available to understand the covers.

A new book, *The Leticia Incident*, is now available on Amazon. The author, Fran Adams, has written an important reference work that explores the League of Nations' involvement with the 'Leticia Incident'. This effort by the League set a new precedent as the earliest use of a military force, under an international organization's control, for peace-keeping purposes.

The narrative is portrayed through a story-line format which includes major events arranged by date and illustrated with diverse

philatelic elements including examples of rare Commission mail with explanatory illustrations of each cover's markings. This is the only reference work for the mail of this international commission.

Figures 1 & 2 show examples of illustrations in the book with the details needed to understand the postal rates and markings. Mail from the Leticia Commission to countries outside the Pan American Union was charged standard postage rates. The appropriate postage (stamp) was applied by the Ministry of Foreign Affairs.



Fig. 1: This cover is addressed to Carlos Garcia-Palacios as a functionary of the League of Nations before he replaced Doctor Armando Mencia as Secretary of the Commission

Six examples of official mail sent outside Pan American Union countries are recorded

The work is divided into 3 sections, The Story, The Mails and three Appendices, Historical, Philatelic and Reference Supplements. The illustrations are in full color with reproductions of postal markings, labels and maps. Tables for the official mail census, names of mail correspondents, a chronology of events and postage rates are accompanied by a glossary of terms, a list of reference works, a pricing guide and a comprehensive subject index.



Fig 2: The Colombian Ministry of Foreign Affairs in Bogotá applied their hand-stamped seal on the rear flap of envelopes and initialed the seal as being official mail from the Commission.

Even if you do not presently have material from this conflict, you will find this publication a worthwhile addition to your philatelic library.

The Leticia Incident, by Fran Adams. 112 pages, 7 x10 inches, softbound with color covers, IRV Press, San Diego, California, ISBN 978-1076199904, available from Amazon at U.S. \$24.95 plus shipping.

AWARDS:

NOJEX: Brad Wilde, Gold, *SCADTA: To, From, and Through the Isthmus of Panama*. AAPE Epilogue Award.

Brad Wilde, Large Vermeil, *Panama Postage Due 1842 - 1942*.

Filatellic Fiesta: Brad Wilde, Gold, *Panama: The Mapita Stamps 1887 - 1903*. AAPE Epilogue Award.

Wanted for Purchase:

Am always looking to purchase postal history item(s) in the following areas:

Panama First Flights
Panama Postal History 1887 – 1953
Panama Stationery
SCADTA: with Panama or Canal
Zone connection

Brad Wilde
bgwndal@gmail.com

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Looking for articles on Colombian or Panamanian philately, first flights, first day covers, new issues, or any other topic that you are interested in. Also needed are scans (with short write up) for our cover of the quarter. Articles can be submitted in Spanish (for translation) or in English.

Please write in double column, use Helvetica font size 11, and submit illustrations as attachments (please do not imbed in the article).

Muchas Gracias por Todo Su Ayuda
Thank you for all of your help

Panama First Flight to Barranquilla and Cartagena, Colombia, and Curacao, Dutch West Indies – June 21, 1929.

By Brad Wilde

BACKGROUND: Per the contract made on July 13, 1928, between the United States of America and Pan American Airways the Postmaster General, with the consent of the contractor, could extend this route from Cristobal to Cartagena, Colombia, and Curacao, Dutch West Indies. On June 20, 1929, Walter F. Brown, Postmaster General, amended the contract to extend the service, effective June 21, 1929, and added a stop at Barranquilla. The flight was to occur once a week. Pan American Airways was compensated at the rate of \$2 per statute mail flown each way. Based on the shortest practicable airway distance between points on the route for up to 800 pounds. The rate then became \$1 per pound per thousand miles or pro rate for mail in excess of the 800 pounds.

FIRST FLIGHT: These flights commenced Friday, June 21, 1929. The ultimate destination was Maracay, Venezuela, but no non-official mail was carried as agreements with Venezuela had not been signed. The flight left France Field at 7:15 a.m. and arrived at Barranquilla (figure 1) at 2:30 p.m. It then departed the next morning at 8 a.m. and stopped at Cartagena (Figure 2) and Curacao (Figure 3) before arriving in Maracay at 2:30 in the afternoon (Saturday). Covers are only known postmarked from Colon except to Curacao where fewer than 10 covers are reported mailed from Panama City (Figure 4). In honor of the first flight the Juan Trippe, President of Pan American Airways; Andre Priester, Chief Engineer, and James Eaton, Traffic Manager, accompanied the flight from Miami to France Field, Canal Zone. Trippe continued on to Maracay. The purpose was to have a meeting to start the FAM contract negotiations that would

subsequently bear fruit the following May. At the time the Miami to Maracay flight was the longest mail route in the world. It was subsequently announced by the POD that operating rights in Venezuela had not been granted and that extending airmail service from the U.S. to Port of Spain and Paramaribo would be via San Juan and FAM-6.



Figs. 1, 2, and 3: Showing first flight to Barranquilla, Cartagena, and Curacao.



Fig. 4: Showing first flight to Curacao from Panama City.



Fig. 5: Northbound flight from Cartagena.

The return flight from Maracay traveled in the opposite direction beginning on Sunday. Northern flight covers (Figures 5 and 6) are much scarcer than the southern bound flight. There is no mail from Maracay. Northbound mail is less common than southbound. The Cartagena mail is almost certainly courtesy mail carried by Ormsbee, probably as a favor to the well known collector C. E. Nickles. All four reported copies are addressed to the same address. All are first flights with an additional 4 centavos Colombian stamp cancelled on June 24 – which means Ormsbee had to have carried it both ways. Normal mail to Cartagena is invariably cancelled on the back with a rectangular Agencia Postal cancellation. However, each of these covers have a red circular Cartagena postmark on the front. It had to be done this way because SCADTA had the concession for all mail originating in Colombia. Plus at this time, SCADTA flew from Barranquilla to Cristobal, not from Cartagena. So, this had to have been set up in advance. No covers are reported mailed back to Panama, but they might exist.

THE PLANE: The plane used was a Sikorsky S-38b amphibian NC-9776 (figure 7).

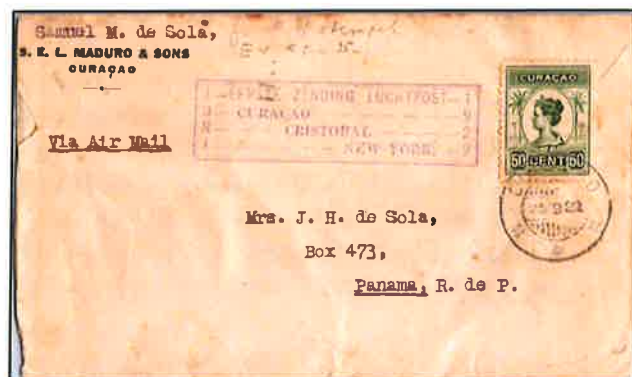
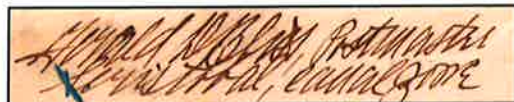


Fig. 6: Northbound flight from Curacao.



Fig. 7: NC-9776 in Miami.

PILOTS: Frank E. Ormsbee (for biography see Volume 36.4) was the pilot, Donald Duke (Manager of the Cristobal Pan American office) was the co-pilot, and C. Asher was the mechanic. Ormsbee autographed some of his flight covers. Many were cosigned by Cristobal postmaster Gerald D. Bliss. (Figures 8 and 9)

Figs 8 and 9: Signatures of Ormsbee and Bliss.

CACHETS: All mail on the south-bound flight received a black cachet reading "FIRST FLIGHT / CRISTOBAL, CANAL ZONE / TO / BUENAVENTURA & TUMACO, / COLOMBIA / MAY 24, 1929 / F. A. M. 9" enclosed in a double rectangular box (Figure 10).

POSTAL RATES: The rate was 15 centesimos per 20 grams for mail to all three destinations and the registry fee was an additional 15 centesimos. The vast majority of the flight covers are franked with the first airmail envelope and second airmail stamp (C2) which was issued on May 22, 1929.



Fig 10. Cachets used on mail flown on flights.

NUMBER OF COVERS CARRIED: 62 lbs 4 ounces of mail was carried from Cristobal to the three destinations: 16 lbs to Cartagena (650 +/- covers), 18 lbs 15 ounces to Barranquilla (1200 +/- covers), and 27 lbs, 5 ounces (1750 +/- covers) to Curacao. Mail originating in Panama is included in the above weights.

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schaffer_s@sbcglobal.net
HPEXCHANGE@aol.com
patrick@iCollectPanama.com
bgwndal@gmail.com
 3131 Walnut Street, Apt 505,
 Philadelphia, PA 19104

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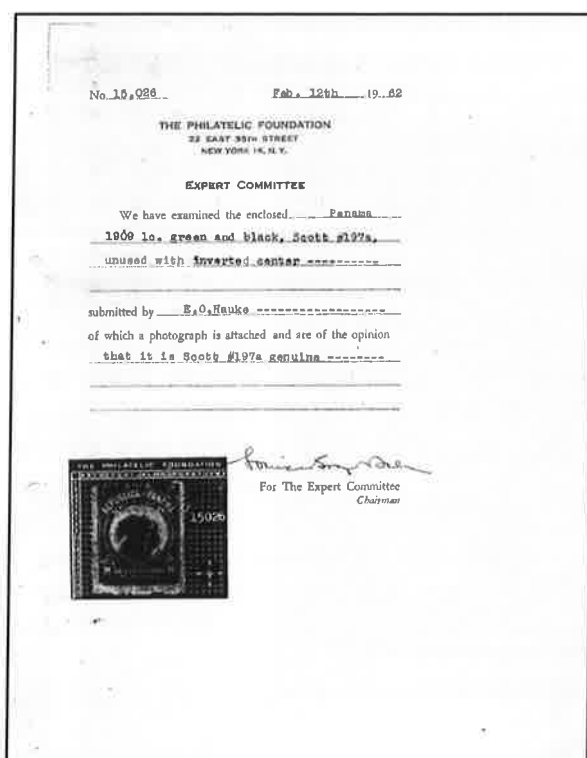
Malcolm.bentely1@ntlworld.com
kikoaro@cablonet.net
Scollectibles2003@yahoo.com

The Panama One-Cent Balboa Invert From the American Bank Note Company (continued)

By David T. Zemer

The 1993 Leeds article on Panama EFOs in the journal of the Colombia-Panama Philatelic Study Group showed a black and white picture of his sc. 197a, the third example recorded. He thought that there were about six known copies, two of which were unused. He also hinted to me that he owned the second unused stamp but we could never find it when I visited him. The black and white photograph in his 1993 article is the only photograph of the 197a stamp that I could find in the philatelic press. The quality of the photograph is so poor that it is not repeated here. (*ibid.* page 80)

The earliest photograph found of this invert is on Philatelic Foundation certificate No. 15,026, dated February 12, 1962. E.O. Hauke submitted the stamp and the Philatelic Foundation declared it unused and genuine (**Fig. 18**).



Unlike the preceding 1906 HBNC Co inverted center stamps, discovered as full sheets in mint condition, probably in Colon or Panama by postal employees, and sold directly to dealers and collectors the ABNC Co one-cent invert was sent to the small town of David. Although the 3rd largest town in Panama it only had a population of 15,239 according to the 1920 census (**Ref. 14**). David was a world away from the Panama Canal and not visited by the huge number of foreign workers and tourists to the canal area, many of whom sent large numbers of postcards. (**Fig. 19**)

Within the canal area and the major towns of Colon and Panama more than 10,000 different colored picture postcards were sold (**Ref. 15**) with views of the canal construction and area around the canal which required a large amount of one-cent stamps. It is not difficult to find one-cent ABNC Co Balboa stamps with Canal Zone overprints and, to a much lesser extent, Panama stamps on postcards. In contrast, less than a dozen different views are known for the town of David through the early 1920s. **Fig 20 (Ref. 16)**.

Panama did not issue the "1909" one-cent ABNC Co Balboa stamp until 1912 but no examples of this stamp on postcards have been recorded with a David cancellation. There are examples with David cancellations on a few postcards with other stamps including the one-cent HBNC Co, Sc. 186 (but not after 1912), ½c stamps, Sc. 195, and the 1c 1915 Panama-Pacific Exposition stamp, Sc. 205. But only one example of this stamp on cover with a David cancellation is recorded. That cover is a registered envelope, dated October 8 or 10, 1921, and it has two one-cent stamps to pay the first-class postage to the United States. (**Fig. 21**)

Fig. 18 – Philatelic Foundation certificate – 1962, first recorded photograph of Sc. 197a.

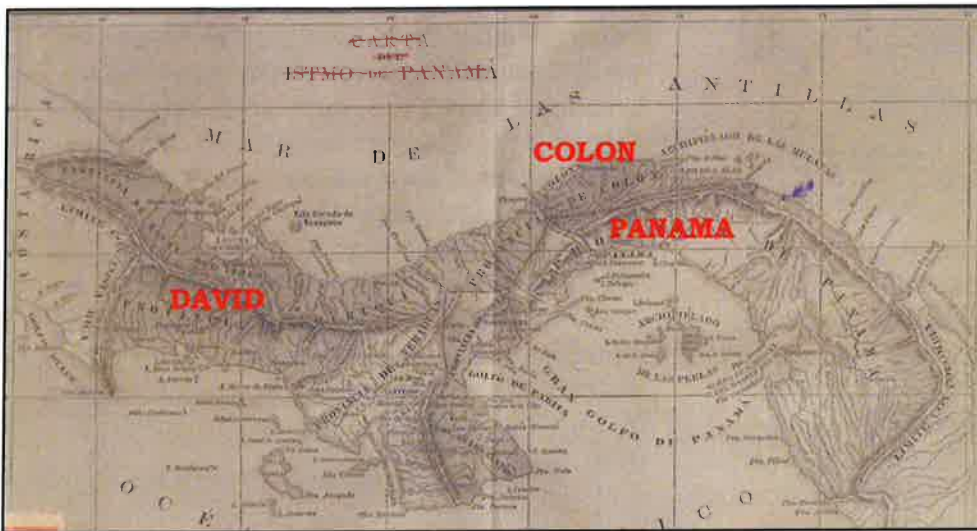


Fig. 19 – Original photograph of 19th Century Map of Panama used by ABNCo as a model for “map” stamps. 1990 ABNCo archives.



Fig. 20 - Picture postcard of David, Panama sometime after 1903.



Fig. 21 – Only recorded cover cancelled in David with Sc. 197. Oct. 8 or 10, 1921.

One off-cover example of Sc. 197, also having the earliest David cancellation, June 17, 1921, is known. Like the nine used inverted center stamps, it has the DAV018 cancellation. (Fig. 22)



Fig. 22 – (a) Only recorded Sc. 197 off cover with David cancellation. (b) RetroReveal shows the earliest known usage of this stamp in David: June 17, 1921.

The most likely reason as to why we only find Sc. 197 stamps cancelled in the period June 1921 - January 1922 is that either David did not have any Sc. 197 stamps in its inventory or if it did then it had not opened the package containing these stamps from the main post office until 1921. We know that Panama had a surplus of Sc. 197 stamps at the start of 1921 because in March the Canal Zone received 200,000 ABNCo one-cent Balboa stamps from the 1918 printing from Panama and overprinted them (CZSG 46.B) at its Mount Hope printing plant. (REF. 17, 18). Panama also needed revenue stamps to show the fees paid to use telephones and send telegrams. They obviously still had a surplus of Sc. 197 and overprinted an unknown, but presumably large, amount with the word *Telegrafos* in black or red to fulfil this demand. (REF. 19)

Conclusions

Ten copies of the 1c ABNCo Balboa center-invert are recorded, nine of which were used and cancelled between mid-1921 and January 1922 with the same double-ring cancellation from the small town of David. Four of the nine used stamps have been either certified and viewed online or sold at public auction and are damaged. Another was incorrectly certified as unused but might have been washed because a cancellation is visible using retroReveal.

Nine of the ten stamps have perforations cutting into the green frame of the stamp. Only one, the sixth recorded, has better centering.

Finding this stamp (without the inverted center) with a David cancellation off cover has proved to be more difficult than finding the inverted stamp! No copies on postcards used in David are recorded. Finding the same cancellation on the two-cent stamps, on or off-cover, is difficult but not impossible.

A survey of the major stamp catalogues found that only Yverts and Scott listed this invert in 1939 but editors at both companies have not been able to find any documentation on its discovery nor any reference in the weekly stamp newspapers and magazines of that period. It is possible that it was a HBNCone-cent center-invert stamp and not an ABNCo stamp that was misidentified in the 1939 catalogues. It is also possible that a fake invert was produced. More work digging through the philatelic media of the period is required. Neither Michel nor Stanley Gibbons lists it today so the possibility exists that persons not using a more up-to-date *Scott Catalogue* may still not be aware of its scarcity.

The first public auction of the unused copy in 1998 finally set a price for an unused version but a used copy was not publically auctioned until 2009. No doubt due to

uncertainty in pricing this stamp the two used copies which appeared on eBay in 2001 and 2006 sold for much lower prices than copies later bought at public auctions.

Obtaining a copy for my collection has been difficult. The owners typically have regarded their copies to be key stamps in their Panama collections and when they finally decided to sell their collections often sold this stamp privately or it later was auctioned at their estate sales.

* www.retroReveal.org has free software that proved invaluable in showing cancellations in this project and other philatelic research by the author. The creators of retroReveal describe it thusly: *The server provides semi-automated forensic-style enhancement of digital images of varying quality from cameras and scanners.*

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AWARDS:

NOJEX: Brad Wilde, Gold, *SCADTA: To, From, and Through the Isthmus of Panama*.
AAPE Epilogue Award.

Brad Wilde, Large Vermeil, *Panama Postage Due 1842 - 1942*.

Filatellic Fiesta: Brad Wilde, Gold,
Panama: The Mapita Stamps 1887 - 1903.
AAPE Epilogue Awar

Avis de reception – A.R.: new online research including Colombia and Panama

By David Zemer

2002 saw the publication of a neat little book on *Avis de reception* by David Handelman. I bought a copy and was very happy to be able to learn more about AR markings and their history. As David noted in his research Colombia and Panama were two of the main users of A.R. and even issued their own stamps. David has been collecting worldwide A.R. related material for many years and has decided to make the next edition of his "book" online. He expects it to have 1,000 or more items of interest and has issued an appeal to the philatelic world for help.

The subject is complicated and as he hopes to encompass the whole world he would appreciate receiving scans of related material including covers or markings with, if possible, an explanation as to their meaning or importance. Since our members include some of the most knowledgeable students of Colombia and Panama philately we would like to invite everyone to look at the research as it is today and feel free to contact David with additions and corrections to anything published. Contributors will be attributed or they may remain anonymous if they so desire.

The research will be online in two forms. The first step is a very large listing of everything related to A.R. including forms, cover letters, stamps and covers. The second step is a specialized chapter for each country. He expects to have Colombia and Panama chapters online shortly and they may already be there by the time this announcement is published. Two A.R. examples are shown below.

Thanks to one of our members for contributing a scan of one of the most

important covers in Panama philately to this research.

COLOMBIA

Medellin to Drôme (France), double, 1898. With vermillion A.R. stamp (issued 1894, and the only one until 1902). Rated 10 cvo for each of registration (etiquette) and upu letter rate (per 15 g; marked 20 gs), and 5 cvo A.R. fee. Via Colon (Panama) and New York.



Colón to Binghamton (NY), 3 November 1903. Only known Panamanian cover of this date. Colombian A.R. stamp (issued 1903) tied by multiple strikes of the A.R. COLON handstamp. Rated 20 centavos registration (paid by denominated registration etiquette, issued 1902), 20 cvo upu letter rate, and 10 cvo ar fee. *Courtesy of the owner of the cover*

To learn more about A.R. and how to contribute please click on to:

www.rfrajola.com/DH2019/1ar.pdf

David can be reached at:

rochelle2@sympatico.ca
or
David Handelman, Math
Dept, Univ. of Ottawa,
Ottawa ON, K1N 6N5
Canada

PANAMA

Separation Day

On 3 November 1903, the Panama City fire department staged an uprising to secede from Colombia. The US Navy gunboat *Nashville*, situated in the waters around Colón, prevented a group of about 500 Colombian soldiers from taking the train from Colón to Panama City, and the revolution was successful.



REVIEW OF NEW CATALOG OF THE OFFICIAL CERTIFICATES / CUBIERTAS OF COLOMBIA

In the January 2019 COPACARTA, COPAPHIL announced the publication of a major catalog of Official Cubiertas by Steve Phelps. This landmark catalog goes far beyond anything on the subject previously published. A sample listing was included in that announcement.

In the July-August issue of *Postal Stationery* the catalog was given a strong positive review by that journal's editor.¹ To quote from the review:

"The H&G (Higgins and Gage) listing is a useful start, but it is replete with errors, and

omits many issues. The study corrects the record, and does so in an exemplary manner. The many issues are wisely separated into chapters.

- National Issues "Estados Unidos" in heading
- National Issues "Republica de Colombia" in heading
- Town Name Issues "Estados Unidos"
- Town Name Issues "Republica de Colombia"
- Special Issues

"This enables one to quickly find the catalog number of an item, something that is difficult in the H&G catalog which intermixes the issues. Since the official Cubiertas have a great similarity of appearance, the book's listing method is sure to be appreciated by collectors and dealers alike. The H&G catalog has many sub-catalog numbers, but for the most part, these are differences arising from positions on the type-set plate. Indeed, almost every position on the plates produced a different variety. To handle this complex subject, the author created appendix tables, so that those so inclined can first determine the main catalog number,

then find its particular type. Another appendix has a concordance table, with the earliest known use of each item included as a bonus. The third appendix contains an alphabetical list of towns followed by those cubiertas known used from them.

"This book is sure to become the standard reference, and if you collect the area, or just want to own a nice, single-subject reference, you will want to add it to your library, especially at its reasonable price." (emphasis added)

The member price postpaid, including paypal fees, is \$25 to the US and \$30 to the rest of the world. Non-member pricing is \$30 and \$35 respectively. The catalog has a limited printing. To order, email to Allan Harris copaphilusa@aol.com. Paypal payments should be sent to copaphilusa@aol.com. Payment can also be made by check in US dollars drawn on a US bank and sent to Allan Harris at 26997 Hemingway Court, Hayward, CA 94542.

¹ p. 217, *Postal Stationery*, July-August 2019, V61, No.4

WESTPEX: April 24 - 26, 2020.

EXHIBITS NEEDED

COPAPHIL has committed to fill 80 frames at Westpex and at this point we have fewer than 40 frames worth of exhibits. It is extremely important that we provide more exhibits to a show that has historically been welcoming to our society and allowed us to be a featured society. However, if we don't come through with at least 60 frames of material I worry that they will not be as receptive to our group as they have been in the past. If you wish to exhibit please contact me immediately. There will be a Spanish speaking judge at Westpex and exhibits can be in Spanish.

We will also need volunteers to man the table that we will be sharing with the Canal Zone Study Group. It is important that we have someone at the table throughout the show.

We are hoping to have an informal dinner on Friday night. Details will be available at the table.

PUBLICATIONS FOR SALE

RECUPERANDO NUESTRA PRE-FILATELIA A LA LUZ DE LOS ARCHIVOS HISTORICOS, Manuel Arango Echeverri

COPAPHIL is pleased to make available this landmark, new publication by our long-time member in Colombia, Manuel Arango Echeverri. He has devoted years to research the Pre-Philately of Colombia. The result of this extensive research is this work. The author has made available for sale through COPAPHIL, his work on a thumb drive.

Volume I includes pre philatelic marks and postal documents, showing a great diversity of postal marks between 1770 – 1859, many of them unknown until now to philatelists. This information was found in the various archives of Colombia and especially in the General Archive of the nation in Bogota (802 pps).

Volume II includes the reports of “Jose Antonio Pando and Riva”; from his arrival to Cartagena on November 16, 1769, coming from Mexico aboard the sloop “el Postillon”. Pando sent regularly and systematically to the viceroy of the new Kingdom of Granada a great diversity of reports on the progress of ports of its work commissioned by the Count Grimaldi. This volume presents 89 documents of letters and reports of its work to different authorities from 1769 until 1789 (584 pps)

Volume III is a supplement that includes many pre-philatelic marks, finds not known before and others in which older dates are highlighted or colors have differences (603 pps)

Member price postpaid including PayPal fees, on thumb drive \$45 worldwide.

Colombia: The Michelsen Affair and the “reprints” of the \$5 and \$10 of the 1868 Issue of the United States of Colombia, Dario Diez (55 pps monograph), 2016.

For more than one hundred and twenty years the so-called Michelsen “reprints” have been the subject of many discussions in the world philatelic circles. Since Gustavo Michelsen began selling them in 1890-1891, the legality of these issues has not been clearly and objectively established. Michelsen tried to make his creation look, to the philatelic world, as “authorized reprints”. It is difficult to differentiate them from the genuine. This book demonstrates that Michelsen’s so called “reprints” are fakes and presents reliable parameters to identify the different prints of the genuine \$5 and \$10 Pesos stamps from the counterfeits.

Member price postpaid, including PayPal fees: \$15 to the U.S. \$25 to the rest of the world.

COPACARTA

Volume 37 No.2 April 2020

Debby Friedman Medal of Excellence Established

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Panama First Flight to Santiago, Chile – July 22, 1929

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Colon Fire Department 50th Anniversary Stamp of 1948

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By Brad Wilde..... Page 19



Cover of the Quarter: Airmail Postcard to Tahiti

An unusual destination. This card was mailed from Colon to Papeete, Tahiti, on March 23, 1950. While the airmail rate for Asia, per 5 grams, was 30 centesimos, because Tahiti was part of France "Territoire d'outre-mer" the airmail rate was only 20 centesimos per 5 grams (the European rate).

COPAPHIL ESTABLISHES THE DEBBY FRIEDMAN MEDAL OF EXCELLENCE

COPAPHIL has established the Debby Friedman Medal of Excellence to recognize outstanding contributions to the organization and superior performance in exhibiting.

The medal (Figure 1) is named after Debby Friedman for her continuing contributions to COPAPHIL. Debby was a founding member of the organization in 1983 and who served as the President from 1985 to 1990 and 2002 to 2012. While the medals will be a silver color, a presentation copy, has been produced in a gold color. The plan had been to award Debby this medal at Westpex in honor of her over 35 years of service to our organization.



Her dedication to making COPAPHIL a highly respected philatelic organization, which is welcomed as a society to meet at the top national shows in the United States has been exemplary. She has been instrumental in having stamp shows around the world recognize the high quality of our members' exhibits and our programs. This is reflected in the increasing number of exhibits that have won grand awards and major prizes at national and international stamp

shows, including the APS Champion of Champions in 2007.

For the first COPAPHIL meeting in 1984, held at BALPEX in Maryland, she arranged for a very special Court of Honor display – the legendary Classic Colombia collection of Norman Hubbard. This was the type of Colombia material not seen at that time in national exhibitions in the US and showed the philatelic community ours was an area to be taken more seriously. In those days Latin America did not enjoy the respect Europe, British Commonwealth and North America commanded at National shows.

COPACARTA has become a respected journal providing members around the world a forum to both share and learn about Colombia and Panama philately. Major

Fig 1: The newly established Debby Friedman Medal of Excellence. Gold medal presented to Debby Friedman for her exemplary contributions to COPAPHIL.

auction houses are now willing to advertise auctions of Colombia and Panama material in COPACARTA. An early accomplishment was arranging with Eugenio Gebauer and with the help of Avianca for the donation of 100 copies of the Gebauer-Londono book; *Los Primeros Cincuenta Anos de Correo Aereo en Colombia*. COPAPHIL sold them to members, establishing our publication fund which is used to underwrite significant research by members. She worked closely with Bob D'Elia and the late Bob Mitchell on the landmark *Philatelic Bibliography for*

Colombia and Panama, published in 2001, which incorporated her extensive file of citations. COPAPHIL has presented important programs at and arranged for a society table, staffing and cost sharing with the Canal Zone Study Group at the three international exhibitions held in the US since our founding.

Debby has presented programs on behalf of COPAPHIL on various aspects of Colombia at Ameripex 1986 and Pacific 97 International Exhibitions. Arranged for a special exhibit of Norman Hubbard's Classic Panama at our Ameripex program. For over 40 years she exhibited at the National and International level, winning several international gold medals. She has authored countless articles on Colombia philately and has freely shared her knowledge with other philatelic researchers. She has presented two programs at the Collectors Club of New York; one on Colombian postal stationery and the other on SCADTA.

The medal will be given out to any exhibit that receives a large gold medal at a recognized national or international show. If there are no large gold medals it will be given out to the best, in the judge's opinion, eligible gold medal exhibit. An exhibit can only win the medal one time.

As well, the medal will be awarded to any individual who the officers believe has made a lasting contribution to COPAPHIL in terms of service to the organization.

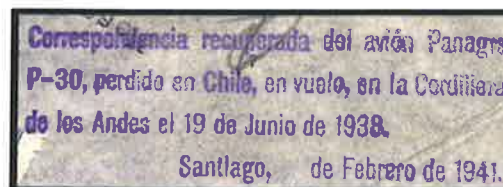
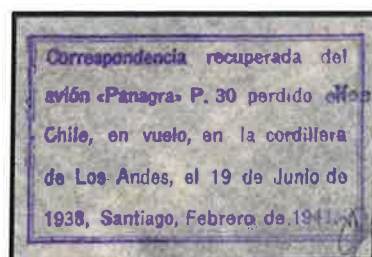
1938 Andes Crash Cover to Panama

by Brad Wilde

On June 19, 1938, Panagra Plane NC 14272 (a Douglas DC-2-118A) "Santa Lucia" left Buenos Aires, Argentina, on Foreign Air Mail route 9 to Miami. The plane was piloted by Donald Sheets. The plane carried no passengers. As well, the plane carried bags of mail including regular airmail and registered mail. An hour into the second leg of the flight from Santiago, Chile, to Arica, Chile, the radio contact was lost. The plane crashed in the Andes mountains and was not found until February of 1941 when local Indians discovered the plane.

Mailed is known addressed to the Americas and Europe. At least five pieces of mail addressed to Panama are reported (Figures 1-3). There were two markings applied by the Chilean Post Office. The first is a boxed handstamp, in purple, reading "Correspondencia recuperada del avion "Panagra P.30 perdido en Chile, en vuelo en la cordillera de Los Andes, el 19 de June de 1938, Santiago, Febrero de 1941" The second is an unboxed handstamp, in purple, that reads the same (Figures 1 & 2).

AIRPOST Journal June 1941 page 322
Wikipedia "Pan American-Grace Airways



Figs.1 and 2: The two different handstamps used on recovered mail.



Figs 1 – 3: Three of the five reported covers addressed to Panama.



PANAMA FIRST FLIGHT TO SANTIAGO, CHILE – JULY 22, 1929

By Brad Wilde

BACKGROUND: The contract to carry the mail down to Santiago, Chile, was made between Panama and Pan American Airways. The agreement called for Pan Am to carry the mail to Mollendo, Peru, and then by PANAGRA for the remainder of the flight. Mail was to be flown once a week. The contract was for an unknown period of time and the amount Panama would pay for the mail service has not yet been found in the post office archives. First flight covers are rare and no return covers addressed to Panama are reported.

FIRST FLIGHT: These flights commenced Tuesday July 23, 1929. The ultimate destination was Santiago, Chile, with stops along Pan Am's FAM 9 route. In order for it to connect with the Miami mail (**Figure 1**) plane the departure date was changed to Tuesday. **Figure 2** shows the mail sacks being given to Ormsbee by Cristobal Postmaster Gerald D. Bliss while Pan Am

Manager Donald Duke looks on. The flight left France Field, spent Tuesday night in



Fig. 1. Mail from Chicago, United States, addressed to Santiago Chile.

Buenaventura, Colombia; Wednesday night in Guayaquil, Ecuador; Thursday night in Lima, Peru; Friday night in Arica, Chile; Saturday night in Chanaral, Chile; and arrived at Santiago, Chile on Sunday. (Figures 3 & 4). Mail could be addressed beyond Santiago.



T

Fig. 2. Mail for the Southbound flight being given to pilot Ormsbee.

The Northbound flight left Santiago on Sunday and arrived in Cristobal the subsequent Tuesday. This was the longest airmail route in the world with New York City to Santiago being approximately 5,600 miles in length. Northern flight covers are much scarcer than the southern bound flight. The flight arrived in the afternoon of July 26th (Figure 10).

THE PLANE: The plane used was a Sikorsky S-38b amphibian NC-8020 which crashed during a flight to St. Thomas, United States Virgin Islands, on December 28, 1929.

PILOTS: Frank E. Ormsbee (for biography see Volume 55, No. 3, page 28) was the pilot. Ormsbee autographed (Figure 5) some of his flight covers. Many were cosigned by Cristobal postmaster Gerald D. Bliss.

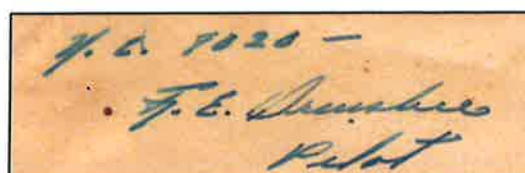


Fig 5. Signature of Frank E. Ormsbee



Fig. 3. Mailed from Panama City to Santiago.



Fig. 4. Santiago, Chile, receiving mark.

CACHETS: All mail on the south-bound flight received a black cachet reading "AGENCIA POSTAL DE PANAMA / PRIMER SERVICIO DE CORREO AEREO / PANAMA - CHILE" (Figure 6). The cachet was designed by Canal Zone architect Meade Bolton, who went on to design the first Canal Zone airmail series.



Fig 6. Southbound cachet.

Some of the northbound flight from Santiago had a black cachet reading "PRIMER VUELO / SANTIAGO de Chile - MIAMI / 21 de Julio de 1929". See figure 7.



Fig 7 Chile cachet for northbound flight. To United States.

POSTAL RATES: The rate was 45 centesimos per 15 grams for mail to Santiago and the registry fee was an additional 10 centesimos. The vast majority of the flight covers are franked with combinations of the first three provisional airmail stamp (C1) which was issued on May 22, 1929. Non airmail stamps were not permitted as postage to pay the airmail rate.

Mail from Chile was 2.40 pesos per 20 grams to Panama. However, there is variation in this amount.

ORIGINATION TOWNS: While the vast majority of covers are postmarked Panama City, covers exist from Colon, that apparently were sent a week early as a test run on the Canal Zone first flight.

Trial Run: There was a trial run for the first flight (Figure 8) that departed from the Isthmus on July 15, 1929. A limited number of pieces of mail were carried on this flight. All the author has seen are postmarked in Colon and addressed to individuals associated with Pan American Airways.



Fig 11 Colon trail flight.



Fig 10. Santiago to Cristobal flight cover.

Colon Fire Department 50th Anniversary Stamp of 1948

By Brad Wilde and Federico Brid

On June 28, 1948, Panama issued a 6 stamp series commemorating the 50th Anniversary of the establishment of the Colon Fire Department. The denominations were 5, 10, 20, 25, 50 centesimos and 1 balboa. (Figure 1)

Background: The Panama Fire Department was first established in Panama City on November 18, 1887, but was not officially created in Colon until 1897.

Panama solicited bids for the design and printing of the series. Among the many companies receiving notice was the Security Banknote Company of Philadelphia, Pennsylvania, and Waterlow & Sons, Ltd. of London, England. Eventually Waterlow & Sons received the order from Panama for this series of stamps.

The Security Banknote Company was founded by T. A. Bradley in 1884 and merged with the Columbian Banknote Company in 1957 to form the Security-Columbian Banknote Company. It was acquired by the United States Banknote Company in 1966. In 1989 it merged with the American Banknote Company.

5 centesimos stamp: 500,000 of the red stamp showing the Firemen Monument in the City of Colon were printed. The monument commemorates the firemen who have lost their lives in performance of their duties. The photograph used for the stamp vignette is shown in Figure 2, while the production die proofs are in Figures 3 and 4. The unique monument die proofs has the numbers at the top and the bottom as they were written in a very light blue ink which is hardly visible. Figures 5 & 6 show the imperforated plate proofs of the frame with marginal notations showing it was approved on February 22, 1948, with plate 43738. Figures 7 & 8 show the final proof with number 43738 for the frame and 43740 for the vignette. Finally figure 9 shows the stamp as issued.

The two primary usages of the 5 centesimos were to pay the 5 centesimos airmail letter rate to the

United States and Latin American countries (per 5 grams) (Figures 13 & 14). A pair could be used to pay the registry fee of 10 centesimos.



Fig 2: Photograph used as guide for stamp vignette.



Fig 3 & 4: Production die proofs of the frames and vignettes. Die numbers are faint.



Fig 5: Production proof of frame showing plate number of frame.



Fig 6: Production proofs of the frame showing sign off on February 24, 1948.



Fig 7: Plate proof with plate numbers of frame and vignette.



Fig 8: Plate proofs with final approval signed off.



Fig 9: Stamp as issued.



Fig 10: 10 centesimos airmail letter rate to the United States (5 centesimos per 5 grams) mailed on October 3, 1950.



Figs 11: 5 centesimos airmail letter rate to Jamaica (per 5 grams) mailed on April 12, 1950.

10 centesimos stamp: 500,000 of the yellow stamp (Figure 12) showing the American-La France fire truck used in Colon were issued. The photograph used for the stamp vignette is shown in Figure 13, while the production die proofs are in Figures 14 and 15. Figure 16 shows the imperforated plate proof of the frame. Figure 17 shows the final proof.



Fig 12: 10 centesimos stamp as issued.

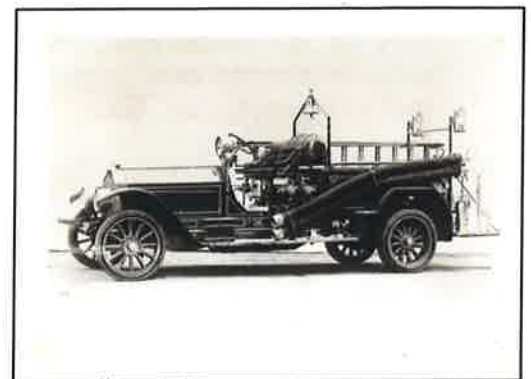
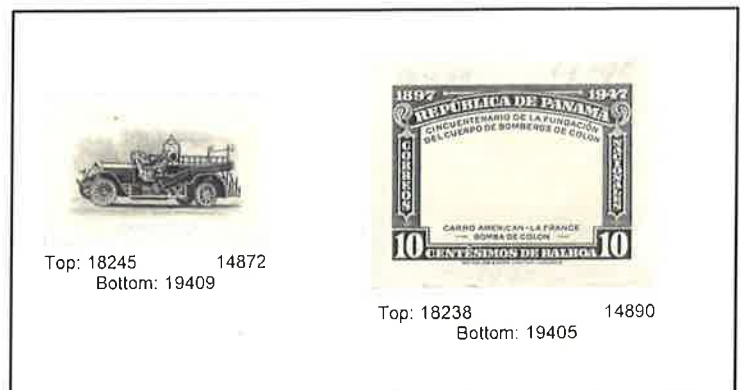


Fig 13: Photograph used as model to produce the vignette.



Figs. 14 & 15: Production Die Proofs of the vignette and frame.

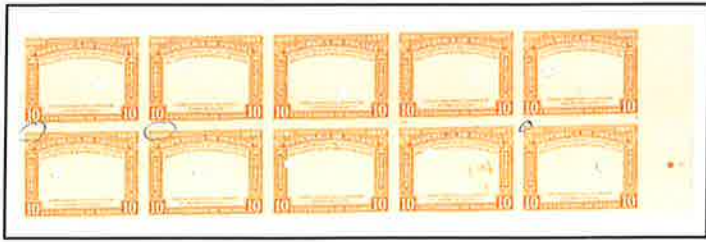


Fig. 16: Production Die Proofs of the frame.



Fig. 17: Production Die Proof of the stamp as issued

The primary use of the 10 centesimos stamp was to pay the registry fee. The cover in figure 18 pays the 10 centesimos registry fee and the 20 centesimos airmail letter rate (up to 5 grams) for mail addressed to Europe.

The 10 centesimos stamp also paid the airmail letter rate to South America (Fig. 19 and double weight letters sent to Central and North America.



Fig. 18: Panama City to Zurich, Switzerland, May 7, 1949. Arrived the 12th.

20 centesimos stamp: 500,000 of the blue stamp (Figure 20) showing an early fire-fighting cart were printed. The photograph used for the stamp vignette is shown in Figure 21, while the photographic essay is in Figure 22. The corrected photograph essay is in Figure 23. Production die proofs of the frame and vignette are shown in Figure 24. Figure 25 show the imperforated plate proof of the frame. Figure 26 shows the final proof.



Fig. 20: 20 centesimos stamp as issued.



Fig. 19: Panama City to La Paz, Bolivia, July 1, 1954. Arrived the 3rd.



Fig. 21: Fire officials pulling early fire cart used as basis for stamp.



Fig. 22: Photographic essay with correction in red ink.



Fig. 23: Photographic essay after corrections made.



Fig. 24: Production die proofs of the frame and vignette.

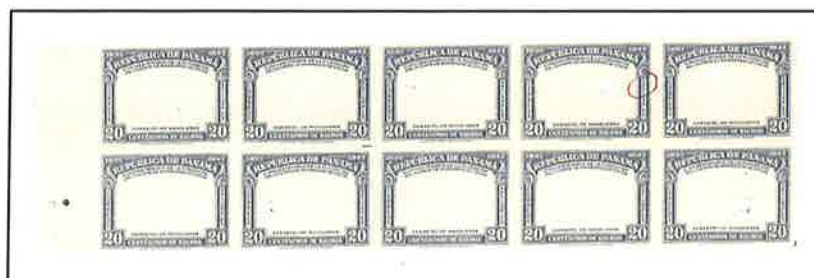


Fig. 25: Imperforated plate proof of the frame.



Fig. 26: Final proof of finished stamp.

The primary usage of the stamp was to pay the 20 centesimos airmail letter rate (for first 5 grams) to Europe. This rate was comprised of 5 centesimos per 5 grams to the United States and 15 centesimos per 15 grams for onward airmail to Europe. Figures 327 and 28 show examples.



Fig. 27: Panama City to Copenhagen, Denmark, October 5, 1950.



Fig. 28: Colon – Stumark, Austria. September 30, 1950. Forwarded to Zurich and arrived November 1st. There was no separate airmail rate for postcards.

25 centesimos stamp: 250,000 of the brown stamp (Figure 29) showing the new Colon Fire Station were issued. The architectural drawing used for the stamp vignette is shown in Figure 30.

The production die proofs of the frame and vignette are shown in figure 31. Figures 32 & 33 show the imperforated plate proof of the frame. Figure 34 shows the final proof. An example of the specimen is shown (Figure 35).

The primary usage of the stamp was to pay the 25 centesimos airmail letter rate (for first 10 grams) to Europe. This rate was comprised of 10 centesimos 5 plus to 10 grams to the United States and 15 centesimos per 15 grams for onward airmail to Europe. Figures 39 and 40 show examples.



Fig. 29: Stamp as issued.



Fig. 30: Architectural drawing used as basis for stamp vignette.



Fig. 31: Photographic essay of vignette and frame.

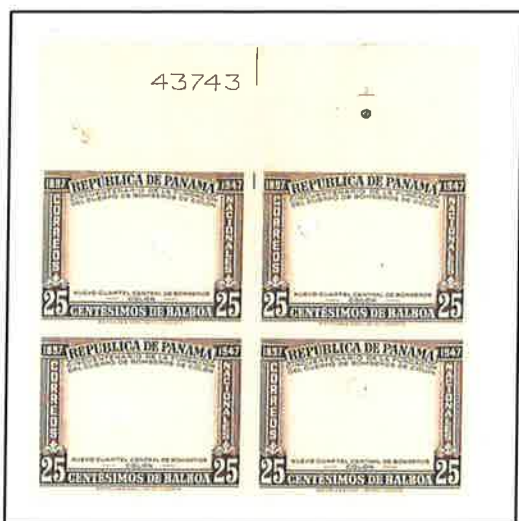


Fig. 32: Imperforated plate proof of frame, with order number 43743.

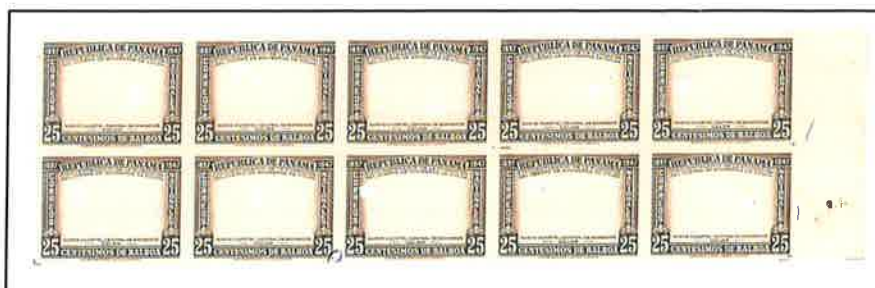


Fig. 33: Block of ten of imperforated plate proof of frame.



Fig. 34: Final proof of stamp as issued.



Fig. 35: Waterlow & Sons "SPECIMEN" example. The vignette is in blue instead of black. It also exists perforated.



Fig. 36: Panama City – Voecklabruck, Austria. June 13, 1955.
Showing 10+ to 15 grams rate.



Fig.37: Panama City – Vyskov, Czechoslovakia.
December 17, 1948.
Showing 10+ to 15 grams rate.

50 centesimos stamp: 250,000 of the purple stamp (Figure 38) showing Maximo Walker, Comandante of the Fire Department. The photograph used for the stamp vignette is shown in Figure 39. Figures 43 & 44 show the photographic essays, before and after corrections.

The production die proofs of the frame and vignette are shown in Figure 42. Figure 43 shows the imperforated plate proof of the frame. Figures 44 & 45 show the final proof. Primary usage was to pay parcel post rates and partially pay 90 centesimos rate to Asia. Fewer than five commercial covers are reported. (Figures 46 & 47).



Fig. 38: Stamp as issued.



Fig. 39:
Photograph
used to design
the stamp.



Fig. 40
Photographic essay
with correction of word
"CINCUNENTENARIO"
"to
'CINCUNENTENARIO"



Fig. 41 Corrected
Photographic essay.



Fig. 42: Production Die Proofs

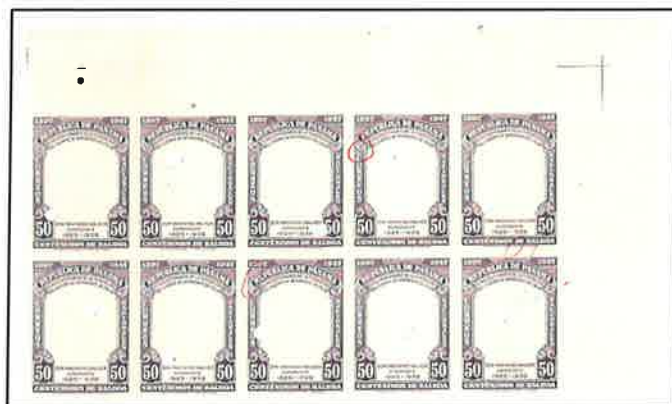


Fig. 43: Imperforated proof of the frame.



Fig. 44: Imperforated block
of the proof of frame and
vignette.



Fig. 45: Imperforated block of 10 of frame and vignette proof.



Fig. 46 Panama City – Auckland, New Zealand. June 23, 1950.
Three cover reported to New Zealand.



Fig. 47: Colon – Saigon, French Indo-China. August 25, 1948. Only reported cover to Asia with this stamp.

1 balboa stamp: 50,000 of the green stamp (Figure 48) showing Julian A. Ducruet, Comandante of the Fire Department. The photograph used for the stamp is shown in Figure 49. The production die proofs of the frame and vignette are shown in Figure 50. Figure 51 shows the imperforated plate proof of the frame with the number of sheets to be printed. It was approved on February 26, 1948. Figure 52 shows a block of four with 14873 at top. The final approved proof of the as issued stamp is shown in figure 53. Figures 54 and 55 show proof of stamp as issued. It is not known why there are two different numbers.

The primary usage of the stamp would have been on parcels. Figure 56 shows an example used on a piece. The author is not aware of usage on any covers.



Fig. 48: 1 balboa stamp as issued.



Fig. 49: Photo as basis for stamp.

Fig. 50:
Production
Die
Proofs.

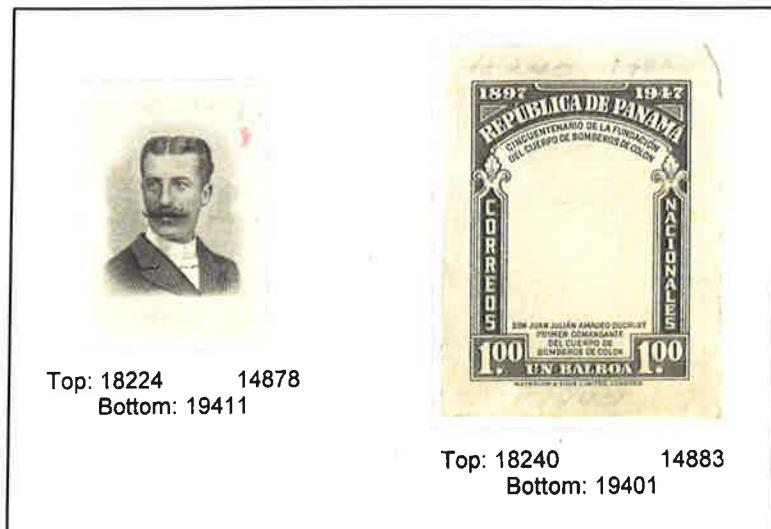


Fig. 51: Imperforate frame proof
signed off.



Fig. 52: Block of four of
frame proof showing number
43748,



Fig. 53: Final proof of frame
and vignette signed off March
5, 1948.



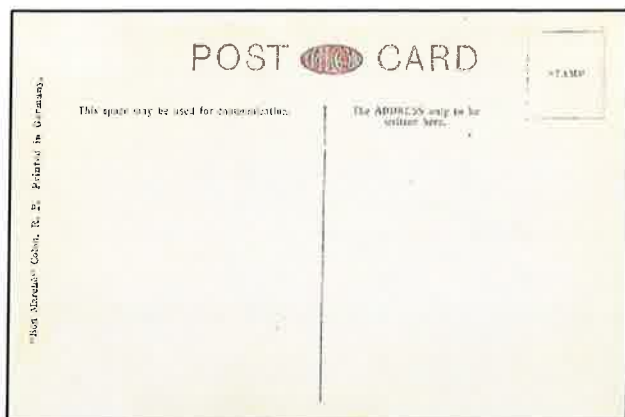
Postcard Corner: Bon Marche

By Brad Wilde

Bon Marche was one of the early Colon stores but nothing is known about the firm or its owners except that it was located at 9 Front Street. If it was not closed earlier, it was probably destroyed in the Great Fire of 1913, which burned out a large part of the Colon commercial District.

Type A (Black and White): The picture side is in black and white. Captions are burgundy capital letters (Fig. 1). The address side (Figure 2) is divided back, and also burgundy. The words "POST CARD" are in sans serif letters and directions are in upper and lower-case letters. The significance of a logo between the words "POST CARD", is not known. The publisher data is at the left edge.

CARNIVAL 1910. PANAMA, R.P.
CHRIST CHURCH, COLON, R.P.
CULLEBRA (sic) CUT PANAMA CANAL
D STREET COLON. R.P. AMERICAN
RECONSTRUCTION.
PANAMA EN FETE
THE CAVALCADE CARNIVAL 1910. PANAMA
R. P.



Type B (Color): view is in color or sepia, and picture caption are in black upper and lower case letters (Figure 3). In many the colors are notable for their very soft tinted shades. On the address side (Figure 4) the printing is in black. The words "POST CARD" are in serif letters, and the instructions, are in capital letters with distinct serifs, which differs from the Type A cards.

Cards are list alphabetically.

Alligator Hunt on Panama Rivers.

Busy time in Panama.

De Lesseps Palace, (Administration Bldgs., Cristobal (C.Z.) R.P.

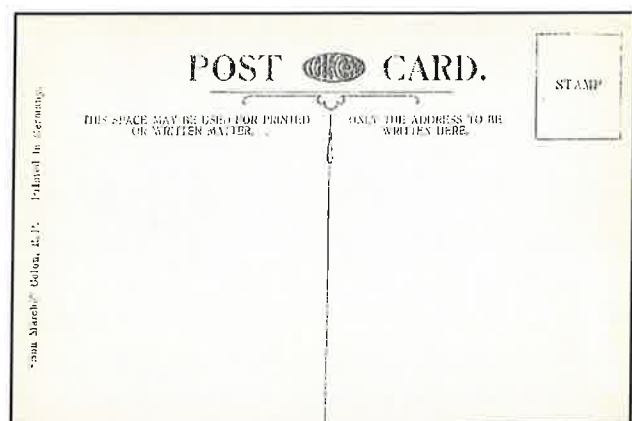
I.C.C. Hotel & P.R>R. Station, Tabernilla, C.Z.

Panama Prize Beauties.

Statue of Columbus & Indian Maiden, Cristobal, C.Z.

The Palm Avenue, Cristobal (Canal Zone) R. P.

Tabernilla (C.Z.) R. P.



Figs 3 and 4: Type B

Figs 1 and 2: Type A

PUBLICATIONS FOR SALE

RECUPERANDO NUESTRA PRE-FILATELIA A LA LUZ DE

LOS ARCHIVOS HISTORICOS, Manuel Arango Echeverri

COPAPHIL is pleased to make available this landmark, new publication by our long-time member in Colombia, Manuel Arango Echeverri. He has devoted years to research the Pre-Philately of Colombia. The result of this extensive research is this work. The author has made available for sale through COPAPHIL, his work on a thumb drive.

Volume I includes pre philatelic marks and postal documents, showing a great diversity of postal marks between 1770 – 1859, many of them unknown until now to philatelists. This information was found in the various archives of Colombia and especially in the General Archive of the nation in Bogota (802 pps).

Volume II includes the reports of “Jose Antonio Pando and Riva”; from his arrival to Cartagena on November 16, 1769, coming from Mexico aboard the sloop “el Postillon”. Pando sent regularly and systematically to the viceroy of the new Kingdom of Granada a great diversity of reports on the progress of ports of its work commissioned by the Count Grimaldi. This volume presents 89 documents of letters and reports of its work to different authorities from 1769 until 1789 (584 pps)

Volume III is a supplement that includes many pre-philatelic marks, finds not known before and others in which older dates are highlighted or colors have differences (603 pps)

Member price postpaid including PayPal fees, on thumb drive \$45 worldwide.

Colombia: The Michelsen Affair and the “reprints” of the \$5 and \$10 of the 1868 Issue of the United States of Colombia, Dario Diez (55 pps monograph), 2016.

For more than one hundred and twenty years the so-called Michelsen “reprints” have been the subject of many discussions in the world philatelic circles. Since Gustavo Michelsen began selling them in 1890-1891, the legality of these issues has not been clearly and objectively established. Michelsen tried to make his creation look, to the philatelic world, as “authorized reprints”. It is difficult to differentiate them from the genuine. This book demonstrates that Michelsen’s so called “reprints” are fakes and presents reliable parameters to identify the different prints of the genuine \$5 and \$10 Pesos stamps from the counterfeits.

Member price postpaid, including PayPal fees: \$15 to the U.S. \$25 to the rest of the word.

COPACARTA

Volume 37 No.3 July 2020

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Cover of the Quarter: 5 centavos surcharge on 1887 postal card

When the post card rate was raised to 5 centavos a 5 centavos surcharge was authorized in December 1902 and the existing stock of 1890 issue cards (H&G 13 and 14) was gathered, Reply cards were split in half as the surcharges were applied to cards one at a time. Mixed in with the cards receiving the surcharge was this reply half from the 1887 issue (H&G 11). While there likely was a message half, this is the only recorded example.

The 1937 Colombia "Olympics" Set - the Bumpy Road to Issuance

By Debby Friedman

The *National Games* also known as the *National Olympics* opened December 20 1937. Stamps were issued. Given the crossover interest to collectors of sports and olympics, the two related issues are popular. Issued January 4, 1937, the first set (Scott 445-447) was for the National Olympic Games at Manizales (Figs 1-3). The second set (Scott 448-450), also issued January 4, 1937, marked the Barranquilla National Exposition (Figs. 4-6).

In going through some of the files of the late Bob Mitchell, the co-author of the *Philatelic Bibliography for Colombia and Panama* which was published by COPAPHIL 2001, I found an interesting reference he had transcribed from an April 1937 *Gibbons Stamp Monthly*.

This is the story recounted in Gibbons:

"One of our correspondents in this country gives us the following interesting, enlightening and amusing history of the arrival of the Olympic and Barranquilla Exhibition stamps in Colombia and their eventual issue.

There has been one of the greatest muddles in history over the Olympic and Barranquilla Exhibition stamps. These were supposed to be issued when the Games commenced – Dec. 20 – but by then had not even arrived in Colombia. They reached the coast a day or two later, were rushed up to Bogota by plane, and were about to be placed on sale when it was discovered that the President had not been asked to sign the Decree without which they could not be issued. The President in the meantime had left for Barranquilla, so the decree was sent after him, by 'plane but when it had arrived at Barranquilla he had left



Fig. 1: 5 centavos



Fig. 2: 15 centavos



Fig. 3: 50 centavos



Fig. 4: 1 centavo



Fig. 5: 2 centavos



Fig. 6: 3 centavos

for Cartagena, to which town the decree was forwarded, only to arrive there shortly after he had left on his return to Bogota. By this time the authorities were so disgusted that it was decided not to issue the stamps at all as the Games were almost over. However, various people made a strong protest against this decision pointing out the loss of revenue that would result to the government. This protest was successful and it was announced that the decree was to be signed on Friday evening and the stamps could be obtained on Saturday.

But Saturday being a "fiesta," the department that sells stamps was closed, although all the other departments in the post office were open. The hopeful buyers then asked the Administrator if he could not sell them the stamps required, to which his reply was "yes," except that there was no one in his office authorized to take so large a sum of money and that they would therefore have to wait until the Monday (Jan. 4) when the ordinary stamp-selling departments would be opened. Monday duly arrived and at the opening hour, 8 a.m. the buyers asked for their supplies, but even then they were unlucky, being told that the department was too busy to attend to such large orders and that they would have to wait until 4 p.m. This they did, and then they actually got their stamps. (Games lasted from Dec. 20 to Jan. 1)"

This is a fascinating saga, If anyone can confirm any part of or add to this story, please contact the COPACARTA editor.

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Copaphil is now on facebook. Please join the group and post interesting items relating to Colombian and/or Panamanian philately. Invite your friends to join as well.

Panama First Flight to Buenos Aires, Argentina on October 8, 1929

By Brad Wilde

BACKGROUND: The contract to carry the mail down to Buenos Aires, Argentina, was made between Panama and Pan American Airways. As early as February 26, 1929, Pan American Airways, Incorporated, stated that it had applied to the Government of Argentina for operating right for its aircrafts in Argentina, together with a contract for the transportation of mails to and from that country. Secretary of State Kellogg requested the Charge in Argentina to extend such assistance as could be consistently possible.

Airmail survey flights in Argentina were requested by the United States Government in June 1929. The announcement that the extension airmail service would be inaugurated on October 12th was made in Washington, D.C. on September 13th. However, there were issues with getting Chilean permission to continue the flight on to Argentina and the Argentinians delayed signing the contract with Pan American Grace Airways until October 10th.

Like with the mail to Santiago, Chile, the agreement called for Pan Am to carry the mail to Mollendo, Peru, and then by PANAGRA for the remainder of the flight. Mail was to be flown once a week). The contract was for an unknown period of time and the amount Panama would pay for the mail service has not yet been found in the post office archives. While first flight covers originating in Panama are common, those from Argentina are rare.

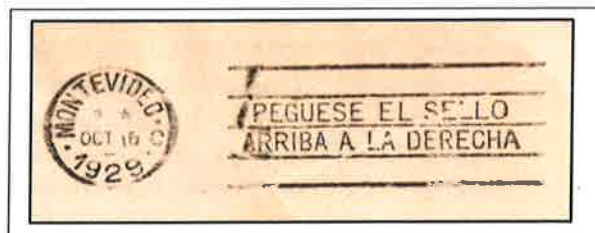
FIRST FLIGHT: These flights commenced Tuesday October 8, 1929. The ultimate destination was Buenos Aires, Argentina (Fig 1), with stops along Pan Am's FAM 9 route. Mail was also forwarded via train to Montevideo, Uruguay (Fig 2), and Asuncion, Paraguay (Fig 3), from this flight. The flight from Cristobal to Buenos Aires was 4,892 miles and the flight took a little over 5 days to complete and arrived the 14th.

The return flight began at 8 a.m. on October 12, 1929, and headed east from Buenos Aires making its first stop at Mendoza, Argentina. It then flew across the cordillera of the Andes and went through Upsallata Pass (18,000 feet). 8 /12

hours after leaving Buenos Aires the plane landed in Santiago, Chile, where it continued on the Santiago to Miami FAM route. The flight arrived in Cristobal on the 18th at approximately 11 a.m.



Figs 4-5: Buenos Aires receiving marks.



Figs. 6-7: Montevideo receiving marks.



Figs 1-3: showing covers addressed to Buenos Aires, Argentina; Montevideo, Uruguay, and Asuncion, Paraguay.

Fig. 8: Asuncion receiving marks.

THE PLANE: The plane used was a Ford Tri-motor, down to Santiago and then the mail was transferred over to a Fairchild FC2 for the onward flight to Buenos Aires.



Fig. 9: Ford Tri-Motor.

PILOTS: Fred V. Clark (Figure 10) was the pilot. He autographed (Figure 11) some of his flight covers. Many were cosigned by Cristobal postmaster Gerald D. Bliss.



Fig. 10: Pilot Fred V. Clark (center) with other Pan American Airways pilots and President Frankling Delano Roosevelt.

Fred V. Clark
Pilot, Cristobal-Guayaquil

Fig. 11: Signature of pilot Fred V. Clark.

CACHETS: All mail on the south-bound flight received a black cachet reading "AGENCIA POTAL DE PANAMA / PRIMER SERVICIO DE CORREO AEREO / PANAMA – CHILE" (Figure 12). The cachet was designed by Canal Zone architect Meade Bolton, who went on to design the first Canal Zone airmail series.



Figure 12: Cachet used southbound flight.

The northbound flight from Buenos Aires did not have a cachet and can only be identified by the date. A special cancellation was used on some pieces reading "12 OCTUBRE / INAUGURACION LINEA AEROPOSTA / VIA PACIFICO / BUENOS AIRES-NUEVA YORK". (Fig. 13) It was primarily used on the reverse of covers. While this exists on covers flown to the Canal Zone, no covers from Argentina addressed back to Panama have been reported.

POSTAL RATES: The rate was 50 centesimos per 15 grams for mail to Buenos Aires and the registry fee was an additional 10 centesimos. The vast majority of the flight covers are franked with combinations of the first three provisional airmail stamp (C1) which was issued on May 22, 1929. Non airmail stamps were not permitted as postage to pay the airmail rate.

The postal rate from Argentina was 41 centavos per 20 grams to Panama. However, there is variation in this amount.

ORIGINATION TOWNS: While the vast majority of covers are postmarked Panama City or Colon a very small number were sent from David (Fig. 13). The author is only aware of one such cover.

The cachet used has also ben altered with the addition of a straight line "DAVID" rubber handstamp (Fig. 14).



Fig. 13: Cover flow from David.



Fig. 13: Cover flow from David.



Fig. 14: Cover flow from Panama City to Buenos Aires, Argentina, on August 8, 1933. Letter arrived on the 19th.



Fig. 15: Receiving mark.

Manuel Amador Guerrero: 1933 Commemorative of the Centennial of His Birth.

By Brad Wilde

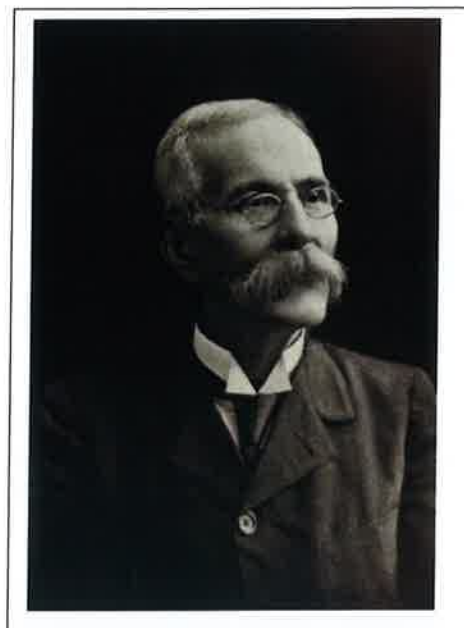


Fig. 1: Manuel Amador Guerrero (1833 – 1909)

The Honoree: Manuel Amador Guerrero (Fig. 1) was born on June 30, 1833, in Turbaco, Colombia. He graduated with a medical degree from the Universidad de Magdalena e Estmo in 1854 and the next year moved to Colon, Panama. In Colon he practiced medicine and also worked for a while as the postmaster. About 1856 he moved to Santiago de Veraguas (in the interior of Panama) and began an export business with his brother. At this time he began to become interested in politics and worked on the Municipal Council and served as a Deputy in the Colombian House of Representatives for the State of Veraguas. He was sent into exile in 1868 to Cartagena, but returned and settled in Panama City in 1869. He began working at the Hospital Santo Tomas and became the Chief Physician of the Panama Railroad.

He also served as the President of the Sovereign State of Panama in 1886. He eventually became the leader of the Independence movement which led to country of Panama being established on November 3, 1903. Dr. Amador's relationship with the Panama Railroad enabled him to convince the railroad authorities to not allow the Colombian troops in Colon to travel to Panama City to quell the revolution. On February 20, 1904, Amador was elected by the constitutional assembly as the first President of the Republic of Panama. His son Manuel Amador Terreros designed the flag of Panama (the first was sewn by Amador's wife Manuela de la Ossa Escobar) and his brother in law Jeronimo de la Ossa wrote the national anthem.

President Amador decided not to run for re-election in 1908 and retired from public life. He died on May 2, 1909. The Order of Manuel Amador Guerrero (fig. 2), the highest honor of Panama is named after him. The United States recognized him as well by naming Fort Amador (at the Pacific entrance to the canal) in his honor.



Fig. 2: Order of Manuel Amador Guerrero

Printing the Stamp: A decision was reached by the Government of Panama to issue a stamp in honor of the 100th anniversary of the birth of President Amador. The stamp was issued per decree #114 of June 26, 1938, and 250,000 stamps were printed by Waterlow & Co, London, England. The first step in the process is a drawing of the proposed stamp design (Fig. 3), followed by color trials (Figs 4-6). Die proofs are prepared (Figs. 7 -9). Finally, a block of 8 file copy (Fig. 9) and block of 4 were then saved (Fig. 10). The stamp was printed and issued June 30, 1933 (Figs. 11 and 12). The artist drawings and die proofs are unique.



Fig. 3: Artist's conception of the Amador Guerrero stamp design.



Fig. 4:
Imperforated
color trial
specimen.

S.T. 1541



Fig. 5:
Imperforated
color trial
specimen with
"S.T. 1541"
number,
overprinted
Waterlow and
Son Ltd.



Fig. 8: Essay die
proof of vignette
in black. 2nd
stage, rounder
portrait with oval
background..



Fig. 6:
Perforated
color trial
specimen
with Waterlow
and Sons Ltd
overprint.



Fig. 9: Die
proof of the
completed
stamp on
thick paper.



Fig. 7: Essay
die proof of
vignette in
black. 1st
stage,
elongated
portrait
without oval
background.



Fig. 10: Perforated pane of eight with punch holes
and notations from a file sheet of the completed
stamp.



Fig. 11: Block of four as issued.



Fig. 12 and 13: Showing first day cancellations at Panama City and Colon.

Usages of the stamp: The primary usage of the stamp was to pay the 2 centesimos letter rate (per 20 grams) to Panama, the Canal Zone (Fig. 14), the United States (Figs. 15 to 17) and its possessions, as well as member states of the Union Postal de las Americas y Espana (UPAE). The second usage was be for the 2 centesimos Universal Postal Union (UPU) foreign postcard rate. Multiples could be used for the 10 centesimos registry fee (Figure 19) and it could be used to partially pay the 5 centesimos UPU foreign letter rate (Figure 17 and 18).

A special thanks to Federico Brid who graciously provided the production material used in this article.



Fig. 15: Colon – Cristobal, Canal Zone. August 2, 1933.



Fig. 16: Panama City – Detroit, United States. September 21, 1933.



Fig. 17: Panama City – Camaguey, Cuba. July 1, 1933.



Fig. 18: Panama City – Brighton, England. June 30, 1933.



Fig. 19 Panama City – Gatun, Canal Zone.

SCADTA Postage Due on Letter from Germany

By Thomas P. Myers

I was struck by this letter from Berlin to Bogota with a SCADTA postage due mark even though the envelope bears no air mail stamps (figs. 1 and 2). It did, however, display a German air mail etiquette in black on yellow.

The letter was mailed on 11 Jun 1927 and received by SCADTA offices in Barranquilla (fig. 3) on July 4 1927. There it was struck with a SCADTA postage due hand stamp, assessed 30c postage due, and forwarded to Bogota, reaching its destination on July 6 (fig. 4).



Fig. 1: Letter mailed from Germany to Colombia June 11, 1927.

There is one more feature of possible interest. On the back of the envelope is a red "T" in crayon, which is likely to be a German mark to indicate that there was postage due to be collected in Colombia. If so, I would have expected it to be placed on the front but I am not familiar with the practices of the German post office.

This letter demonstrates that as a private carrier, SCADTA was not required to follow UPU regulations, which would have had the letter forwarded from Barranquilla by surface means.



Fig. 2: Reverse of cover.



*Fig. 3: Barranquilla transit mark.
July 4th.*



*Fig. 4: Bogota receiving mark
July 6th.*

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President	Larry Crain
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Editor	Brad Wilde

larry.cain@gmail.com

schaffer_s@sbcglobal.net
HPEXCHANGE@aol.com
patrick@iCollectPanama.com
bgwndal@gmail.com

3131 Walnut Street, Apt 505,
Philadelphia, PA 19104

OVERSEASE REPRESENTATIVES

Europe: Malcom Bentley
 Panama: Dr. Ernesto Arosemena
 Colombia: Santiago Cruz

Malcolm.bentely1@ntlworld.com
kikoaro@cableonda.net
Scollectibles2003@yahoo.com

**"Private Carriers" of Colombia:
Expreso Tobon with Cutting Marking**
By Rainer Fuchs (AIJP, FRPSL).

With this article I continue my series of articles on new discoveries in the field of Colombian Private Carriers.

I like to write an item which is not in own collection, but in that of a collector friend of Austria who was kind enough to supply me a high resolution image.

The "El Expreso Tobon" is quite famous and the 6 Centavos railway topic stamp very popular. I still wonder why this company has chosen a railway topic for their stamp as the "El Expreso Tobon" did not carry their mail by train.

The featured item (Fig. 1) is an apparent first flight cover (Primer Vuelo Cali - Barranquilla), addressed to "Condor Syudicat (sic)" (Syndicate Condor), Rio de Janeiro, Brazil. Condor was an airline in Brazil, created and operated by the German Airline Lufthansa. Obviously, the stamp on the cover is not cancelled and I doubt the cover was actually transported.

Fig. 1: Cover
with "El Expreso
Tobon" stamp.



But, a closer look on that stamp (Fig. 2) reveals something interesting and as per my best knowledge, not reported earlier. The stamp is from the bottom of the sheet. The bottom is not perforated. This stamp, like several other Colombian Private Carrier stamps, were only perforated between the stamps, but not in the outer margins.

The stamp is off-centre as is often the case with these stamps, the left side perforation is going through the picture side of the stamp, cutting of some part of the stamp whereas the right side perforation is going through the neighbouring stamp, leaving some parts of the adjunct stamp visible. But what is really interesting is what I believe is the cutting mark at the bottom tight of the sheet, between the two imaginary stamps.

Has any member/reader here seen this cutting mark before? Can we eventually show other examples, maybe in form of a larger multiple of the sheet to verify the position of this cutting mark in the sheet? I am also not completely certain that this mark is in fact a cutting mark which would mean the sheet was printed in large size sheets and after printing cut into smaller sheets to form the issued sheets.

If must be noted here that very few multiples of this stamp are known and the sheet size is still a mystery.



Fig. 2: Closeup showing cutting mark.

Any feedback or additional information would be appreciated. Please send to rainer@fuchs-online.com.

POSTCARDS: C. L. CHESTER

By Brad Wilde

Clarence Lyon Chester ("C. L.") was born in Washington, Iowa on 25 August 1877. He was a lecturer who travelled throughout the United States speaking on various foreign lands. He served as Thomas Edison's chief travel cameraman and also worked for Paramount Pictures. He co-published a highly illustrated book on Panama and the canal with Alfred B. Hall in 1910. Chester hired three cinematographers in 1916 for a high-class series of education travelogues. He collaborated with the sporting magazine *Outing* and produced weekly travel films "Chester-Outing Scenics" or "screenics" until the magazine folded in 1923. He grew up in New York City but moved to Hollywood in the 1920s. He produced at least 167 films under C. L. Chester Pictures Corporation from 1918 to 1923 – most were documentary shorts, others were humorous and featured

animals. His address is given as 8 Union Block, Saint Paul, Minnesota.

A notice in The Canal Record of 1907 reported on his lectures on the Isthmus:

"Mr. C.L. Chester will deliver an illustrated travel talk with stereopticon and moving pictures, under the auspices of the Ancon Amusement Association, at the Metropole Theatre in Panama, on Wednesday, June 3, at 8:30 p.m., Panama Railway time. His subject will be "Ecuador – Peru – Bolivia." Mr. Chester, who is one of the most popular lecturers of his class in the United States, is spending several weeks on the Isthmus, gathering material for a new lecture on the Panama Canal. He has for several years been delivering a lecture on this subject with stereopticon pictures and has come to the Isthmus to obtain new material for a revised version of it."

Some of this material appeared on three distinct sets of his postcards during the next several years. Many examples of their posting from the Canal Zone are known. All featured black and white photographs often printed on heavy but poor-quality card stock. Some of the same views appear on different series. None of the cards have a number attached to them.

TYPE A (Copyright 1908)

These are dated 1908 and the view is inside a gold frame, separated from the image by a smaller white frame (Fig. 1). Many are not well centered on the card and a few views retain a large blank area. The captions are in white caps, hand lettered. Captions vary in punctuation and letter quality also varies. Some of the views are in sepia and many of the images are arranged vertically. The address side (Fig. 2) is divided with POST CARD, CORRESPONDENCE and ADDRESS ONLY headers. The publisher data on the left edge reads Copyright 1908 by C. L. Chester. There is no stamp box. At

least one card has the front and reverse sides opposed by 180 degrees. Based on photo quality, this appears to be the oldest

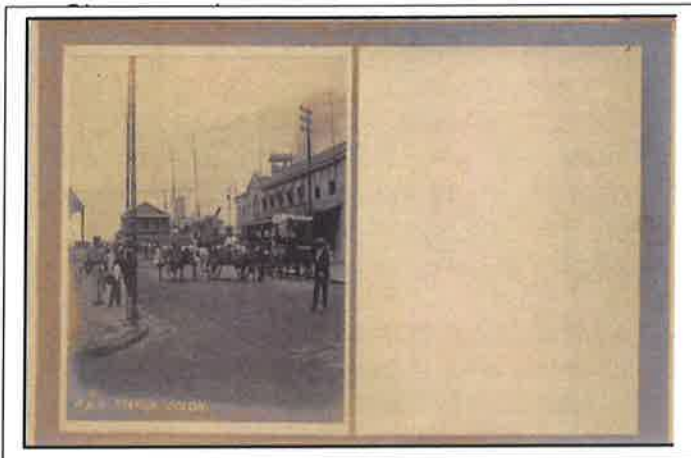


Fig. 1: View side of Type A Cards



Fig. 2: Address side of Type A Cards

The 26 cards are listed alphabetically.

AFTER THE BATH
AN ISTHMIAN ALLIGATOR
BEACH MARKET, PANAMA.
CITY OF PANAMA FROM ANCON HILL
(vertical) COLON.
CULEBRA CUT (vertical)
FIVE YARD DIPPER. CANAL ZONE.
GATUN LOCK SITE
MOUNT HOPE.
NATIVE ISTHMIANS.
OLD SEA WALL PANAMA

OLD SPANISH MAGAZINE, PORTO
BELLO
OVERLOOKING PANAMA,
P. R. R. STATION, COLON.
PACIFIC FLEET
PACIFIC TERMINAL OF CANAL LA BOCA
PANAMA CITY.
PANAMANIAN SHOWER BATH
QUAINT SPANISH BALCONIES OF
PANAMA. [vertical]
ROOSEVELT AVENUE, CRISTOBAL
"SPRINGING HOLES" CANAL ZONE
STREET VIEW IN COLON TABOGA
ISLAND, BAY OF PANAMA
THE CATHEDRAL, PANAMA
THE HOTEL TIVOLI, ANCON C.Z. (vertical,
between palms)
THE MARKET, PANAMA
TOWER OF OLD PANAMA.
WATER FRONT, PANAMA.

TYPE B (Copyright 1909)

The picture side (Fig. 3) contains a printed black and white view that is full frame except for a narrow white border at the lower edge containing the caption in printed black caps. The address side (Fig. 4) is divided with the three headers in caps and a heavier font than that for series A. A stamp box reads: One Cent / Stamp / Here. The publisher data on the left edge reads COPYRIGHT 1909. BY C.L. CHESTER.



Fig. 3: View side of Type B Cards

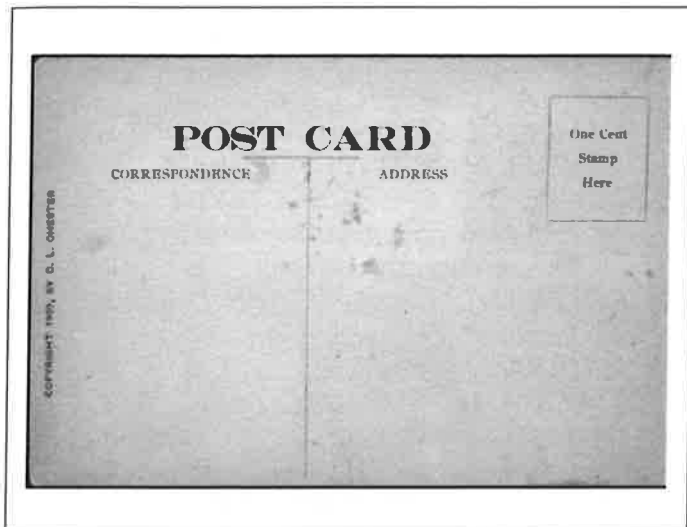


Fig. 4: Address side of Type B Cards

The 10 cards are listed alphabetically.

BEACH MARKET, LOW TIDE, PANAMA
BILLIARD ROOM HOTEL TIVOLI, ANCON,
C.Z.

CATHEDRAL, PANAMA

CENTRAL PLAZA AND CENTRAL
AVENUE, PANAMA CITY

CHIRIQUI FORT AND PRISON, PANAMA
DINING ROOM, HOTEL TIVOLI, ANCON,
C, (sic) Z.

GREETINGS FROM HOTEL TIVOLI,
ANCON, C.Z. (Note: Thick card with
foldout containing ten views)

HOTEL TIVOLI, ANCON

MOUNT HOPE DRY DOCKS AND
WHARVES OVERLOOKING PANAMA,
PACIFIC FLEET

PARLOR AND BALL ROOM, HOTEL
TIVOLI, ANCON, C.Z. PLAZA DE
BOLIVAR, PANAMA

TYPE C (WHITE CAPTION BOX NO DATE)

This series appears to be the latest of the three. Although no date is shown, it was probably published in 1910. The picture side

(Fig. 5) a printed to the edges black and white view and the caption is set off in caps in a small rectangular box within the image. The view format resembles that used by Thomas Marine on his cards. Like the previous series, the card stock is low quality, but the images are considerably crisper. Address side (Fig. 6) publisher data reads "PHOTOGRAPH BY C. L. CHESTER". Two distinct variations of the address sides are known, but all of the listed views are probably printed in both variations. In the first variety (Fig. 6) the top header, POST CARD, is in large caps. The smaller headers (*This side for Correspondence and For Address Only*) are in small italics. The stamp box reads "PLACE / ONE CENT / POSTAGE / STAMP / HERE". The publisher data on the left edge reads PHOTOGRAPH BY C. L. CHESTER. The second variety (Fig. 7) the "POST CARD" header is enclosed in a fancy scroll box and printed in gray. The sub headers are in non-italic caps. Stamp box reads: "PLACE / STAMP HERE / line / DOMESTIC / ONE CENT / FOREIGN / TWO CENTS." This second variety is likely a later printing due to the addition of the foreign postage rate.



Fig. 5: View side of Type C Cards

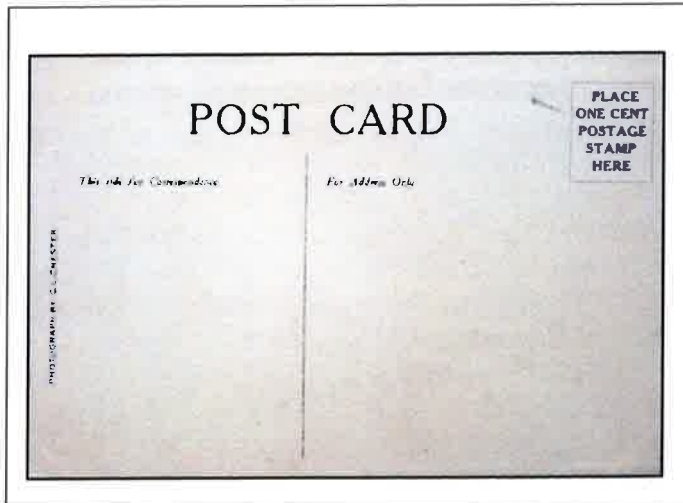


Fig. 6: Address side of Type C Cards Variety 1

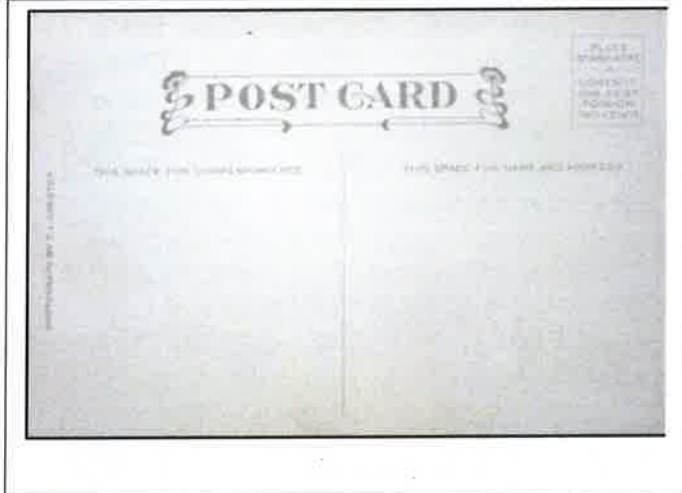


Fig. 7: Address side of Type C Cards Variety 2

The 26 cards are listed alphabetically.

AVENUE OF PALMS, CRISTOBAL, C. Z.
 BALBOA THE PACIFIC TERMINAL OF
 THE PANAMA CANAL
 COLON, R.P.
 CONCRETE FLOOR, PEDRO MIGUEL
 LOCK
 CONCRETE MIXING PLANT, GATUN, C.
 Z. LARGEST IN THE WORLD
 CONCRETE WORK, GATUN LOCK SITE
 CULEBRA CUT
 DUMPING BUCKET (2 CUBIC YARDS OR
 ABOUT 4 TONS) OF CONCRETE

LOCK SITE, GATUN, C.Z.
 ELECTRIC RAILWAY AND CABLEWAYS,
 GATUN, C. Z.
 FIVE YARD DIPPER, CANAL ZONE
 GATUN LOCK SITE SHOWING CURTAIN
 WALL AND CONCRETE WORK,
 GATUN, C. Z. GREETINGS FROM
 PANAMA (Infant looking from wooden
 house doorway, vertical)
 HOTEL TIVOLI, ANCON, C. Z. (Distance
 shot between palms)
 ISTHMIAN ALLIGATORS
 LAKE GATUN, THE DAM AND LOCK
 SITES, GATUN, C.Z. (triple section
 card, see individual cards below)
 MACHINE SHOPS AND CUT AT EMPIRE
 MOUNT HOPE DRY DOCK AND
 WHARVES
 NATIVE HOUSES, ISTHMUS OF PANAMA
 NATIVE ISTHMIANS AT HOME
 NATIVE WASHERWOMEN
 PANAMA CITY (vertical)
 RUINS OF OLD SPANISH FORT, PORTO
 BELLO
 SECTION "A" OF THREE SECTION
 PANORAMIC VIEW OF GATUN LAKE,
 DAM AND LOCK SITES
 SECTION "B" OF THREE SECTION
 PANORAMIC VIEW OF GATUN LAKE,
 DAM AND LOCK SITES
 SECTION "C" OF THREE SECTION
 PANORAMIC VIEW OF GATUN LAKE,
 DAM AND LOCK SITES
 THE CITY OF PANAMA

WANTED TO PURCHASE:

Looking to purchase covers bearing:

Panama stamps from 1887 Bogota printing;
 Post-revolution Bocas del Toro overprints;
 SCADTA to, from, through Panama / C.Z..

Please send description and price to
 Brad Wilde at bgwndal@gmail.com.

In Honor: Louis Eugene Langlais.

Louis Eugene Langlais - An Appreciation by Debby Friedman



I was shocked and saddened as I am sure all collectors of Latin American postal history were to learn of the untimely passing of Eugene Langlais on April 6 in an accident. On behalf of copaphil, I send our condolences to his widow Claire-Lise.

The factual details of his philatelic career which are recounted below do not do justice to his place in philately. I had hoped I would have the opportunity to talk with him at Stockholmia in 2019, but he was unable to make the trip. I am so sorry to have missed that opportunity.

There are collectors who are excellent researchers as reflected in their exhibits, talks and/or writings. Eugene wrote important books and articles but he was especially noteworthy for his willingness to answer other collectors' questions, often going beyond even the simple answer by sending



additional information. This I know from my own experience. Several years ago I acquired a fluvial cover with what was to me an unidentifiable marking which appeared to be the name of a riverboat. This would be a rare item if it was, so I turned to Eugene for help and the answer came almost immediately. Not only did he give me the name of the boat, but also he gave me the history of the person after whom the boat was named.

The earliest letter from Eugene in my files dates to 1997. We shared a mutual interest in Colombia's river and railroad postal stationery. At that time we exchanged photocopies of the fluvial and ferreo covers in our collections. He shared his preliminary research into early UPU and domestic rates using official texts. He also mentioned his interest in the postmarks of the American, French and British post offices in Colombia and Panama as well as Via Panama covers. Through the years he sent me copies of sources unknown to me that were relevant to my interests.

Though it has not been updated since its 2001 publication, the *Philatelic Bibliography for Colombia and Panama* has a significant list of articles he published beginning in 1990, primarily about foreign postal services. I will work on a compilation of Eugene's articles and books for a future issue of COPACARTA.

I had the honor and pleasure of reviewing two of his beautifully researched books for COPACARTA. His last book was the 2018 *La Colombie, de la Confédération Grenadine à la création des États-Unis de Colombie: Histoire et poste 1858-1864*.

Louis Eugene Langlais:

Real Academia Hispanica de Filatelia e Historia Postal (translation)..

Born in 1950 in Bogotá, Luis Eugène, who lived in Paris, France, was a great connoisseur and student of Colombian post history and maritime postal history.

He was a member of Copaphil, the Royal Hispanic Academy of Philately and Postal History, the French Academy of Philately, and a Fellow of the Royal Philatelic Society of London.

Eugene was an avid collector and exhibitor. Among his collections were "La Presidencia de Louis Napoleon Bonaparte 1848-1852"; "Agencias Postales y Correos Franceses en Colombia y Panama 1843-1900"; "El Correo Fluvial en Colombia 1890-1899"; "Principales Rutas Postales de Nueva Granada a Medios del Siglo XIX"; "Nueva Granada Sobreporte 1852-1857" and "La Colombie de La Confederation Grenadine a la Creation des Etats Unis de Colombie. Histoire et Poste 1858-1864".

He wrote a large number of studies and books on maritime mail including "Poste Maritime Francaise"; "Premier Service Postal

du Pacifique Sud 1844 - 1845"; "Consulat de France a Panama 1843 - 1848"; Deuxieme Service Postal du Pacifique Sud 1872 - 1874"; "Consulat de France a Panama 1848 - 1881"; and "Les Paquebots du Mexique 1827 - 1835". He also published many articles in various stamp journals including the "Real Academia Hispanica de Filatelia", "Academie de Philatelie" "London Philatelist", "Collectors Club Philatelist", "Colombian Philatelic Research Society" and Copaphil.

Basil Rowe: Airmail Pioneer

By Juan L. Riera

Basil Lee Rowe (Fig 1) was a pioneer in aviation and in international airmail even though his is not as well known a name as those with whom he worked. He was born in New York State in 1896 and died in the Miami, Florida, area on November 1st, 1973.

In between he owned a business selling used planes with a partner, started his own airline, saved Pan American Airlines



Fig. 1: Captain Basil L. Rowe.

from folding before the enterprise even began, and worked with and for peoples such as Clarence Chamberlin, Juan Trippe, Charles A. Lindbergh, and Fred Noonan, Amelia Earhart's co-pilot. What added to my interest in Basil Rowe is that as I did research into his career and life, I discovered the he lived in my neighborhood and that the current owners of his house in Miami are cousins of my aunt's deceased husband.

After World War 1 Basil went into business with Clarence Chamberlin (1893 – 1976) – who later would be an air mail pilot, piloted the first transatlantic passenger flight, set an endurance record, and win the Orteig Price, among other accomplishments. In 1919 they formed the Chamberlin-Rowe Aircraft Corporation in which they would buy surplus Army planes, restore them and then sell them, splitting the profits. This business increased their interest in aviation on the part of both partners, although they were not to become wealthy from it.

In 1927 with mail contracts in hand Rowe founded the West Indian Aerial Express based in Barahona (Santo Domingo), Dominican Republic, although a cousin

thought it was based in Haiti when interviewed about Basil.

The airline fleet consisted of a Fairchild FC-2W floatplane (Fig. 2), a Keystone K-47 Pathfinder, and a Waco 9. While flying to the Caribbean (Fig 3) Rowe met Juan Trippe in Miami who was running up against a deadline of October 19th, 1927, to transport mail from Key West to Havana under the U.S. Post Office Contract. The planes acquired by Tripp were on their way, but the airport in Key West was no ready for land-based planes, so Trippe chartered the Fairchild FC-2W floatplane from Basil Rowe to successfully fulfill the requirements that gave Pan American Airways its start. The Keystone Pathfinder in 1927 was the first plane to land on the island of St. Thomas – the landing strip was a golf course. On August 20th, 1927, the Waco 9 crashed on takeoff from Enriquillo in Santo Domingo. The fate of the occupants is unknown.

Late in the year the airline had scheduled services between Puerto Rico, the Dominican Republic, Haiti, Cuba, and the Virgin Islands. In 1928 Basil moved his base of operations to an airport he had previously built in an area of San Juan known as "El Escambron", which nowadays is the location of Luis Munoz Rivera Park. This was a more convenient location for the airline to handle the mail contracts it had. Basil Rowe and his airline are responsible for



*Fig. 2: West Indian Aerial Express
Fairchild FC-2W.*

the first airmail flight from Puerto Rico to Miami. In late 1928 or early 1929 West Indian Aerial Express was bought out by Pan Am, which moved operation to "Isla Grande" airfield that they had built – later named Pan American Airport. With this Basil owe became a pilot for Pan American Airways and moved to Miami. He then flew many of the flights throughout Central and South America. First flight covers addressed to and from him can be found and he was the co-pilot on the May 1, 1930, express flight from Panama to Miami

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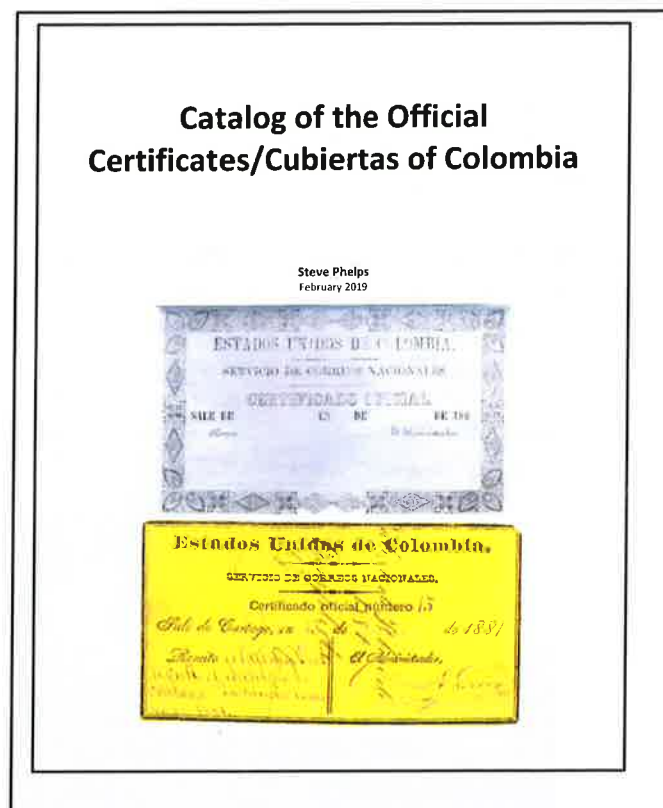


Fig 3: Poster for Key West and Havana daily flight.

PUBLICATION FOR SALE

CATALOG OF THE OFFICIAL CERTIFICATES / CUBIERTAS OF COLOMBIA by Steve Phelps

The member price postpaid, including paypal fees, is \$25 to the US and \$30 to the rest of the world. Non-member pricing is \$30 and \$35 respectively. The catalog has a limited printing. To order, email to Allan Harris copaphilusa@aol.com. Paypal payments should be sent to copaphilusa@aol.com. Payment can also be made by check in US dollars drawn on a US bank and sent to Allan Harris at 26997 Hemingway Court, Hayward, CA 94542.



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RESEARCH PROJECT

Five distinct issues of provisional Registration stamps were used in Panama. The pink stamp was used in 1885. The second row is currently listed in Scott as F2, with the 20 cent being a bit of a mystery. The third and fourth row were provisionals used in 1900 and 1904. The last item was used from Boca del Toro.

Our understanding will be helped by a comprehensive survey. Please send the date, town cancel, and destination and for all used on covers. Any additional information and scans will be appreciated.

All responses (may also be sent to the editor for privacy) will be confidential and the overall results will be published here.

David Hanschen
davidhanschen@yahoo.com

Colombia: UPU post card rates 1935 -1949

by Larry Crain

The rates to mail a post card to UPU destinations (most of the world distant from Colombia) from 1935 to 1950 were like a roller coaster. They were raised in 1935 from the 4¢ rate established by Decree 1197 in 1925, raised again in 1936, dipped in 1938 and then rose slowly even through the 50s. During the same period domestic rates and those for the UPAE countries (much of Latin America, Spain and the US) was the same until 1953.

These post cards are not common. The beginning of the period was during the Depression, the middle was during WWII and the end was at the start of Colombia's internecine civil war, The Violence. Because of these social factors, there were few visitors to send the cards in any of these periods.

UPU Rates (data from Javier Gutierrez Mejia, Cronologia de las tarifas postales en Colombia 1859 - 2006)

7¢ rate - Decree 1759 in effect Jan. 1, 1935 - Aug 31, 1936. Rate was repeated in Decree 327 of 1935.

Real photo post card of hospital in Manizales (Figure 1). Brazil was not originally a member of the Union Postal Americano Espanol (UPAE). It was not listed as a member until Decree 327 which took effect March 1, 1935. That was still a month and a half before the card was mailed, and it could have gone at the 2¢ UPAE rate.

Color card (Figure 2) to Yokohama, Japan, of book seller and printer Ramos, in color, but card is of Puira, Peru. The 7¢ stamp was



Fig. 1: Manizales to Bahia, Brazil, April 13, 1935



Fig. 2: Pasto to Yokohama, Japan.
December 4, 1935

issued January 1, 1935, specifically for this rate. 50,000 stamps were issued as part of a set of 16 values

10¢ rate - Decree 1630 in effect September 1, 1936 - February 28, 1938.

Real photo post card (Figure 3) of Hotel Grenada, which was built 1928 and torn down 1951. It was said to have been damaged April 9, 1948, in the Bogotazo, the riot following the assassination of presidential candidate Jorge Elcer Gaitan [Scott 698-9]. These two events were the start of The Violence.



Fig. 3: Bogota (urban mail cancel) to Kristianstad, Sweden, October 5, 1936

8¢ rate - Decree 196 in effect March 1, 1938 - June 30, 1941.

1/4¢ postal tax (Law 85 of Apr 1939), censored. Real photo post card of Santander statue, Bogota (Figure 4).



Fig. 4: Bogota to Jedrzejow, Poland, January 15, 1941

9¢ rate - Decree 901 in effect Jul 1, 1941 - c. Apr 1945

Underpaid, new 10¢ rate effective about April 1945, 1¢ postal tax [Law 2 of September 1946. Linen card (Figure 5) of Avenue of the Cocos, Barranquilla, printed by Tichnor Bros. Inc., Boston, distributed by Raul de la Espriella B., Barranquilla



Fig. 5: Barranquilla to Milan, Italy, December ?, 1946

10¢ rate - Decree 661 in effect c. April 1945 - March 31, 1949.

Marked unknown at #12, changed to #7 Dec 3. White-border real photo card EKC (produced 1940s) of the Hotel Nutibara (Figure 6) which was inaugurated Jul 18, 1945.



Fig. 6: Medellin to Gothenburg, Sweden November 21, 1945, by air within Colombia

The UPU post card rate continued to climb: 11¢ later in April 1949 and 14¢ in 1951. The domestic and UPAGE rates, however, stayed steady at 2¢ until they rose to 5¢ in 1953.

Actual mailed post cards like these are hard to find. I only have two others in my collection. However, two of these were purchased in the past six months. Cards earlier and later are easier to find.

Maybe, like me, collectors are going deep into their stamp closets and finding things saved but now not an interest.

Thomas P. Myers

By Brad Wilde

It is with great sorrow that I announce that our former editor Thomas P. Myers passed away on August 31, 2020. Tom was editor of Copacarta for many years and saw the transition of the journal from a predominantly black and white publication to a full color one. He also wrote many articles on Colombian stamps and rates.

Tom was an accomplished philatelic judge and had volunteered his time, knowledge and reputation, to many shows. As well, he was an accomplished exhibitor himself having won a gold medal at **Omaha 2012** for his exhibit British Airmail to the Americas 1931 – 1952; Rocky Mountain Stamp Show large gold, **Colopex 2012** and **Balpex 2016** a gold medal for Peruvian Airmail, 1927 – 1941; **Omaha Stampshow 2017** a large vermeil for Development of British Air Mail to Asia and Australia 1931-1937; **NAPEX 2010**: Vermeil “Riches of Colombia” Airmails 1932-1940. **Omaha 2012**: Gold “British Airmail to the Americas 1931 -1952; **Rocky Mountain Stamp Show** large gold; **Colopex 2012** gold; **Balpex 2016**; **Aripex 2017** gold for Peruvian Airmail 1927 – 1941; **Omaha 2017**: large vermeil for Development of British Air Mail to Asia and Australia 1931 – 1937.

Tom was also the Stamps of Latin America columnist for the Linn's Stamp News for many years. Tom contributed numerous articles to other journals including that of the Peru Philatelic Study Circle, the Society for Costa Rica Collectors, the Great Britain Collectors Club.

Tom was born December 28, 1940, in Buffalo, New York. He earned his B.A. in anthropology from Beloit College in 1963 and his doctorate in anthropology and archeology at the University of Illinois in 1970. For over 30 years he served as curator of anthropology at the University of Nebraska State Museum and taught there. His specialization was the history and culture of the upper Amazon.

Robert A. Siegel Auction:

By Brad Wilde

Robert A. Siegel had an auction on October 1st with 6 interesting Colombia large lots.

Lot 1714 (\$4,250) was a 2 stockbook accumulation with issues from 1859 – 1908 with varieties, errors, proofs, reprints, etc. Estimated at \$2-3,000. Lot 1715 (\$3,500) was a manuscript town cancellation collection of over 2,000 19th century stamps from over 300 different towns (200 were rated 80 or 90). Estimated at \$3-4000. Lot 1716 (\$8,000) was a collection of 300 insured letter stamps (including officials and on cover). Among them the only known cubierta used on cover from Panama. estimate at \$2-3,000.. Lot 1717 (\$850) was a large collection of mostly 19th century postal cards and other stationery estimated at \$3- 400. Lot 1717 (\$3,850) was a lot of 100 cover; including many Panama purchased at the Meroni sale. It included a Wells Fargo cover with “Isthmus agency” postmark. Estimate \$2-3,000. Finally Lot 1719 (\$800) was a specialized group of Tolima's 1886 issue with a Scott value of \$4100 and a \$1000-1500 estimate.

Postcard Corner

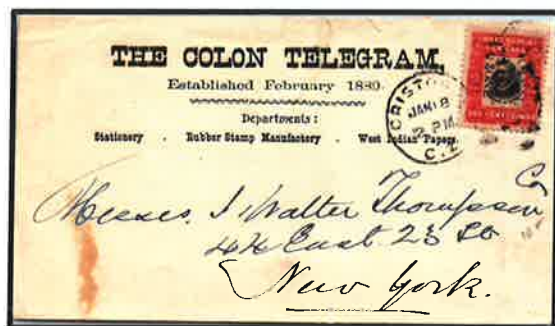
By Brad Wilde

It is always fun to find a cross between one's collecting worlds and this article is about such a cross – covers used with return addresses pertaining to postcard vendors.

For a number of years I have been putting envelopes mailed by various Panamapostcard makers away. I had planned to use them as illustrations in a postcard book, but, with a rough copy of the book finished, realized that I didn't have enough covers to do it for even 10 percent of the vendors listed. Thus, the decision to write this article which will make the information available to the collecting world.

During the time period these covers were mailed the postage rate was fixed at 5 centesimos per 20 grams for international mail and 2 centesimos per 20 grams for domestic and UPAE (Union Postal de las Americas y Espana / Postal Union of the Americas and Spain).

The Colon Telegraph produced a large number of cards in the 1903 to 1906 time period. It also produced the newspaper of the same name and had its own print shop. Mailed from Cristobal on January 18, 1907.



The Flower of India produced a series of 12 cards in the linen style in the 1930s. Mailed from Colon on August 7, 1934.



La Academia was a series of vertically oriented, unnumbered cards printed at the La Academia plant at 43 Avenida Central, and hand tinted by students in the Panama City schools. By the 1950's La Academia had moved to the corner of Avenida J and Juan B. Sosa Street. Paid with the "Flat Top" A series of 1924 1 cent. Mailed from Ancon on June 2, 1926.



Vibert & Dixon was a local firm believed to have been located at 23 Central Avenue, but about which little is known. In 1911, however, the firm had branches at Panama City, Colon, Culebra, Empire and Gorgona. According to their ad in the 1911 ZONIAN they sold "Souvenirs, Stationery, Reading Matter, Powell's Candy, Kodaks and Photo Supplies, Waterman Ideal Fountain Pens, Edison Phonographs and Records, Mfgs. "La Prueba" "CIGAR". One of the proprietors was Robert King Vibert, a Yale graduate who later worked for the Panama Canal. His partner was R. P. Dixon. Vibert was

very active in local social life and was a Mason, Rotarian and member of the Century Club. Mailed at Ancon March 21, 1924.



J. V. Beverhoudt was born in St. Thomas, Danish West Indies, and he came to Colon in 1907. He received his education in the DWI and the United States, where he worked as a young man. His store in the 1920's and 1930's was located at 33 1/2 and 60 Front Street in Colon. Beverhoudt was very active in the social and commercial life of that city and he resided there on 9th Street. He also served as the Danish Consul. His cards are known printed in Italy and in Great Britain. 3 cents postage paid with George Washington overprint of 1933. Mailed at Cristobal on May 3, 1934.



Foto Flatau belonged to John Flatau who immigrated to Panama from Germany in the 1930s. He produced the largest series of real photo postcards pertaining to Panama and the Canal Zone. Mailed from Balboa on May 1, 1956.



Albert Lindo Albert Lindo was born in 1891 and arrived on the Isthmus as a young man. Nothing is known about his early years in Panama; however, he became a well-known figure in business circles and in the local Jewish community. Following the death of Apolinary Bienkowski in 1909, Lindo assumed the contract for operation of the Panama Railroad News Agency kiosks. At his main store on Central Avenue he sold view books, postcards, magazines, and other Isthmian souvenirs. In 1914, the contract to operate the Panama Railroad kiosks was awarded to I.L. Maduro Jr. He died in 1963. Mailed at Balboa June 16, 1917.



If anyone has any other covers that have corner cards relating to individuals or companies that produced Panama or Canal Zone postcards please send an email, with scans, to Bgwndal@gmail.com.

First Panama City Overprint of 1903

By Brad Wilde

Collectors of Panama postal history know that the post-independence Panama overprint, while relatively common as mint or used stamps, are rarely found on postal history items. The author has begun a census of the first three Panama City overprints, the Colon overprints, and the Bocas del Toro overprints. The results will be reported over the next 6 – 8 issues of Copacarta. Hopefully, readers will submit scans of any covers, postcards, or package pieces they have franked with these issues.

Background: On November 3, 1903, Panama declared its Independence from Colombia. For the first couple of days the immediate task was the formation of a government, seeking recognition from the rest of the world, and ensuring calm within the new country.

One of the areas to be governed was that of the post office. As there was not a centralized post office immediately established by the ruling junta, the two existing post offices (Panama City and Colon) made the decision to overprint some of the existing stocks of Colombian stamps with the words "Republica de Panama". This article will cover the first overprints used in Panama City.

Handstamp: The first Panama City overprint is a rubber handstamp reading "REPUBLICA DE PANAMA" (Figure 1) and comes in black and red. The Scott catalogue gives separate numbers to the different overprint colors. For the purpose of this census the author agrees with some Panama philatelic researchers that the two colors were not used intentionally at different times. He believes they are the product of using whatever ink was available at the time additional stamps were needed.



Fig. 1: first Panama City rubber handstamp overprint.

The handstamp was used on the 1, 2, 5, 10, 20, and 50 centavos stamps as well as the 1 peso stamp. The number of stamps overprinted is not known. The earliest known usage is November 9, 1903 (Figures 1 & 2).



Fig. 2 & 3: Earliest recorded usage: November 9, 1903.

Postage Rates: During the time period these covers were mailed there were two postage rates in effect. From November 9th through December 6th the old Colombian rates were in effect. These were 10 centesimos per 20 grams for domestic mail, 20 centavos per 20 grams for international mail, 5 centavos for postcards, 10 centavos for registry service, and 10 centavos for the acknowledgment of receipt fee. This was changed on December 7, 1903, when all rates were reduced by 50 percent.

Census: 38 covers are reported to date bearing the first Panama City overprint. Not included are an unknown number of philatelic covers created by Angelo Lupi with the 2 centavos stamp, 10 centavos registry fee stamp, and 5 centavos Acknowledgment of Receipt stamp (Figure 4).



Fig. 4: Panama City – Panama City.
Example of Lupi cover. December 14 & 19,
1903. Unknown mailed.

1 Centavo Stamp: The 1 centavo stamp is known on 11 covers, of which 1 is the black overprint (Figure 4). Two are used to pay the 2 centavos postcard rate (Figure 5), five are used to pay foreign letter rates (Figures 6), and two are philatelic covers showing the series on cover (Figure 7). The earliest usage is November 16, 1903.



Fig. 4: Panama City – Fremont, United States.
January 21, 1904. Shows black overprint.



Fig. 5: Panama City – Asboath, Scotland..
December 8, 1903.



Fig. 6: Panama City – Lisbon, Portugal.
November 16, 1903. Up to 15 grams..



Fig. 7: Panama City – Berlin, Germany. February 1, 1904. Otto Bickel was a new issue specialist dealer.

2 Centavos Stamp: The 2 centavos stamp is known on 12 covers (not including the six Lupi covers). Interestingly all but the Lupi covers have the overprint in blackish blue. Five pay the 10 centavos foreign letter rate (Figure 8), one pays the foreign printed matter rate (Figure 9), and six are on philatelically inspired covers (Figure 10). The earliest recorded usage is November 16, 1903.



Fig.8: Panama City – Lakewood, United States. November 16, 1903.



Fig. 9: Panama City – London, England. November 16, 1903. Printed Matter Rate.



Fig. 10: Panama City - Unknown. January 7, 1904. Philatelic set on unaddressed cover.

5 Centavos Stamp: The 5 centavos stamp is known on 16 covers. All covers have the overprint in rose. Two pay the domestic letter rate (Figure 10). Seven pay the 10 centavos foreign letter rate (Figure 11), one pays the foreign postcard rate (Figure 12), and six are on philatelically inspired covers (Figure 13). The earliest recorded usage is November 12, 1903, and the latest February 29, 1904.



Fig. 11: Panama City – Colon. November 12, 1903. Domestic letter rate.



Fig. 12: Panama City – London, England. November 21, 1903. 30+ to 45 grams.



Fig. 13: Panama City – Belize, British Honduras. December 1, 1903.

10 Centavos Stamp: The 10 centavos stamp is known on 19 covers. All covers have the overprint in rose. Two pay the domestic letter rate (Figure 14 & 15) and four are on philatelically inspired covers. The earliest recorded usage is November 12, 1903, and the latest February 29, 1904.



Fig. 14: Panama City – Managua, Nicaragua. December 1, 1903. Up to 15 grams (Colombian rate).



Fig. 14: Panama City – Havana, Cuba. January 2, 1904. 30+ to 45 grams.

20 Centavos Stamp: The 20 centavos stamp is known on 17 covers. All covers have the overprint in rose. 13 pay the foreign letter rate (Figures 15 & 16) and four are on philatelically inspired covers (Figure 13). The earliest recorded usage is November 9, 1903, and the latest February 29, 1904



Fig. 15: Panama City – New York, United States.
November 18, 1903. 75+ to 90 grams
(Colombian rate).



50 Centavos Stamp: The 50 centavos stamp is reported on 6 covers. All covers have the overprint in rose. Two pay the foreign letter rate (Figure 17) and four are philatelically inspired (Figure 18).



Fig. 17: Panama City - New York City, United States.
January 1, 1904. 105+ to 120 grams. Late fee paid.



Fig. 18: Panama City – Munich, Germany.
February 1, 1904.

1 Peso Stamp: The one peso stamp is only reported on 1 cover (Fig 13) which is philatelic mailed on December 1, 1903.

If any readers know of other Panama City first issue covers please send a scan or report them with dates, stamps on the envelope, destination, addressee, and where postmarked. All Information should be sent to the author at bgwndal@gmail.com.

List of Reported First Issue Covers

L= letter, R=registered, PC=post card

	DATE	DESTINATION	STAMPS USED (DENOMINATION)	ADDRESSEE	Description
1	1904/1/21	United States	1B (2), 1R (2), 2B (2)	Victor Seitz	L
1	1903/11/16	Portugal	1R (3), 2B, 5R, 10R	F de LeTord	R (7700), L
2	1903/11/16	United States	1R (7), 2B (4), 5R	George Lathrop	L
3	1903/11/17	Unknown	1R, 2B, 5R, 10R, 20R, 50R	Frank Schofield	L
4	1903/12/1	British Honduras	1R, 2B, 5R, 10R (2), 20R, 50R, 1PB	F de P Castells	L
5	1903/12/8	Scotland	1R (2)	W. B. Anderson	PC
6	1903/12/16	United States	1R (2)	Louie Williams	PC
7	1904/1/11	United States	1R (2), 2B (2), 5R	Benedict Prieth	L
8	1904/1/21	United States	1R (2), 2B (2), 1B (2)	Victor Seitz	L
9	1904/2/1	Germany	1R, 2B, 5R, 10R, 20R, 50R	Otto Bickel	R (2167), L, Retardo
10	1904/2/29	Germany	1R, 2B, 5R, 10R, 20R	Otto Bickel	R (2179), L, Retardo
1	1904/1/21	United States	1B (2), 1R (2), 2B (2)	Victor Seitz	L
1	1903/11/16	United States	2B (2)	Mrs. Mallet	L
2	1903/11/16	United States	2B (4), 5R, 1R (7)	George Lathrop	L
3	1903/11/16	Portugal	2B, 5R, 10R, 1R (3)	F de LeTord	R (7700), L
4	1903/11/17	Unknown	2B, 5R, 10R, 20R, 50R, 1R	Frank Schofield	L
5	1903/12/1	British Honduras	2B, 5R, 10R (2), 20R, 50R, 1PB, 1R	F de P Castells	L
6	1903/12/14	Panama City	2R	Angelo Lupi	R (8876), L, AR
7	1903/12/14	Panama City	2R	Angelo Lupi	R (8885), L, AR
8	1903/12/19	Panama City	2R	Angelo Lupi	R (8879), L, AR
9	1903/12/20	England	2B (5)	Lady Mallet	L
10	1903/12/25	Costa Rica	2B (3), 5R (3), 50R	German Consulate	R (9314), L
11	1904/1/11	United States	2B (2), 5R, 1R (2),	Benedict Prieth	L
12	1904/1/21	United States	2B (2), 1B (2), 1R (2)	Victor Seitz	L
13	1904/2/1	Germany	2B, 5R, 10R, 20R, 50R, 1R,	Otto Bickel	R (2167), L, Retardo
14	1904/2/29	Germany	2B, 5R, 10R, 20R, 1R,	Otto Bickel	R (2179), L, Retardo
1	11/12/1903	Colon	5R	Jacobo Salas	L
2	1903/11/16	Portugal	5R, 10R, 1R (3), 2B	F de LeTord	R (7700), L
3	1903/11/16	United States	5R, 1R (7), 2B (4),	George Lathrop	L
4	11/17/1903	Unknown	5R, 10R, 20R, 50R, 1R, 2B	Frank Schofield	L

5	1903/11/19	Chile	5R	Elena Gastson	PC
6	1903/11/19	Chile	5R	Elaine de G	PC
7	1903/11/21	England	5R (7), 20R	Mrs. Mallet	L
8	1903/11/23	England	5R (2), 10R, 20R	Mrs. Mallet	R 7926), L
9	1903/11/30	Colon	5R	Jacobo Salas	L
10	1903/12/1	British Honduras	5R, 10R (2), 20R, 50R, 1PB, 1R, 2B	F de P Castells	L
11	1903/12/21	United States	5R	Isaac Brandon	L
12	1903/12/25	Costa Rica	5R (3), 50R, 2b (3)	German Consulate	R (9314), L
13	1903/12/27	United States	5R (2)	Otto Cohen	L
14	1903/12/28	United States	5R (2)	Otto Cohem	L
15	1904/1/1	England	5R (4)	Mrs. Mallet	L
16	1904/1/4	Colon	5R	Jacobo Salas	L
17	1904/1/11	United States	5R, 1R (2), 2B (2)	Benedict Prieth	L
18	1904/2/1	Germany	5R, 10R, 20R, 50R, 1R, 2B,	Otto Bickel	R (2167), L, Retardo
1	1903/11/16	Portugal	10R, 1R (3), 2B, 5R,	F de LeTord	R (7700), L
2	11/17/1903	Unknown	10R, 20R, 50R, 1R, 2B, 5R,	Frank Schofield	L
3	1903/11/23	United States	10R (2)	Isaac Brandon	L
4	1903/11/23	England	10R, 20R, 5R (2)	Mrs. Mallet	R 7926), L
5	1903/11/30	England	10R, 20R (2), 50R	Mrs. Mallet	R (8828), L
6	1903/12/1	England	10R	W. Mortimer Heath	L
7	1903/12/1	Nicaragua	10R (2)	H Heinze	L
8	1903/12/1	British Honduras	10R (2), 20R, 50R, 1PB, 1R, 2B, 5R,	F de P Castells	L
9	1903/12/14	United States	10R	Benedict Prieth	L
10	1903/12/17	Costa Rica	10R	Jose Rodriguez	L
11	1903/12/17	Costa Rica	10R	Jose P. Rodriguez	L
12	1903/12/19	United States	10R	Lannam & Kemp	L
13	1904/1/2	Cuba	10R (3)	Havana Tobacco Co	L
14	1904/1/5	Colombia	10R (2)	Joaquin Cacedo Alban	R (116), L
15	1904/1/11	United States	10R	F. Hermann	R (332), L, AR
16	1904/1/11	United States	10R	F. Hermann	R (330), L, AR
17	1904/1/11	United States	10R (2)	F. Herrmann	R (334), L, AR
18	1904/1/19	United States	10R	Lannam & Kemp	L
19	1904/2/1	Germany	10R, 20R, 50R, 1R, 2B, 5R,	Otto Bickel	R (2167), L, Retardo
20	1904/2/29	Germany	10R, 20R, 1R, 2B, 5R,	Otto Bickel	R (2179), L, Retardo
1	11/09/1903	Germany	20R	I. F. Luria	L

2	1903/11/16	Italy	20R	D. Aug. Mottu	R (7703), L
3	1903/11/17	Unknown	20R, 50R, 1R, 2B, 5R, 10R,	Frank Schofield	L
4	1903/11/18	United States	20R (6)	Isaac Brandon	L
5	1903/11/21	England	20R, 5R (7)	Mrs. Mallet	L
6	1903/11/23	England	20R, 5R (2), 10R	Mrs. Mallet	R 7926), L
7	1903/11/30	United States	20R	George Lathrop Pack	L
8	1903/11/30	United States	20R	Wo Kee & Co	R (8218), L
9	1903/11/30	England	20R (2), 50R, 10 R	Mrs. Mallet	R (8828), L
10	1903/12/1	British Honduras	20R, 50R, 1PB, 1R, 2B, 5R, 10R (2)	F de P Castells	L
11	1903/12/7	United States	20R	L. A. Nobel	L
12	1903/12/18	Cuba	20R	Havana Tobacco Co	L
13	1903/12/21	United States	20R	Issac Brandon	L
14	1904/1/1	United States	20R, 50R	J. Ferro	L, Retardo
15	1904/2/1	Germany	20R, 50R, 1R, 2B, 5R, 10R,	Otto Bickel	R (2167), L, Retardo
16	1904/2/29	Germany	20R, 1R, 2B, 5R, 10R,	Otto Bickel	R (2179), L, Retardo
1	11/17/1903	Unknown	50R, 1R, 2B, 5R, 10R, 20R,	Frank Schofield	L
2	1903/11/30	England	50R, 10R, 20R (2)	Mrs. Mallet	R (8828), L
3	1903/12/1	British Honduras	50R, 1PB, 1R, 2B, 5R, 10R (2), 20R	F de P Castells	L
4	1903/12/25	Costa Rica	50R, 2B (3), 5R (3)	German Consulate	R (9314), L
5	1904/1/1	United States	50R, 20R	J. Ferro	L, Retardo
6	1904/2/1	Germany	50R, 1R, 2B, 5R, 10R, 20R,	Otto Bickel	R (2167), L, Retardo
1	1903/12/1	British Honduras	1PB, 1R, 2B, 5R, 10R (2), 20R, 50R	F de P Castells	L

COPAPHIL OFFICERS

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larry.crain@gmail.com

schaffer_s@sbcglobal.net

HPEXCHANGE@aol.com

patrick@iCollectPanama.com

bgwndal@gmail.com

3131 Walnut Street, Apt 505,
Philadelphia, PA 19104

OVERSEASE REPRESENTATIVES

Europe: Malcom Bentley
 Panama: Dr. Ernesto Arosemena
 Colombia: Santiago Cruz

Malcolm.bentely1@ntlworld.com

kikoaro@cableonda.net

Sccollectibles2003@yahoo.com

Colombia's 1959 Registration Envelope

By Steve Phelps

Colombia's registration envelopes were first issued in 1927 and essentially replaced the national cubiertas. They were primarily used to mail cash to or from inhabitants of smaller towns that had no access to banks. The 1959 issue was printed by Waterlow & Sons Ltd in London, as were many of the prior issues. The earliest reported postmark for this issue [Menuz RE-13] is May 4, 1959 and is shown in Figures 1 (front) and 2 (back).



Fig. 1: Earliest reported postmark on 1959 issue



Fig. 2: Reverse of figure 1

This issue featured a new double-indicium design on the front of the envelope, replacing the previous issue which had a single indicium on the rear flap. The left 10c

denomination covered the new rate for the Valor Declarado [Declared Value] service for the first 20 grams and the right 20c value covered the extra rapid ("Extra Rapido") service. This measures 191 x 111 mm and the front title text, underline and circle at left were printed in the same green as the left indicium, while the balance of the text and lines were printed in the same brown as the right indicium. An unused example is shown in Figure 3.



Fig. 3: Unused example of 1959 issue.

For this issue, a set of 4 different essays have been preserved. It is believed that these were submitted together to the Colombian postal authority by Waterlow for review, mark-up and approval of the final printing design, as well as color scheme. Each of these essays bears a Waterlow handstamp at upper left with a serial numbered "Muestra" (sample or specimen) marking. These four are shown in Figures 4 through 7. The manuscript changes to the final layout can clearly be seen on essay number 2 (Figure 5) along with a check mark below the brown indicium indicating the selected final color for it. Essay number 3 (Figure 6) shows a check mark below the green indicium indicating the selected final color for it. The "+" sign above the green indicium is believed to be the indication that the title text, underline and circle at left should also be printed in the green color. It

appears that some of the layout edits were also provided on essay number 4 (Figure 7).



Fig. 4: Essay of final issue



Fig. 7: Layout edits on essay number 4



Fig. 5: Essay number 2 with chck mark below brown indicium



Fig. 6: Essay number 3 with check mark below green indicium

This set of essays provides rare insight into the printing layout approval process and is the only known set for any of the registered envelope issues. The issued registration envelope conforms to the changes requested, and the color scheme.

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References Cited

Menuz, Wayne (2008) Colombia's Registration Envelopes. *Postal Stationery*, Journal of the United Postal Stationery Society, Inc., Vol. 50, Number 1 p.8.

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